

Meeting Agenda

MEETING TITLE: Urban Design Advisory Group
DATE: Friday, January 25, 2008, 7:30 – 9:30 a.m.
LOCATION: Vancouver Hilton, 301 W. 6th Street – Pine/Spruce Room

TIME	TOPIC	ACTION
7:30 a.m.	Welcome and Introductions December Meeting Summary	Approve
7:40 a.m.	Project Update	Discussion
7:55 a.m.	Report of Washington and Oregon Sub-Group Activity	Discussion
8:45 a.m.	Bridge Elements	Discussion
9:20 a.m.	Schedule and Topics of Future Meetings	Discussion
9:25 a.m.	Final Comments and Adjourn	

Next Full Group Meeting:

Friday, February 22, 2008; 7:30-9:30 a.m.
Vancouver Hilton – Oak/Hemlock Rooms

Columbia River **CROSSING** Meeting Summary

MEETING: Urban Design Advisory Group

MEETING DATE: December 14, 2007

LOCATION: Vancouver Hilton, 301 W. 6th Street, Vancouver

MEMBERS PRESENT: Mayor Royce Pollard, Co-Chair, Ed Carpenter, Jane Hansen, Mark Masciarotte, Dick Pokornowski, Dave Smith, Jeff Stuhr, Walter Valenta, Marcia Ward

OTHER ATTENDEES: Roland Chlapowski, Commissioner Adams' Office
Brad Murphy, Thomson Metal Fab
Mark Raggett, Portland Bureau of Planning
Patrick Sweeney, Portland Office of Transportation
Phil Wuest, City of Vancouver

CRC STAFF: Ron Anderson, Tom Cooper, Scott Danielson, Doug Ficco, Carley Francis, Frank Green, Nolan Lienhart, Mandy Putney, Lynn Rust, Carolyn Sharp, Kris Strickler, Paddy Tillett, Bob Wood

Welcome and Introductions:

Co-chair Mayor Royce Pollard opened the meeting, announced that Commissioner Adams was unable to attend, and thanked committee members for their commitment to the project. He noted the time and dedication of the small groups that met frequently over the past two months. The October meeting summary was approved by the committee without changes.

CRC Project Updates:

Ron Anderson, CRC staff, reviewed the CRC project schedule and key transit and traffic performance findings discussed with the CRC Task Force in November. The project faces three primary decisions – keep or replace the existing bridge, transit mode and transit alignment. The Draft Environmental Impact Statement (Draft EIS) will be released in February, followed by a 60-day public comment period. The Task Force will hold its last scheduled meeting in April. Project partners will consider the Locally Preferred Alternative (LPA) in early summer. The New Starts application for federal funding of the transit elements of the project is due August 15, 2008, a critical milestone for the project. The LPA needs to be selected prior to this application.

The project has had an active public involvement program since March 2006, reaching 10,000 individuals at over 350 events. Mayor Pollard acknowledged these efforts, and encouraged CRC to continue outreach to those still unaware of the project. He has heard concerns about security around light rail and hopes to see more community dialogue about these issues.

Ron briefly presented visualizations and features of the Supplemental and Replacement bridge and highway options in the Draft EIS alternatives. He discussed features of the alternatives, including a potential design option for the southbound bridge that could feature high capacity transit inside the bridge structure and below the roadway. This option is referred to as “transit in a box” and still needs additional analysis.

Next, Ron presented key technical findings about the bridge choice. Preliminary findings show the Replacement bridge performs better than the Supplemental bridge on most of the values measured, including improved transportation performance, safer traffic design features, lower seismic risk, less impact to Hayden Island, and a safer and more direct navigation route. The Supplemental bridge alternative performed better in two areas – lower cost and less impact to historic resources.

Report of Washington and Oregon Sub-Group Activity:

In November and early December, UDAG subgroups representing Washington and Oregon met several times to tour the project area and discuss preliminary design recommendations. Paddy Tillett, CRC project staff with Zimmer Gunsul Frasca (ZGF), described these interactive meetings as a way to maximize design opportunities and public benefits realized from the project.

UDAG members Jeff Stuhr and Walter Valenta presented the Oregon subgroup recommendations. At the Marine Drive interchange, group members felt that the roadway alignment should be shifted south toward the Expo Center to open up access to the waterfront and provide connections between open spaces. Staff responded that the road alignment must facilitate truck movements because it is one of Portland's primary truck routes. Staff will look at ways to incorporate the principle of the recommendation. On Hayden Island, the subgroup preferred the transit alignment adjacent to I-5, recognizing the opportunity to design the transit station as a gateway feature, elevated and visible from the highway.

UDAG members Dave Smith and Mark Masciarotte presented the Washington subgroup recommendations. Many of their conversations focused on equitable design options for all transportation modes and the importance of pedestrian connections at interchanges and to the waterfront. The subgroup is interested in opportunities to soften the visual impact of the highway with landscaping or other treatments. Maintenance costs also should be considered in the committee's recommendations. The subgroup will discuss recommendations for the SR 500 interchange in advance of the next UDAG meeting.

Similarities between the recommendations of the two subgroups include the use of low maintenance, native landscaping to treat stormwater, maximized public use of open space, improved connections to the waterfront, and the use of gateway treatments to mark the entrance to each state. The subgroups' draft recommendations are attached to the meeting summary for additional detail.

Schedule and Topics of Future Meetings:

Ron thanked City of Portland and City of Vancouver staff for their work with ZGF in facilitating the subgroups and developing the guidelines. The committee asked for additional guidance from CRC staff about how to make use of available staff resources. They would like to be made aware of design limitations and asked for feedback about the feasibility of their recommendations. Kris Strickler, CRC deputy project director, noted that the CRC project hopes to have "umbrella" guidelines or general principles for consistency of appearance from the committee by March 2008. The committee will be able to provide input at a greater level of detail once a bridge type and Locally Preferred Alternative are selected in summer 2008.

Meeting dates for the full committee have been established for January 25, February 22 and March 21, 2008. ZGF will schedule meetings of the Oregon and Washington subgroups to further refine draft recommendations.

Follow-up Items for CRC and ZGF staff:

1. Schedule Oregon and Washington subgroup meetings in January. (ZGF)
2. Continue to develop guidelines reflecting October group discussions.

Appendix A:

Preliminary UDAG Subgroup Recommendations; draft December 10, 2007

COMBINED UDAG RECOMMENDATIONS FROM THE OREGON AND WASHINGTON SUB-GROUPS

In examining urban design aspects of the I-5 corridor associated with the Columbia River Crossing, UDAG members considered the whole context and sought opportunities for public improvement that might in some cases cross jurisdictional boundaries. The recommendations that follow are the product of site visits and two subsequent meetings by each sub-group. These recommendations invite investigation of possibilities; they are not intended to be prescriptive.

