

# Clay Development L.L.C.

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JUN 25 2008

Hand Delivered

Columbia River Crossing

June 24, 2008

Columbia River Crossing  
c/o Heather Gundersen  
700 Washington Street, Suite 300  
Vancouver, WA 98660



RE: PUBLIC COMMENT

Dear Committee Members:

We have taken the time to purchase and read most of the Draft Environmental Impact Statement (DEIS) for the Columbia River Crossing (CRC) and would like to submit our comments for the public record.

We own the historic Providence Academy at 400 East Evergreen Boulevard and Century House at 312 East Evergreen Boulevard. Also, we own two blocks on the proposed Washington Street Light Rail Transit (LRT) line. First we would like to comment on The Academy property.

On page 3-117 it is stated that there may be temporary easements onto private property and that property *could be returned* to the owner. The Academy is comprised of six plus acres, and might be used to store equipment. Please be sure to change the word *could* to shall. (See attachment DEIS page 3-117)

On page 5-34, exhibit 5.3.10 the map shows the land that will more than likely be acquisitioned for the widening of I-5. There are several concerns regarding this acquisitioning. (See attachment DEIS page 5-34, exhibit 5.3.10)

To begin with, the property line on the exhibit does not show the most southerly half of 12<sup>th</sup> Street from D Street east to I-5 as part of our property. We will be losing some revenue from permitted parking on that street when I-5 is widened.

Next, in February 1982 the State of Washington vs. Hidden et al., Judge Dean Morgan attached a "Stipulation Concerning Status of Replacement Road Construct by the State of Washington" to his decision for the defendants. In the document it reads that the owners of the Academy and subsequent owners of the property will have a permanent easement of West Reserve Road.

Also, the parking that abuts the most easterly fence on the property will be removed and we will suffer lost revenue as a result of it.

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Public Comment  
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And last, we are concerned that some of our tenants may relocate due to the noise and lack of vehicle circulation during the construction segment of the CRC project. There is a day care that leases the small building located very near to the new easement line. A portion of the playground will be taken and the noise from the construction may be too loud and hazardous for the children in the day care. We are also concerned about Century House at 312 E. Evergreen will not be able to conduct business-as-usual due the reconstruction of the Evergreen Bridge.

Regarding LRT on Washington Street: We are curious, did anyone from your offices drive the streets to actually see what businesses and buildings already exist on the proposed line(s)?

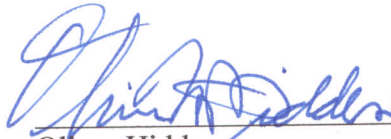
On page 3-310, exhibit 3.11.21 page 1 of 2, we own the block at 15<sup>th</sup> and 16<sup>th</sup> between Columbia and Washington. It's located directly west of the vacant block that is used for parking. The buildings that front Washington Street were built decades ago for the express use of automotive repair. If the project is going to use Washington Street for LRT, our building will no longer be able to support tenants for its original use. Therefore we need to be fully compensated for the loss of use for the buildings. All three of the tenants will have to be relocated under this LRT plan. (See attachment DEIS Appendix D, Comprehensive List of Potential Property Acquisitions page D-10)

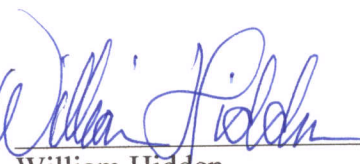
Also, on page 2-36 in regards to the Washington-Broadway Couplet, we own the block at 14<sup>th</sup> and 15<sup>th</sup> between Washington and Main. There are two primary access points on Washington Street. If there is a curb or raised rail, patrons will not be able to access this property from Washington Street.


In Appendix D, there are over 60 properties without an address. That made researching for our properties rather difficult. There is also the potential we may have missed something. In the Final Environmental Impact Statement it would be helpful to have all of the addresses listed.

The DEIS is vague to stakeholders. When will discussions begin that involve specific stakeholders?

Sincerely,

  
Oliver Hidden

  
William Hidden

  
Monte Hidden

### 3.3.4 Temporary Effects

#### Temporary Property Easements

Construction easements would be required for the temporary staging of equipment and materials during construction. These easements are separate from the acquisitions and displacements reported elsewhere in this section because they are temporary uses. Property used during construction could be returned to its owner once construction is complete, or alternatively, if the site is accessible to transit, the land might instead be purchased at a fair market value and then developed with transit-oriented uses, such as retail, residential, or mixed use.

Staging or construction activity can often be accommodated in existing right-of-way, but an estimated 1.5 to 3 acres of temporary easements could be required near the proposed transportation improvements. Additional land may be permanently acquired for staging for transit construction and then later developed as described above. Preference would be given to locations that are vacant or could be obtained or leased from willing owners.

