

**L-021-001**

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.



June 30, 2008

Ms. Heather Gundersen  
Columbia River Crossing  
700 Washington Street, Suite 300  
Vancouver, WA 98660

Dear Heather:

**L-021-001**

Thank you for the opportunity to comment on the Draft Environmental Impact Statement for the Columbia River Crossing. Attached are the comments of the Hayden Island Plan Steering Group after reviewing the document.

Should you have any questions, please direct them to Ed Garren, 503-922-0338, [ed@edgarren.us](mailto:ed@edgarren.us) or Brad Howton, 503-283-4942, [bhowton@pacifier.com](mailto:bhowton@pacifier.com). Thank you very much for the opportunity to submit our comments and for your continued cooperation in working with the Hayden Island community in the development of the Hayden Island Plan and the Columbia River Crossing.

Sincerely,

Alice Ann Wetzel  
Senior Planner, City Portland, Bureau of Planning  
on behalf of Hayden Island Plan Steering Group

cc Hayden Island Steering Group



**Subject: Comments for the CRC DEIS**

- L-021-002** | The Hayden Island Steering Group is actively involved in the development of a plan for East Hayden Island (the plan). The plan includes a vision for the community and a plan for Hayden Island in accordance with the City of Portland's long-term economic, environmental and livability goals. The Steering Group is an advisory body to the City of Portland staff and Planning Commission regarding recommendations for development of the East Hayden Island Plan. The Steering Group is composed of representatives of key stakeholders or stakeholder groups.
- L-021-003** | It is noted that the Audubon Society is a member of the Steering Group and has its own stance on the Columbia River Crossing project and did not participate in preparing the submission below. Likewise the Steering Group representative from the Oregon Department of Transportation did not participate in this submission.
- The Hayden Island Plan Steering Group at its meeting on 13 May 2008 prepared the following recommendations on the Draft EIS for the Columbia River Crossing:
- L-021-004** | 1. Support the construction of a replacement bridge with light rail transit – Alternative 3 in the Draft EIS.
- L-021-005** | 2. Support the construction of auxiliary lanes connecting Hayden Island to Portland without accessing the main span of I-5.
- L-021-006** | 3. Support light rail transit aligned along the west side of I-5.
- L-021-007** | 4. Support high quality architectural design and construction for light rail station.
- L-021-008** | 5. Support locating the light rail station adjacent to or over the intersection with Tomahawk Island Drive.
- L-021-009** | 6. Support world class bicycle and pedestrian facilities connecting Hayden Island with Portland and Vancouver.
- L-021-010** | 7. Support the extension of Tomahawk Island Drive under the new segment of I-5 through the Jantzen Beach SuperCenter.
- L-021-011** | 8. Support the redevelopment of the Thunderbird Hotel site as a park after the construction of the CRC.
- L-021-012** | 9. Support the redevelopment of the riparian margins and in-stream attributes of the areas under the new and old bridges crossing North Portland Harbor and the Columbia River.
- L-021-013** | 10. Support the redevelopment of North Hayden Island Drive and North Jantzen Avenue as public roads to the west to the center intersection of the Jantzen Beach SuperCenter, as shown in the SuperCenter's current redevelopment plan.

**L-021-002**

The project team is aware of the Hayden Island Steering Group and has referenced the Hayden Island Plan goals in the updated Neighborhoods and Population Technical Report and in the FEIS.

**L-021-003**

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**L-021-004**

Preferences for specific alternatives or options, as expressed in comments received before and after the issuance of the DEIS, were shared with local sponsor agencies to inform decision making. Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected a replacement I-5 bridge with light rail to Clark College as the project's Locally Preferred Alternative (LPA). These sponsor agencies, which include the Portland City Council, Vancouver City Council, TriMet Board, C-TRAN Board, Metro Council, RTC Board, considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force when voting on the LPA.

With the LPA, new bridges will replace the existing Interstate Bridges to carry I-5 traffic, light rail, pedestrians and bicyclists across the Columbia River. Light rail will extend from the Expo Center MAX Station in Portland to a station and park and ride at Clark College in Vancouver. Pedestrians and bicyclists would travel along a wider and safer path than exists today.

For a more detailed description of highway, transit, and bicycle and pedestrian improvements associated with the LPA, see Chapter 2 of the FEIS.

- L-021-014** | 11. Support the need for full intersections at the second entrance to Jantzen Beach SuperCenter (to the east of Linens N' Things and Home Depot) on North Jantzen Avenue and North Hayden Island Drive west of I-5.
- L-021-015** | 12. Support right hand turn access for businesses on North Jantzen Drive east of I-5.
- L-021-016** | 13. Support the intersection of North Jantzen Drive and North Hayden Island Drive, as well as the intersection at North Jantzen Drive and Tomahawk Island Drive to be a full turning intersection.
- L-021-017** | 14. Support the establishment of a special system for addressing possible land swaps of land needed by the CRC project for land becoming surplus after the CRC project.
- L-021-018** | 15. Support the sustainable treatment of stormwater in a state of the art facility such as bioswales and other green approaches that mimic the natural environment and do not adversely impact the implementation of the Hayden Island Concept Plan. This stormwater facility should not be located in land that is designated for neighborhood commercial development.
- L-021-019** | 16. Support the development of active use spaces under I-5 and its ramps that are accessible for recreation, walking, boating and other community uses in a manner that is hospitable to the community.
- L-021-020** | Should you have any questions regarding this submission please contact: Ed Garren, 503-922-0338, [ed@edgarren.us](mailto:ed@edgarren.us) or Brad Howton, 503-283-4942, [bhowton@pacifier.com](mailto:bhowton@pacifier.com). Thank you very much for the opportunity to submit our comments and for your continued cooperation in working with the Hayden Island community in the development of the Hayden Island Plan and the Columbia River Crossing.