*These recommendations have been ordered from south to north. Modifications made following an initial review by CRC staff are given in **bold italics**.*

Recommendations from the Oregon UDAG Sub-Committee:

- Investigate alternative reconfigurations of the Marine Drive intersection to vacate waterfront land **currently occupied by ODOT** for public and development uses, to **further** improve ramp geometry and to improve interconnection of greenspaces that converge at the interchange. Investigate realignment of Marine Drive west of I-5 to the south of the Expo Center, with Marine Drive crossing MAX tracks south of the station to simplify northward alignment **and to enable connection of Expo Center with the waterfront**.
- Configure and design green space under the Marine Drive intersection structures to interconnect an expanded Delta Park to the Expo transit station and to open spaces to the southwest and along the North Portland Harbor. Integrate direct and safe bicycle and pedestrian circulation trails through and between these spaces.
- Improve pedestrian and bicycle access along the south bank of the North Portland Harbor under the freeway with adequate headroom and lighting. Provide safe and convenient access to the Expo transit station.
- Locate the Hayden Island transitway and station on the west shoulder of the interchange structure, with landscaped terraces connecting it to ground level. Connect the station directly to the planned east-west corridor.
- Design the Hayden Island transit station as an iconic 'gateway' building to announce arrival in the state of Oregon. Enable views of Mount Hood from the platform.
- **Consider siting** transient boat docks under the freeway on the north and south sides of North Portland Harbor and on the north side of Hayden Island (**not a direct responsibility of the CRC project**).
- Plan for future addition of a local traffic, bicycle and pedestrian bridge across North Portland Harbor east of the freeway, location to be determined (**this would be independent of CRC funding**).
- Construct the freeway ramp and transitway spans over the North Portland Harbor as light and elegant bridges. Their architecture need not reflect that of the main freeway spans.
- Increase separation between ramps at the Hayden Island interchange to enable creation of generously planted landscaped terraces. Use this landscape also for natural treatment of storm-water runoff. Design noise walls and berms integral with the interchange to reduce noise trespass to the east and west.
- Identify the locations and type of gateway acknowledgements that announce arrival in the State of Oregon.

Recommendations from the Washington UDAG Sub-Committee:

- General policy A: Use sustainable landscape designs and materials, consistent with the Vancouver Central Park Plan, for all open spaces associated with freeway improvements. An exception may be made for annual plantings in the 'Welcome to Washington' display and other special purpose landscapes.
- General policy B: Interchanges must achieve an overall improvement in connectivity across I-5 for pedestrians, bicycles and local vehicular traffic. Established VCCV goals should be reflected in design solutions.
- Redesign the river bank at the former bridgehead under I-5 and the Red Lion site as urban park space in which people can meet, enjoy views, and otherwise use this shoreline destination. Investigate options for regarding and redesign of the river bank under the freeway, including options

for retention of fragments of the old bridges. Designate a continuation of the regional trail through this space.

- Regrade land between the railroad embankment and the river bank. Realign Columbia Way as a continuation of the alignment to the east which roughly parallels the railroad.
- Extend Main Street south to connect with Columbia Way for vehicular, bicycle and pedestrian traffic. Define with appropriate easements active open spaces that would flank the Main Street extension.
- Establish a pedestrian connection of 5th Street east and west of the freeway with trail connections to Apple Tree Park and the Land Bridge. Extend landscape treatment associated with the Land Bridge all the way to the river via the BNSF underpass. Also provide a landscaped trail to Main Street extended south to Columbia Way.
- Identify the location and type of gateway acknowledgements that announce approaches to the Columbia River Bridge for southbound drivers.
- Design open space within the SR 14 interchange to treat but not detain storm water runoff, reduce broadcast of traffic noise, integrate structures into the landscape, accommodate active open space and provide integral security for structures.
- Develop a landscaped lid over I-5 at Evergreen Blvd. This could make an apt entry marker to the Evergreen State if landscaped appropriately.
- Provide safe and direct passage for pedestrians and cyclists on Mill Plain Blvd traveling between destinations east and west of I-5. The current design appears to address only vehicular traffic needs. Prepare another design that accommodates all modes equitably.
- Investigate landscape options for surplus land at the four corners of the Mill Plain interchange that acknowledge views from Evergreen underpass.
- At Mill Plain, design the long ramp bridge east of the interchange as an artifact in the landscape, visually distinct from the massive freeway.
- Where McLoughlin Blvd dips under I-5, maintain level sidewalks through the underpass for safety and clear sightlines.
- Evaluate the long term wisdom of establishing the McLoughlin park-and-ride lot at a location so close to downtown Vancouver, given its purpose to minimize drivers' peak-hour use of congested roads and intersections.
- Redesign the Fourth Plain interchange to accommodate safe access and movement of pedestrians and bicycles, including access to and from local streets.
- Provide sidewalk access along the north side of Fourth Plain adjacent to the cemetery as stipulated by the Vancouver Central Park policy document.
- Design visible portions of the bridges over the freeway at 29th and 33rd Street with input from the neighborhood facing each end of the bridges.
- (SR 500 interchange remains to be addressed in January).

