

From: [Olson, Carolyn](#)
To: [Draft EIS Feedback;](#)
CC: [Wetzel, Alice Ann; Gillam, John;](#)
Subject: CRC Draft EIS Comments attached
Date: Tuesday, July 01, 2008 4:42:43 PM
Attachments: [1883_001.pdf](#)
[1884_001.pdf](#)
[1885_001.pdf](#)
[1886_001.pdf](#)

Attached are the transmittal letter and three comment documents from the City of Portland Bureau of Planning and the City of Portland Planning Commission.

*** eSafe scanned this email for malicious content ***

*** IMPORTANT: Do not open attachments from unrecognized senders ***

CITY OF PORTLAND
BUREAU OF
PLANNING

1900 SW 4th Avenue
Suite 7100
Portland, OR 97201-5380
portlandonline.com/planning
pdxplan@ci.portland.or.us

TEL 503 823-7700
FAX 503 823-7800
TTY 503 823-6868

Tom Potter, Mayor
Gil Kelley, Director



July 1, 2008

Ms. Heather Gundersen
Environmental manager
Columbia River Crossing
700 Washington Street
Vancouver, WA 98660

Dear Ms. Gundersen:

Thank you for the opportunity to comment on the Draft environmental Impact statement for the Columbia River Crossing. Attached are the comments of the Bureau of Planning and the City of Portland Planning Commission.

Enclosed is the Planning Commission's letter regarding the Columbia River Crossing, a list of questions from the Planning Commission and comments on the Draft environmental Impact statement.

Should you have any questions, please direct them to Joe Zehnder (503-823-7815) or Alice Ann Wetzel (503-823-9711) of my staff.

Sincerely,

Gil Kelley
Director

cc: John Gillam, Office of Transportation
Alice Ann Wetzel, Bureau of Planning



Bureau of Planning		
Comments on the Columbia River Crossing Draft Environmental Impact Statement		
	Section- Page	Comment
1	1-6	Change Portland Planning Bureau to Portland Bureau of Planning
2	2-33	Support location of Hayden Island station adjacent to 1-5 in accordance with the Hayden Island Concept Plan.
3	2-35	Support tolling as a transportation demand management tool and financing mechanism with highest variable toll rate to promote use of light rail transit.
4	2-36	Support transportation demand management measures incorporated in the DEIS and the investigation of more strenuous measures for inclusion in the project.
5	2-41	Support construction and operation of light rail transit before completion of replacement bridges.
6	3-67	Endorse development of a high quality "gateway" transit station adjacent to I-5 in a design that addresses potential safety issues.
7	3-71	Support light rail transit as the high capacity transit mode for the project.
8	3-73	Support tolling of both the I-5 and I-205 bridges across the Columbia River.
9	3-81	Support construction of light rail facilities first to promote use of alternate modes of transit and for continuation of bicycle/pedestrian access across the river.
10	3-98	Encourage the CRC to investigate opportunities to replace floating home slips lost due to the construction of the CRC and to maintain affordable floating homes in the Hayden Island community.
11	3-128	All build options will have impacts by displacing businesses and floating homes. Encourage the CRC to work with local businesses to find opportunities to relocate on land freed up after the construction if desired by the business.
12	3-130	Although the supplemental bridge alternative has a smaller footprint than the replacement bridge, the replacement bridge provides the opportunity on Hayden Island for Tomahawk Island Drive to be continued through the Jantzen Beach SuperCenter creating a Hayden Island main street, which is supported in the Hayden Island Concept Plan.
13	3-132	Freight is an important user of the I-5 corridor through the Marine Drive interchange and it is necessary to provide facilities to meet the continued freight mobility needs.
14	3-132	Support ample long-term capacity to foster freight mobility and economic development at the Marine Drive / I-5 interchange, where Oregon's multimodal freight hub (marine/rail/pipeline) and largest heavy industrial districts merge with I-5, based on Portland Comprehensive Plan policy 5.4 (p. 40) and River Renaissance Strategy policies 4.1 and 4.2 (2004, p. 404).
15	3-132	Portland's River Plan North Reach discussion draft (May 23, 2008, p. 85) recommends support for Columbia River Crossing as an economic development priority to leverage industrial reinvestment in the Working Harbor. CRC was the most often cited public investment priority for economic development cited in project interviews with 60 Working Harbor industry leaders in 2006.
16	3-135	Support the continued study of the alignment of Marine Drive interchange that best meets the needs of the freight community, local street and