### **L-021-005**

Two design options are included in the FEIS for the North Portland Harbor Bridges. The preferred option, LPA Option A, includes local vehicular access between Marine Drive and Hayden Island on a local multimodal bridge. This new structure would include two lanes of arterial traffic, light rail transit, and a multi-use path for bicyclists and pedestrians.

LPA Option B does not include auto lanes on the local multimodal bridge, but instead provides direct access between Marine Drive and the island with collector-distributor lanes adjacent to I-5. Option B essentially provides an arterial-like crossing over the North Portland Harbor by providing a separate bridge structure, adjacent to the mainline, for an auxiliary lane that connects the Hayden Island and Marine Drive Interchanges. As described in Chapter 2 (page 2-24) of the DEIS, this auxiliary lane allows vehicles to travel between Hayden Island and the Oregon mainland without merging into mainline interstate traffic. This auxiliary lane provides that local connection.

### **L-021-006**

Light rail will be constructed adjacent to I-5, on the west side, as part of the LPA. Please see Chapter 2 (Section 2.2) of the FEIS for more information about this design.

### **L-021-007**

Following the selection of the LPA in July of 2008, the CRC enlisted the help of community members from North Portland and Hayden Island – residents, business owners, transit dependent populations, and commuters – who have interest in light rail planning to form the Portland Working Group (PWG). The PWG meets regularly to develop recommendations and provided feedback to the CRC project, the City of Portland and TriMet on a variety of topics, including station area planning. Recommendations provided by the PWG, with consideration of

community input and the Hayden Island Plan, were used to develop a set of design principles that would meet the needs of users by maximizing accessibility, while providing a safe and aesthetically-pleasing station environment. For a description of how the PWG has been involved, please see Appendix B, Public Involvement, of the FEIS.

**L-021-008**

The LPA includes a light rail station on Hayden Island located near Tomahawk Island Drive.

**L-021-009**

As discussed in the DEIS, a replacement bridge over the Columbia River will include dramatically improved bicycle and pedestrian facilities by providing:

- A new 16 to 20 foot multi-use pathway over the Columbia River completely separated from vehicle traffic due to the design of the Stacked Transit Highway Bridge
- Protections from traffic noise, exhaust and debris for pedestrians and bicyclists on the river crossing
- More direct connections on each side of the river, consisting of stairs, ramps, and elevators, as well as pathway extensions that connect in with existing or planned facilities and public transit
- Many new or enhanced sidewalks, bike lanes, and crosswalks near the bridge and throughout the project area

Since the publication of the DEIS in May 2008, and the selection of the LPA in July 2008, the CRC project team has continued to work with the Pedestrian and Bicycle Advisory Committee and project partners to refine route and facility design. The updated design, as described in Chapter 2 (Section 2.2) of the FEIS, is the outcome of a long collaboration process.

**L-021-010**

The CRC project includes several improvements to local roads and circulation on Hayden Island. See Chapter 2 of the FEIS for a description of these local road improvements.

**L-021-011**

The redevelopment of the vacant Thunderbird Hotel parcel into a park is not included as part of the CRC project. The CRC project has identified this site as a possible construction staging location, and if used, could potentially sell this site to the City of Portland for development following construction.

**L-021-012**

Though the specific redevelopment efforts desired by the commenter are unclear, the project will include mitigation efforts such as shoreline revegetation and other restoration efforts. See Chapter 3 (Sections 3.15 and 3.16) of the FEIS for further discussion.

**L-021-013**

Please see the response to comment L-021-010.

**L-021-014**

Please see the response to comment L-021-010.

**L-021-015**

Please see the response to comment L-021-010.

**L-021-016**

Please see the response to comment L-021-010.

**L-021-017**

A special system is not needed for property exchanges. The acquiring agencies already have established policies which allow such trades. However, this is done infrequently because the agencies prefer to retain excess properties within project limits to be available in case design changes or unforeseen circumstances require that the some or all of the property be converted to permanent use by the project. Also, public agencies have expressed interest in converting surplus property from this project to public use. So, it is likely that trades would only be considered for negotiated property settlements that would mitigate substantial damages to partially acquired properties.

**L-021-018**

The project team is working to integrate your suggestions with the preliminary designs. Our stormwater and other designers will rely on infiltration and other natural means to assist with management of the water flows and the water quality. Yet, we are attempting to balance this approach with the principle of having a small footprint and minimizing impacts to private property. Therefore, in areas where little public right of way is available, engineered solutions (with small impacts on land use) will be used to treat stormwater. The stormwater facility on the island is adjacent to and overlapping with the area previously identified for development. This facility is located here in order to minimize the impact of stormwater management, placing the facility immediately where the water flows off the roadway. More importantly, the Interchange Area Management Plan regulations prohibit driveways next to interstate ramps. This is intended to preserve the capacity of the system by not allowing commercial development to congest an interchange area. The area where our team has sited the stormwater pond would be challenging to develop commercially, as driveways would not be permitted to access the ramps or street system in this area.

**L-021-019**

As described in the DEIS, there would be new recreational facilities provided as part of the CRC project. These facilities include new bicycle and pedestrian pathways that extend over the river connecting to existing and planned pathways and improved east-west connections throughout the project area, as well a Community Connector at Evergreen Blvd that will provide a location for passive recreational uses. Additionally, both the City of Portland and City of Vancouver may have opportunities to develop areas vacated following construction of the project into park and recreational facilities. A more detailed description of these connections and potential facilities can be found in Chapter 3 (Section 3.7) of the FEIS.

**L-021-020**

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