Columbia River **CROSSING**

Urban Design Advisory Group Meeting

January 25, 2008
7:30-9:30 a.m.
Vancouver Hilton

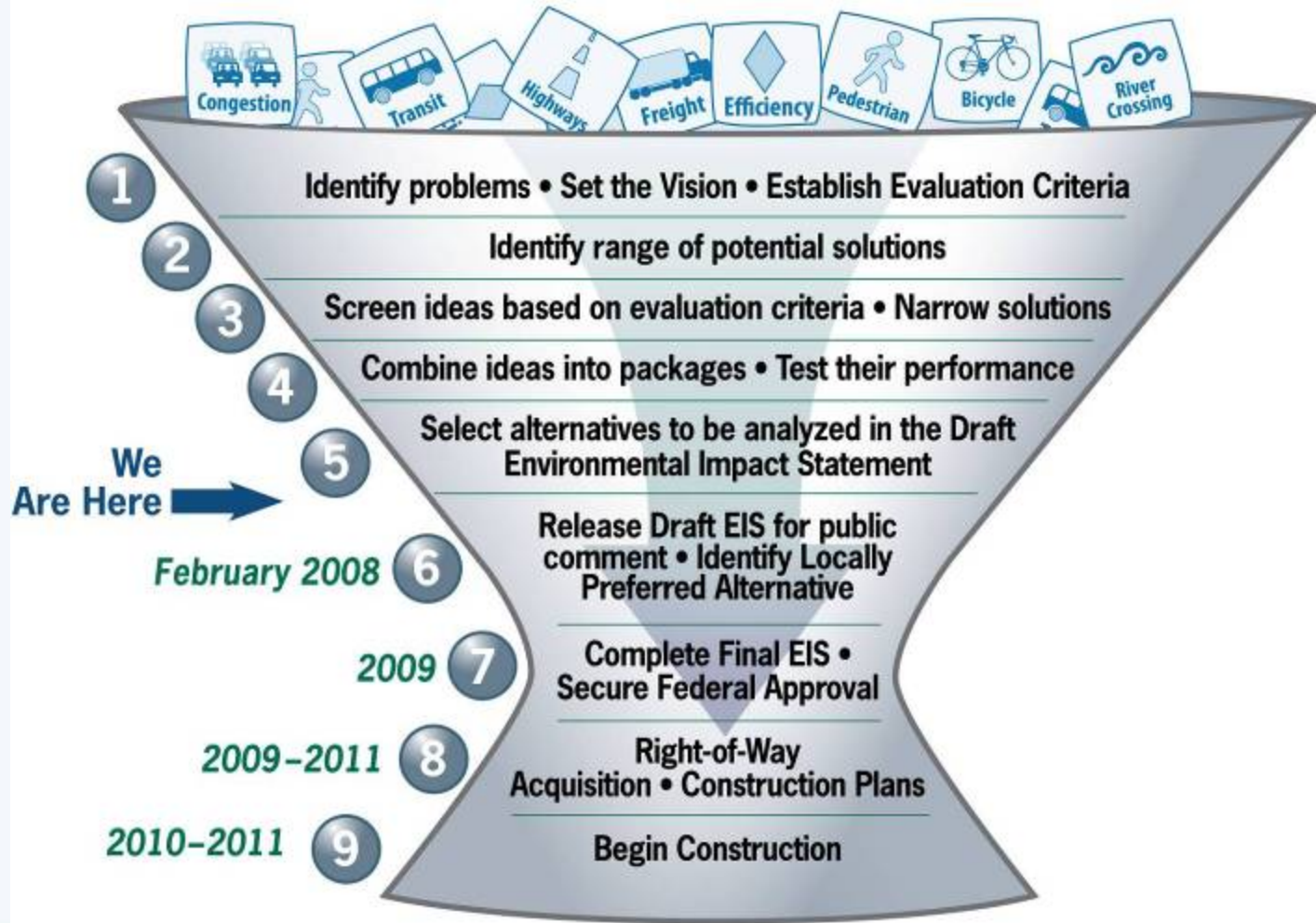


Columbia River **CROSSING**

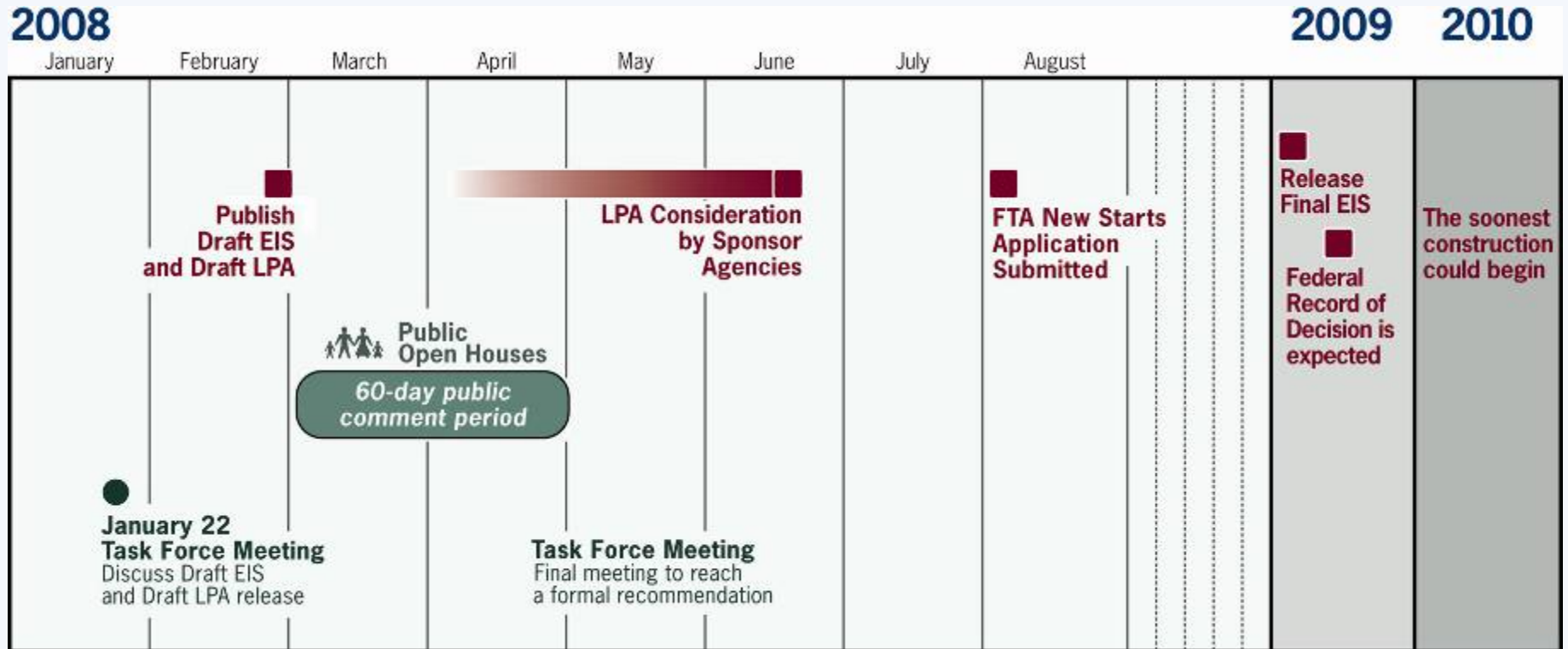
Project Update



Project Schedule | Major Milestones



Project Schedule | Near Term



January 22nd Task Force Meeting

- Presented environmental and financial findings
- Polled Task Force members on key decisions
 - 29 members in attendance
 - General consensus on Replacement bridge option and light rail as transit mode
 - Transit alignment in Vancouver is a local decision
- Issues:
 - Global climate change/carbon footprint
 - Transit alignment in Vancouver
 - Number of lanes, managed lanes
 - Health and community impacts

2008 Advisory Group Activities

- Task Force
 - Recommend LPA and conduct final meeting
- Community and Environmental Justice Group
 - Advise on Draft EIS outreach, distribution and notification and continue meeting monthly
- Urban Design Advisory Group
 - Produce Design Guidelines and continued involvement for review and consensus on design options



2008 Advisory Group Activities

- Pedestrian and Bicycle Advisory Group
 - Submit recommendations for improving pedestrian and bicycle access for LPA
- Freight Working Group
 - Continue meeting regularly to review project designs



2008 Public Involvement and Outreach

- Neighborhood briefings
- Draft EIS public hearings and open houses
- Draft EIS public comment period
- Summer fairs and festivals
- Transit roundtables
- Discussions with potentially impacted businesses and residents
- Continued production of web site and distribution of written materials



Draft EIS Public Hearings and Open Houses

- Two hearings/open houses planned in Vancouver and Portland
- Verbal comments will be recorded by a court reporter at the hearings
- Comments can also be submitted online, by mail, and in writing at the hearings
- CRC staff will be present to answer questions and discuss Draft EIS findings

City of Vancouver

- Fred Kent, Project for Public Spaces
- Conducted Jan 9th workshop on place-making for downtown and waterfront
- Design charrette for Evergreen vicinity; community connection moving ahead