Along the transit alignment, it may be necessary to seek temporary construction easements or small permanent easements on adjacent properties to allow construction workers to enter the first several feet of a property while rebuilding the sidewalk in front of the property or to place specific elements such as an overhead catenary pole behind the sidewalk.

It is too early in the design process to know whether a large casting yard and staging site will be needed for the construction of the river crossing. However, if the pre-casting construction technique is used, desirable site characteristics are likely to include:

- A large (at least 15 acres) open site suitable for heavy machinery and casting of bridge segments,
- Waterfront property with access for barges to convey material to the construction zone, and
- Roadway or rail access for landside transportation of materials by truck or train.

The acquisition of a large casting yard and staging site could result in additional displacements, which would be appropriately mitigated as described in the Potential Mitigation discussion below.

Activities occurring on any of the potential casting and staging sites would be in accordance with federal, state, and local environmental regulation and land use code. Depending on the construction requirements of the project, the project may need to obtain variances for some or all of these local codes.

#### AIRSPACE RIGHTS AND SUBSURFACE EASEMENTS

As the construction plan is developed, the project will need to identify all locations where temporary airspace rights or easements or subsurface easements would be required. A temporary easement conveys certain property rights, but not ownership, to a parcel of real estate for a defined period of time. The temporary easement provides its holder with specified rights to use the easement area. Temporary airspace easements

*Providence Academy, 400 E Evergreen Street* – Alternatives 2 and 3 (the replacement crossing) would require acquisition of 0.27 acre of the eastern edge of the parcel containing this eligible historic resource, as illustrated in Exhibit 5.3-10. The land that would be acquired is adjacent to I-5 and contains parking spaces and landscaping. Highway construction would not remove any historic or non-historic buildings from the site.

Exhibit 5.3-10  
Providence Academy



DIMENSIONS ARE APPROXIMATE.

erty  
ort for

House of Providence - Academy

at 400 E Evergreen Blvd, Vancouver, WA 98660

**SECTION**

Field Site No. 39220000

OAHP No.: 150

House of Providence - Academy

Common Name:

400 E Evergreen Blvd, Vancouver, WA 98660

Comments: 64/313R

Ownership/Range/EW Section 1/4 Sec 1/4 1/4 Sec  
T02R01E 27

Quadrangle  
VANCOUVER

UTM Reference

Zone: 10 Spatial Type: Point Acquisition Code: Unknown  
Sequence: 1 Easting: 525880.9002 Northing: 505294

Plat/Block/Lot

Supplemental Map(s)

**N SECTION**

Survey Name: CRC

osalind Keeney

Date Recorded: 6/28/2007

Owner Address:

City/State/Zip:

Iding

Resource Status

Comments

Survey/Inventory

No

National Register

Domination:

2

District/Thematic Nomination Name:



View of South facade

taken 6/

Photography Neg. No (Roll No./Frame No.): Evergreen\_0400\_a.jpg

Comments:

**SECTION**

Education - School

Commerce/Trade - Business

No. of Stories: 3

Brick

Slight

Changes to interior:

Style

Form/Type

Cladding: Intact

Changes to other:

Colonial - Georgian Revival

Other

Windows: Intact

Other (specify):

erty  
ort for

House of Providence - Academy

at 400 E Evergreen Blvd, Vancouver, WA 98660

**Foundation**  
Unknown

**Roof Material**  
Unknown

**Roof Type**  
Gable  
Dome

**DESCRIPTION**

Other

**Date Of Construction:** ca.1873

**Architect:** Mother Joseph

**Builder:**

**Engineer:**

Property appears to meet criteria for the National Register of Historic Places: Yes

Property is located in a potential historic district (National and/or local): Yes - National

Property potentially contributes to a historic district (National and/or local): Yes

The Providence Academy was listed on the National Register in 1978. It is significant for its role in the development of Vancouver, for its architectural distinction, and its association with Mother Joseph of the Sacred Heart, by all accounts a dynamo of a woman with a nearly limitless supply of talent and energy.

The House of Providence, also known as the Providence Academy, or simply, the Academy consists of a campus including several buildings bounded by I-5 in the north, C Street in the west, and Evergreen Boulevard in the south. The Academy's main building is a three story brick structure whose construction began in 1876. The building's style is loosely Georgian, with a pedimented central volume flanked by wings featuring continuous balconies on all three levels. The windows are primarily 4/4 wood windows topped by segmental arches. Decorative elements, stone keystones, niches, cartouches, and other trim are mostly limited to the central volume. The whole arrangement is topped by an 8-sided domed lantern. Originally cruciform in plan, the structure was expanded to the west in 1891, giving it more of a lop-sided T-shape. Evidently the structure was chiefly designed by Mother Joseph of the Sacred Heart, a member of the Sisters of Providence. The main building faces south and is fronted by a formal approach with a driveway, lawns, trees, and shrubbery. A building to the west of the approach and in front of the west wing, dates to 1976. An attempt was made to blend this new building into the historic fabric by using brick cladding and similar window forms. The Academy also includes several outbuildings including the 1930s gymnasium, located to the east of the main building. The laundry, located to the northeast of the main building dates to as early as the 1870s. The 1910 boiler house, attached to the east of the laundry, includes the Academy's trademark smokestack with its complex arrangement of brick. The north portion of the Academy complex no longer includes grounds, but is a sea of asphalt.