Bureau of Planning		
Comments on the Columbia River Crossing Draft Environmental Impact Statement		
	Section- Page	Comment
		neighborhood connectivity as well as and support greater employment transit-oriented development at the Expo Center light rail station. The Bureau of Planning does not support the middle alignment of the Marine Drive interchange which bi-sects the Expo Center.
17	3-138	Support the development of transit-oriented development along the proposed light rail transit corridor, especially at the Jantzen Beach SuperCenter. Support the continued access to the SuperCenter during its redevelopment and the construction of the CRC.
18	3-151	Neighborhood Plans: In Portland, the City formally adopts neighborhood plans; they do become the comprehensive plan for the neighborhood and are incorporated into the City's comprehensive plan.
19	3-160	Both the supplemental and replacement bridge options will require the displacement of floating homes; it is hoped that alternative sites on Hayden Island are found for replacement slips.
20	3-171	Support light rail transit because it has the least amount of noise impact on Hayden Island.
21	3-175	Support adjacent alignment of transit facilities, it impacts fewer floating homes.
22	3-176	Support measures that limit construction impacts on the Hayden Island, Bridgeton and Kenton neighborhoods.
23	3-179	Support potential mitigation measures for low income populations as discussed in the DEIS.
24	3-183	Encourage that all efforts are made during construction to prevent any interruption in service for water, electricity, communications, emergency services to Hayden Island and North Portland.
25	3-205	Support the inclusion of the Bridgeton multi-use trail in the planning for the CRC in such a manner that enhances the access to the trail through the project area and to the CRC bicycle/pedestrian facilities.
26	3-265	Visual Impact of the bridge structure and the CRC should be done in such a manner that an iconic gateway to Oregon and Washington is created in the project design, enhancing the views to Mount Hood and the Columbia River upstream and downstream.
27	3-307	Support noise mitigation insulation and other measures for floating homes from the noise impacts of the highway and the transit.
28	3-324	Support the energy saving measures proposed in the DEIS.
29	3-349	Support the installation of a limited number of piers in the Columbia River and North Portland Harbor to protect native in-water species.
30	3-349	Support the treatment of stormwater from the bridges to improve water quality and protect in-water species.
31	3-349	Support LRT because it will emit fewer pollutants to the water and environment.
32	3-352	Support looking at mitigating adverse impacts to the environment in a holistic larger area than replacing small areas in a piecemeal manner.
33	3-352	Support an aggressive riparian planting effort at the completion of the project to provide for uplifted enhanced habitat areas in the riparian

Bureau of Planning		
Comments on the Columbia River Crossing Draft Environmental Impact Statement		
	Section- Page	Comment
		margins of the project area and beyond.
34	3-390	Support the treatment of stormwater from the bridges to improve water quality.
35	3-399	Support the inclusion of seismic design standards and/or upgrades for the bridges to provide the greatest protection in the event of a severe earthquake.
36	3-401	Support the inclusion of seismic design standards and/or upgrades for the interchanges at Marine Drive and Hayden Island to provide the greatest protection in the event of a severe earthquake.
37	3-402	The term "de-watering" is used and there is no definition. It would assist the reader if it was defined.
38	3-426	Support the continued collaboration with the Bureau of Planning on the Hayden Island land use plan.
39	3-426	Support the improved freight transportation access to the Port of Portland and Portland International Airport and the industrial business in the I-5 corridor.
40	3-429	Attention and care must be taken to provide for continued water, sewer and other services on Hayden Island during the construction of the CRC project. Currently water is provided to the Island via a pipe attached to the North Portland Harbor bridge. This service should not be disrupted during construction.
General Comments		
41	Need to create <i>signature</i> open space at north edge of Hayden Island on Columbia River.	
42	Emphasize creation of <i>gateway</i> light rail station on Hayden Island.	
43	Explore creation of a visually iconic bridge structure over North Portland Harbor.	
44	Support the recommendations in the Design Guidance for the Columbia River Crossing Project prepared by the Urban Design Advisory Committee.	