City of Portland



Hayden Island Transit Station

CRC Staff Activities related to UDAG

- ZGF design concepts based on subgroup input
- CRC analysis of:
 - Marine Drive alignment options
 - North Portland Harbor profiles
 - Main Street extension options and realignment of Columbia Way
 - Safety analysis of single point urban interchanges
 - Researching/developing entry feature concepts for Oregon

Columbia River **CROSSING**

Washington and Oregon Subgroup Reports



Columbia River **CROSSING**

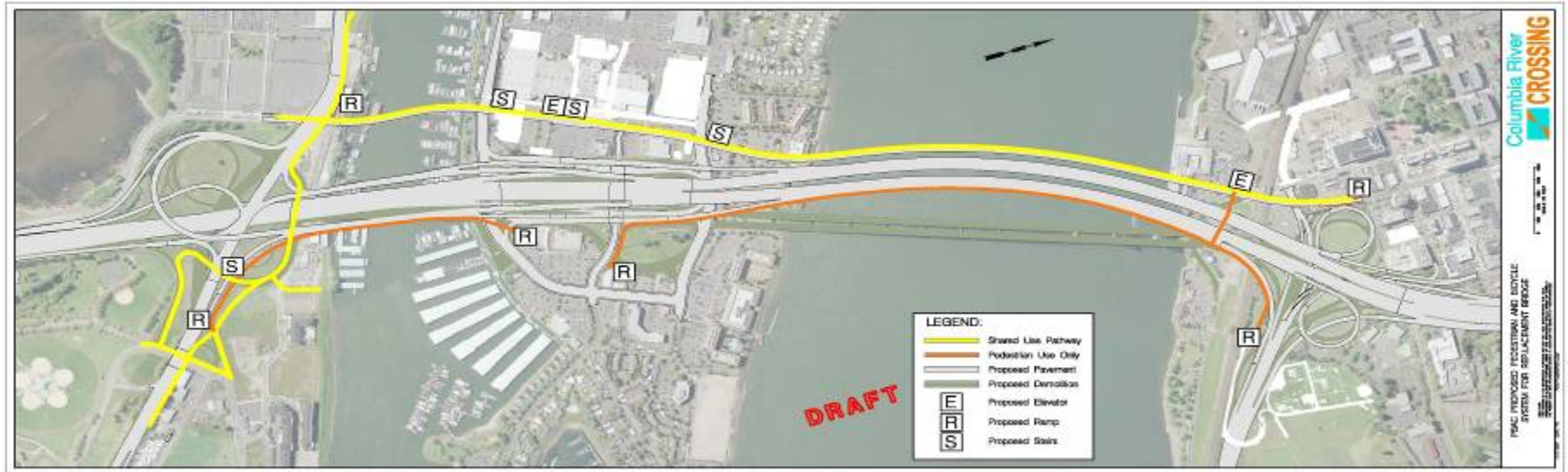
Bridge Elements



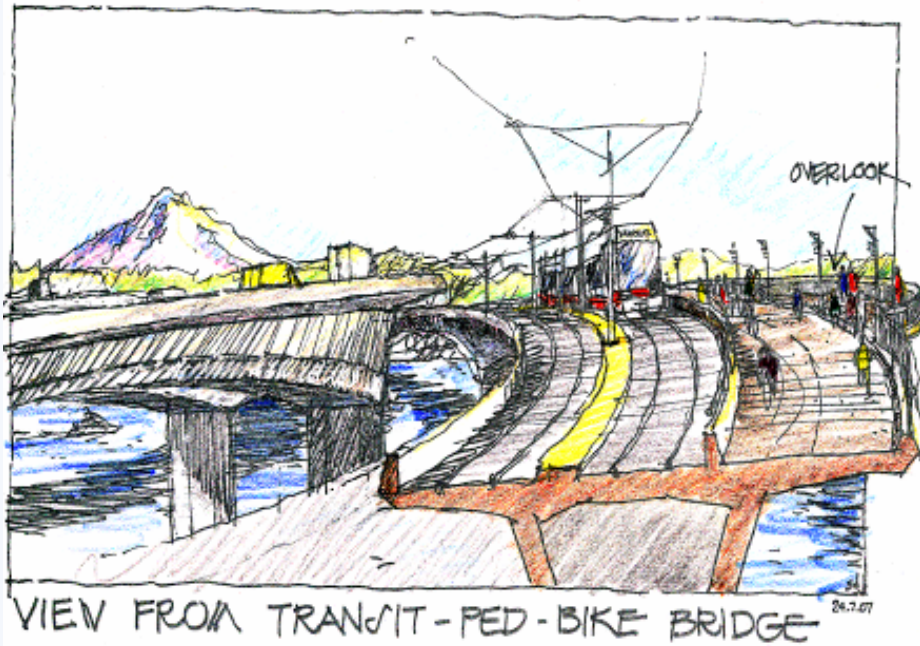
River Crossing Bridge Elements

- Crossing structure dominant feature
- Columns – shape, location, and textures
- Transitions – ramps, water to land, fill or viaduct
- Interrelationship between transit and roadway
- Pedestrian/bicycle treatments
- Lighting – roadway and pedestrian/bicycle
- Entry features – preservation of historic elements
- Preserving/integrating developable areas

Pedestrian/Bicycle Advisory Committee



Bicycle & Pedestrian Facility Multi-Use Path Draft Concepts



Replacement Bridge **Draft Concept** Hayden Island and Marine Drive Interchanges



Columbia River **CROSSING**

Schedule and Future Topics



Columbia River **CROSSING**

Next Meeting

February 22, 2008

7:30-9:30 a.m.

Vancouver Hilton



Urban Design Advisory Group - Subgroup Recommendations

DRAFT: Updated January 23, 2008

Washington:

New recommendations added since January 11th are shown in *bold italics*.

1. General policy A: Use sustainable landscape designs and materials, consistent with the Vancouver Central Park Plan, for all open spaces associated with freeway improvements. An exception may be made for annual plantings in the 'Welcome to Washington' display and other special purpose landscapes.
2. General policy B: Interchanges must achieve an overall improvement in connectivity across I-5 for pedestrians, bicycles and local vehicular traffic. Established Vancouver City Center Vision goals should be reflected in design solutions.
3. ***General Policy C: Prepare design guidelines that will be used to ensure a good fit between the urban contexts in which light rail is aligned, the design of platforms, furnishing, lighting and signage.***
4. ***General Policy D: Take advantage of whatever latitude is permitted in the regulation of signage location and in the design and color of supports. These should be coordinated with the design of structures and the landscape and with other elements such as light poles.***
5. Redesign the river bank at the former bridgehead under I-5 and the Red Lion site as urban park space in which people can meet, enjoy views, and otherwise use this shoreline destination. Investigate options for regrading and redesign of the river bank under the freeway, including options for retention of fragments of the old bridges. Designate a continuation of the regional trail through this space.
6. Regrade land between the railroad embankment and the river bank. Realign Columbia Way as a continuation of the alignment to the east which roughly parallels the railroad.
7. Extend Main Street south to connect with Columbia Way for vehicular, bicycle and pedestrian traffic. Define with appropriate easements active open spaces that would flank the Main Street extension.
8. Establish a pedestrian connection of 5th Street east and west of the freeway with trail connections to Apple Tree Park and the Land Bridge. Extend landscape treatment associated with the Land Bridge all the way to the river via the BNSF underpass. Also provide a landscaped trail to Main Street extended south to Columbia Way.
9. Identify the location and type of gateway acknowledgements that announce approaches to the Columbia River Bridge for southbound drivers.
10. Design open space within the SR 14 interchange to treat but not detain storm water runoff, reduce broadcast of traffic noise, integrate structures into the landscape, accommodate active open space and provide integral security for structures.
11. Develop a landscaped lid over I-5 at Evergreen Blvd. This could make an apt entry marker to the Evergreen State if landscaped appropriately.
12. ***All of the downtown Vancouver freeway crossings should be addressed functionally and visually as an integrated system.***