Source: Lentz, Florence K. National Register of Historic Places Registration Form for the House of Providence. January 1978. Available online from: <http://www.dahp.wa.gov/gis/pdfs/562.pdf>, accessed 8/15/2007.

otos for: House of Providence - Academy

at 400 E Evergreen Blvd, Vancouver, WA 98660



façade taken 6/28/2007

eg. No (Roll No./Frame No.): Evergreen 0400 b.jpg

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

taken

eg. No (Roll No./Frame No.):

View of taken

Photography Neg. No (Roll No./Frame No.):

Comments:

Exhibit 3.11-21 (page 1 of 2)  
Transit Noise Impacts and Potential Mitigation in Northern Vancouver





COLUMBIA RIVER CROSSING DRAFT ENVIRONMENTAL IMPACT STATEMENT • APPENDIX D

TID/Serial Number	Address	Land Use	Estimated Acquisition Level	Alternatives 2 & 3: Replacement River Crossing		Alternatives 4 & 5: Supplemental River Crossing	
				Two-way Washington	Washington-Broadway Couplet	Two-way Washington	Washington-Broadway Couplet
47277000	no address available Vancouver	Parking	Full	x	x	x	x
47280000	no address available Vancouver	Parking	Full	x	x	x	x
47297000	1500 WASHINGTON ST Vancouver	Retail/Services	Partial w/o displacement	x		x	
50990000	no address available Vancouver	Retail/Services	Partial w/o displacement	x		x	

\* All property acquisitions show in this table are the best estimates given the information available at this time. As the project progresses and a locally preferred alternative is identified, the estimated acquisitions may change.

Mill Plain station would include space for local buses, providing connections between high-capacity transit and the local bus network.

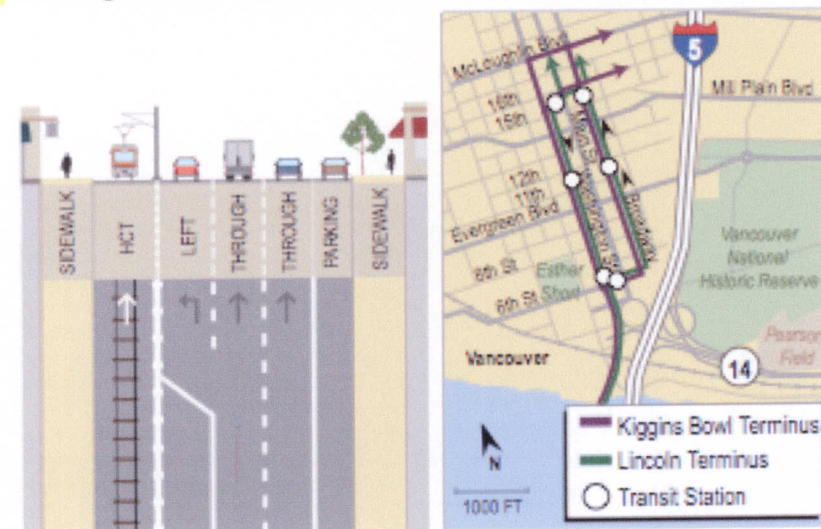
Exhibit 2.3-18  
Downtown Vancouver, Two-Way on Washington Transit Alignment Option



CONCEPTUAL DESIGNS / DIMENSIONS ARE APPROXIMATE.

A couplet on Washington and Broadway Streets would route northbound travel on Broadway Street and southbound travel on Washington Street. A replacement river crossing would allow the transit guideway to connect to Broadway as far south as Sixth Street, although it could use Seventh, Eighth, or Ninth Street instead. A supplemental crossing would require the transit guideway to use Seventh, Eighth, or Ninth Street. Light rail would likely run on the left side of the street. Bus rapid transit would run on the right side of the street. One or two lanes of vehicular travel, and left-turn lanes would be next to the transit guideway. On-street parking would be located on blocks without stations.

Exhibit 2.3-19  
Downtown Vancouver,  
Washington-Broadway Couplet Transit Alignment Option



CONCEPTUAL DESIGNS / DIMENSIONS ARE APPROXIMATE.