13. Provide safe and direct passage for pedestrians and cyclists on Mill Plain Blvd traveling between destinations east and west of I-5. The current design appears to address only vehicular traffic needs. Prepare another design that accommodates all modes equitably.
14. Investigate landscape options for surplus land at the four corners of the Mill Plain interchange that acknowledge views from Evergreen underpass.
15. At Mill Plain Blvd., design the long ramp bridge east of the interchange as an artifact in the landscape, visually distinct from the massive freeway.
16. Where McLoughlin Blvd dips under I-5, maintain level sidewalks through the underpass for safety and clear sightlines.
17. Evaluate the long term wisdom of establishing the McLoughlin park-and-ride at a location so close to downtown Vancouver, given its purpose to minimize drivers' peak-hour use of congested roads and intersections.
18. Redesign the Fourth Plain interchange to accommodate safe access and movement of pedestrians and bicycles, including access to and from local streets.
19. Provide sidewalk access along the north side of Fourth Plain adjacent to the cemetery as stipulated by the Vancouver Central Park Plan.
20. Design visible portions of the bridges over the freeway at 29th and 33rd Street with input from the neighborhood facing each end of the bridges.

Oregon:

These recommendations are ordered from south to north.

Changes since December 14th are shown in ***bold italics***.

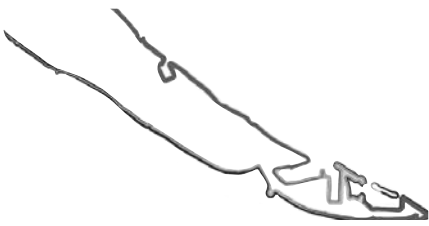
1. Investigate alternative reconfigurations of the Marine Drive intersection to vacate waterfront land for public and development uses, to improve ramp geometry and to improve interconnection of greenspaces that converge at the interchange. Investigate realignment of Marine Drive west of I-5 to the south of the Expo Center, with Marine Drive crossing MAX tracks south of the station to simplify northward alignment.
2. Configure and design greenspace under the Marine Drive intersection structures to interconnect an expanded Delta Park to the Expo transit station and to open spaces to the southwest and along the North Portland Harbor. Integrate direct and safe bicycle and pedestrian circulation trails through and between these spaces.
3. Improve pedestrian and bicycle access along the south bank of the North Portland Harbor under the freeway with adequate headroom and lighting. Provide safe and convenient access to the Expo transit station.
4. ***Minimize piers in North Portland Harbor and consider bridge types independent of the constraints that shape the bridge over the Columbia River.***
5. Locate the Hayden Island transitway and station on the west shoulder of the interchange structure, with landscaped terraces connecting it to ground level. Connect the station directly to the planned east-west corridor.
6. Design the Hayden Island transit station as an iconic 'gateway' building to announce arrival in the state of Oregon. Enable views of Mount Hood from the platform.
7. Locate transient boat docks under the freeway on the north and south sides of North Portland Harbor and on the north side of Hayden Island ***to facilitate public boat access.***

8. Plan for future addition of a local traffic, bicycle and pedestrian bridge across North Portland Harbor east of the freeway, location to be determined (*This is not seen as part of the CRC project, but something that should be planned for now*).
9. Construct the freeway ramp and transitway spans over the North Portland Harbor as light and elegant bridges. Their architecture need not reflect that of the main freeway spans.
10. Increase separation between ramps at the Hayden Island interchange to enable creation of generously planted landscaped terraces. Use this landscape also for natural treatment of storm-water runoff. Design noise walls and berms integral with the interchange to reduce noise trespass to the east and west.
11. Identify the locations and type of gateway acknowledgements that announce arrival in the State of Oregon *for southbound motorists*.



Hayden Island Concept Plan





Introduction

In August 2007, the City of Portland and the Hayden Island community began working collaboratively on a plan for the eastern half of the Island (East Hayden Island). This report summarizes the Concept Plan produced by this process. It is the work of many of your neighbors including residents, business owners, and others. They developed this Concept Plan for East Hayden Island considering future growth, access and connectivity, the environment and the community.

Hayden Island is the only island neighborhood in Portland and it provides a unique setting for its residents and businesses. All cherish its small town ambiance and river lifestyle in the middle of the Columbia River with easy access to the amenities of Portland and views of the Cascades. Hayden Island is approximately 1400 acres on the Columbia River and has two major sections roughly divided by the BNSF railroad tracks. East Hayden Island is approximately 600 acres east of the BNSF railroad tracks, is in the City, and developed with a variety of uses — manufactured homes, floating homes, condos, single-family site-built homes, major shopping areas, marinas, and industrial uses. West Hayden Island is outside the City limits, mostly owned by the Port of Portland, and is currently undeveloped — containing wetlands, riverside forests, and a Columbia River dredge material handling facility.

East Hayden Island is a community of 2155 permanent residents that grows in the summer when the owners of the 5000 boats moored on the Island visit and take advantage of the marine experience of the Columbia River. The housing types on the Island are as follows:

Housing Type	Number of Dwellings
Floating Homes	360
Manufactured Housing	440
Multi-family Dwellings (condominiums)	677
Single Family Dwellings	54
Yacht Club Units (part — time housing)	50



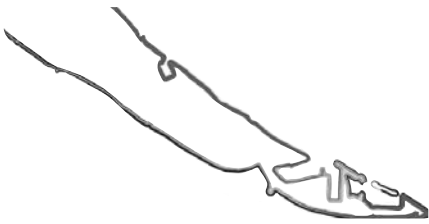
The role of a neighborhood plan is to provide clarity to residents and property owners regarding the island’s desired future land use, development, capital improvements, and other steps toward realizing this future.

The development of the plan has involved a series of formal and informal community meetings, interviews and other opportunities for public input; the largest of which was a series of public workshops held on October 16 — 20, 2007 at the Jantzen Beach SuperCenter. During the workshops, urban designers, city planners and traffic engineers worked with property owners and members of the community to begin formulating the goals of the community into a plan for East Hayden Island.



AERIAL VIEW, HAYDEN ISLAND

The information on the maps herein was derived from digital data-bases on the City of Portland, Bureau of Planning GIS. Care was taken in the creation of this map but it is provided “as is.” The City of Portland cannot accept any responsibility for error, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. However, notification of any errors will be appreciated.



Vision, Goals and Challenges

The Concept Plan is based on the following draft vision statement, themes and goals. They were developed in community meetings from July to October and based on the Neighborhood Plan drafted by community residents in 2006.

HAYDEN ISLAND VISION STATEMENT

Hayden Island is a gateway to Portland and to Oregon. The Island residents live in a variety of housing styles both on the water and the land. They are connected to regional and local businesses and industries by a network of streets and paths that sustainably treat stormwater and protect the greatest of the Island's assets, the Columbia River. On Hayden Island there is access to the River for the many boaters and protected habitat for avian and aquatic life.

The Concept Plan refines this vision by defining goals for the island's future organized around three themes: Island Community, Getting Around, and Open Space.

To accomplish this vision, the plan for East Hayden Island has to deal with a number of challenges and opportunities.

- The Island is a great location blessed with a small community sharing an interest in its riverside environment.
- The Island's population is too small to support on its own the retail and services desired.
- More population and/or jobs on the Island may be needed to support the type of transit connections serving the Island that residents desire and may be available with the development of the Columbia River Crossing project (CRC).
- Vehicle access to and from the Island is limited and will remain so even with the Columbia River Crossing project. However, there should be traffic capacity for more development, and residential development typically would have the least impact on the major access constraint of the freeway interchange.
- Hayden Island is on the western flight path to Portland International Airport. This limits residential development under the 68 Ldn noise contour overlay. New residential housing is not permitted in areas that were not zoned for housing in 1981.
- The core of the island, 80 acres under single ownership, is used as a regional shopping center that market studies and the owners believe will continue to have financial viability. The possible introduction of light rail transit to the island with the Columbia River Crossing should create the opportunity for this center to evolve into a mixed use and transit supportive development.

Themes and Goals

Getting Around



- better access to and from the Island
- better connectivity on the Island
- integrated transportation network

Island Community

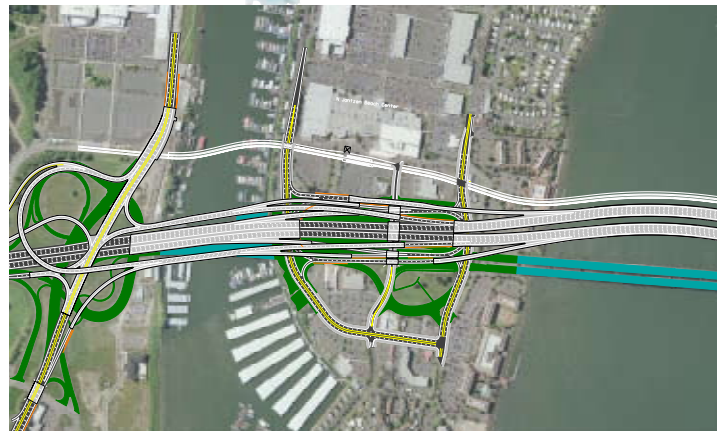


- shared community identity and sense of place
- commercial and employment areas
- safe, connected and healthy neighborhoods

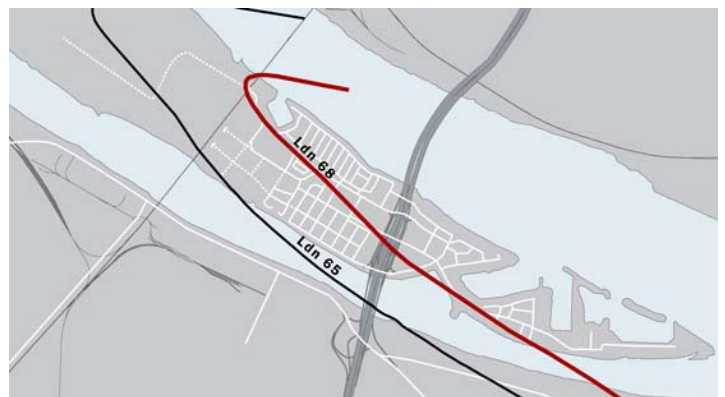
Environment and Open Space



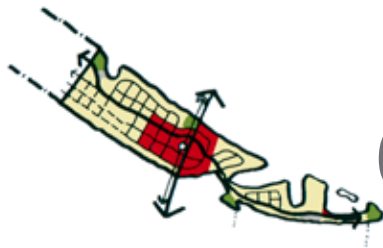
- protect and conserve ecological systems
- embrace green philosophy and practices



COLUMBIA RIVER CROSSING PROPOSED CONNECTION ACROSS NORTH PORTLAND HARBOR



EAST HAYDEN ISLAND NOISE CONTOUR MAP



Getting Around

Currently coming and going from the Island is limited by the access from the Interstate, which is congested for a large part of the day.

Getting to and from Hayden Island will change dramatically in the next several years. New bridges across North Portland Harbor and the Columbia River, along with a new interchange for the Interstate at Hayden Island are proposed as part of the Columbia River Crossing project. CRC also includes a light rail connection from Expo Center to the south to Vancouver in the north.

Each part of the transportation system has options shown in this Concept Plan. The replacement bridge for the CRC provided the best access for Hayden Island residents to Marine Drive without having to get on the highway, which is not provided currently. While considering the future development of Hayden Island attention was given to the number of vehicles that could use the new interchange without causing it to become congested.



COLUMBIA RIVER CROSSING CONCEPTUAL DRAWING

Local Streets Getting around Hayden Island is important for Island residents and businesses. Proposed in the Concept Plan is a network of local streets that have sidewalks, bike paths and traffic lanes. Each of the streets is designed to be a “Green Street.” These are streets that serve many purposes — providing for stormwater runoff into planters protecting the Columbia River, providing park like settings for walking and quality open space on the Island.



TOMAHAWK ISLAND DRIVE GREEN STREET CONCEPT

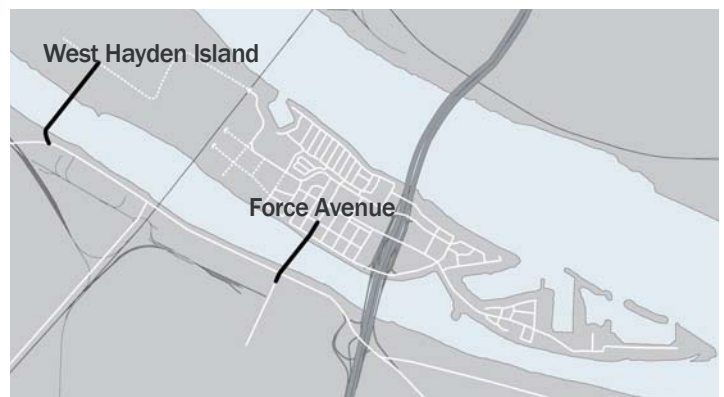


SHOPPING CENTER STREET CONCEPT



TOMAHAWK ISLAND DRIVE BOARDWALK CONCEPT

Arterial Bridge After many conversations with the community, it was recommended that a second bridge be constructed connecting to Marine Drive. If there is a second bridge, it would need to serve any future development on West Hayden Island and the community on the eastern half of Hayden Island. Two options were explored during the design workshops, one located at Force Avenue and one located on West Hayden Island.



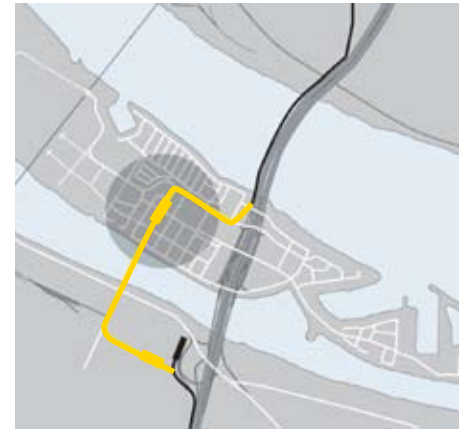
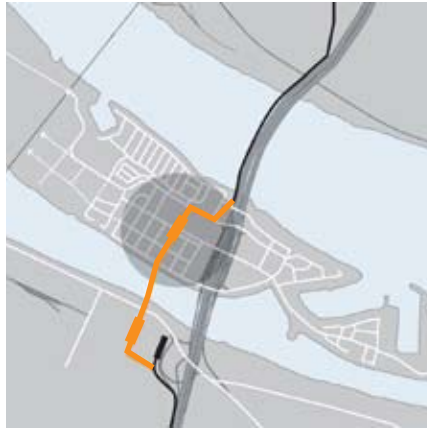
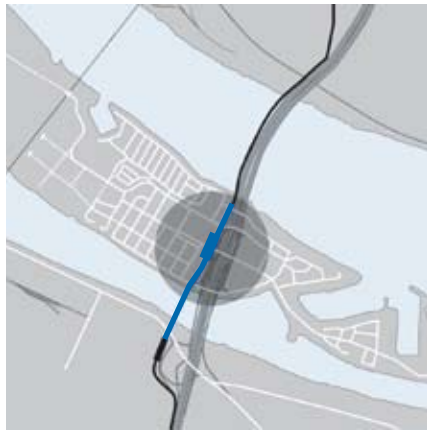
TRANSPORTATION CONCEPT — LOCAL BRIDGE POSSIBILITIES

Light Rail There are choices for the alignment of and the location of the light rail. During the design workshops three alignments were explored. The options are:

1. Along the west side of the Interstate
2. In the middle of the Jantzen Beach SuperCenter
3. At the western edge of the Jantzen Beach SuperCenter

For both options one and two, the light rail will be built about 35 feet above ground level on a structure, with option one being immediately adjacent to and the same height as the highway.

Each of these options has benefits and consequences. The table below outlines the pros and cons.



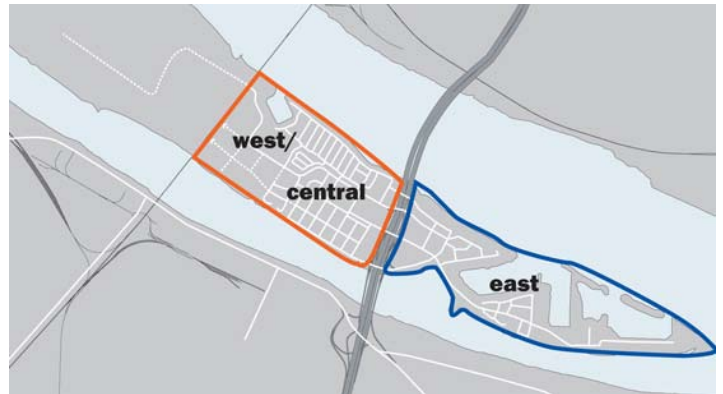
	1. West of I — 5	2. Middle of Center	3. West of Center
PROS	Station location creates a defined edge of the public realm along I-5		Station location creates defined edge of the public realm along west side of Jantzen Beach SuperCenter
	Serves near and long term needs of Island		Serves near and long term needs of Island
	Serves near and long term needs of Expo Center	Serves long term needs of Expo Center	Serves near and long term need of Expo Center
	Alignment and station are central to the Island's population	Provides some opportunity for redevelopment to the west on areas currently zoned industrial	Provides greatest opportunity for redevelopment to west on areas currently zoned industrial
	Minimal traffic impacts		
Shortest travel time of three alignments			
CONS	Reduces potential for redevelopment to the west on areas currently zoned industrial	Alignment and station are less central to the Island's population	Alignment and station are distant from Island's eastern population
	Location of station along freeway may reduce station quality due to proximity to highway	Approximately 2000 ft longer than west of I-5	Approximately 4000 ft longer than west of I-5
		Requires rebuilding Expo Center station: disruptive in the near term	Requires rebuilding Expo Center station: disruptive in the near term
		Station location disrupts the quality of the public realm west of I-5 with additional overhead infrastructure	Traffic impacts are high due to the ground level location of the station and rail alignment



Island Community

Building on the river lifestyle and creating opportunities for the community to come together and have access to the water are important goals of the Concept Plan.

This Concept Plan looks at the eastern half of the Island in three sections — east, central and west. For the east section, the plan is proposing to preserve the residential communities, enhance the open space at the eastern tip and develop a commercial district that will permit some residential development on vacant lots.



East and West/Central Portions of the Island



Land Use Concept, East and West/Central

For the central and west portions of the Island, the proposed land uses are:

- **Neighborhood commercial** — serving the local community
- **Regional commercial** — serving Portland, Vancouver and visitors
- **Residential** — new and existing homes
- **Industrial** for the western portion

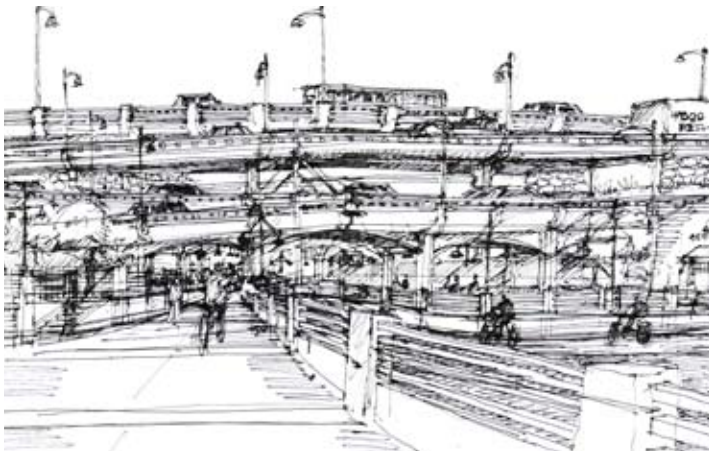
Every community has a central core or heart, currently Hayden Island's central core is divided by the Interstate. Creating a "heart" on both the east and west sides of the highway is an important goal of the Concept Plan. With the construction of the new highway there will be land east of the Interstate which will be available for redevelopment, for commercial uses serving the community.

East Neighborhood Center Concepts



View from Neighborhood Center towards I-5

Two road networks for this area were proposed; one through the center using the existing North Jantzen Drive, and a second route around the center on a new road. The second route provides better access to the site and was the preferred option. The neighborhood commercial center would be connected to the west with an extension of Tomahawk Island Drive.



Hayden Island Station and Plaza Concept

On the west of I-5 the construction of the new light rail station and the redevelopment of the shopping center create an opportunity for a new entrance and plaza to Hayden Island. It is important that the new station is constructed to be a landmark along the highway and as an edge to the heart of Hayden Island.



Land Use Concept

Central Core: One location available for new housing is in the center of Hayden Island west of the Interstate. This is currently the site of the Jantzen Beach SuperCenter. It is proposed that the southern half of this property become a mixed use development with upper level housing and retail and offices on the ground floor. This redevelopment would occur over time as land becomes available.

The land uses proposed in this Concept Plan will not exceed the capacity of the interchange.





Environment & Open Space

Protecting the Columbia River for habitat for the many animals, birds, fish and plants of Hayden Island is one of the goals of the Concept Plan. To achieve this goal, the Concept Plan is recommending that green streets are the standard as redevelopment takes place.

Streets are designed so that the stormwater moves to swales where it uses the soils and plants to reduce pollution from entering the River. Green streets also reduce impervious surface so that stormwater can infiltrate to recharge groundwater and surface water. The streets will become a linear system of open space across the Island.



GREEN STREETS COMPONENTS



Green Streets — Network and Island Open Space Plan

The community desires that access is provided to the river for viewing, swimming and boating. It is recommended that the eastern tip of the Island be preserved for habitat. To the west, adjacent to Grandma's or Canoe Bay and the railroad tracks, it is proposed that a park is developed with beach access to the Columbia River.

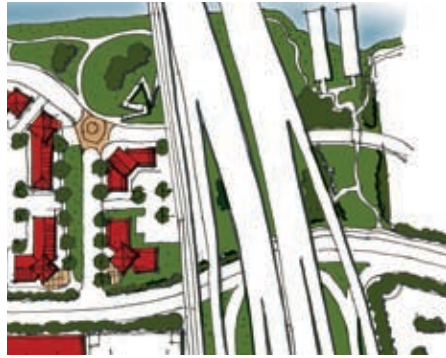
Green Components — Trails

On Hayden Island there are private walkways that are not connected. The Concept Plan recommends that these walkways be connected into a system of trails providing viewpoints of the River and the Cascades.



Green Components — Parks

A new park should be developed on the land under the new bridge across the Columbia River, in a similar manner to Cathedral Park under the St John's Bridge.



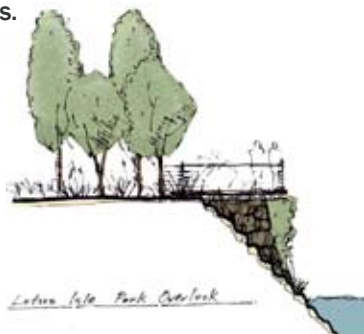
Green Components — Plazas

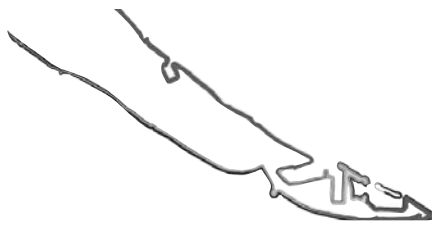
At the center of the Island, it is proposed that a new plaza be part of the design for the light rail station. This open space is intended to be an active plaza for informal gatherings over coffee and conversation.



Green Components — Viewpoints

Create locations to take advantage of the Island's views.





Our Choices

The next step in the development of the Hayden Island Plan is to review this Concept Plan with the community and discuss the options provided in this booklet. On the next page of this booklet is a tear off sheet with a series of questions, please complete it and mail it back to the Bureau of Planning or return it at a public meeting.

Next Steps

Additionally there will be public conversations held regarding the Concept Plan, and you are encouraged to come and discuss your ideas about Hayden Island. These ideas will be compiled and the Concept Plan will be amended as needed based on the feedback.

The plan will be finalized into the Draft Hayden Island Plan; it will include comprehensive plan maps and zoning changes. It is anticipated that the Draft Hayden Island Plan will be discussed with the community in April 2008.

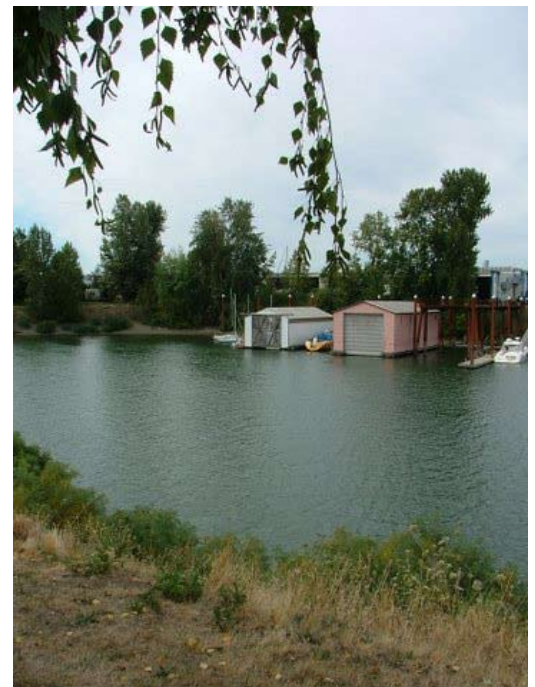
In May 2008, the Draft Hayden Island Plan will be presented to the Planning Commission and then to the City Council in June 2008.

If you are interested in viewing the background data and reports that went into the preparation of the Concept Plan, please go to the Hayden Island Plan website.

<http://www.portlandonline.com/planning/index.cfm?c=45219>































Hayden Island Charrette Team

David Evans and Associates, Inc. | SERA + Urbsworks | Van Meter Williams Pollack
Kevin Gardiner & Associates | Glatting Jackson Kercher Anglin
Parisi Associates | Marketek



Feedback Form

Now it's decision time. Please fill in and return this survey. There are two parts to each question. Place a check in the box of your preferred option. Rank each issue according to its importance by checking the appropriate box. You may complete this survey online at http://www.surveymonkey.com/s.aspx?sm=G91KRpxM_2f3AfqrYKsK_2b6ug_3d_3d or go to <http://www.portlandonline.com/planning> to visit the Hayden Island Plan website.

The Issues	Option A	Option B	Option C	Ranking the Issues
Please mark one box per issue				Mark one box
1. Regional Commercial 	<input type="checkbox"/> 850,000 sq ft (Existing) 	<input type="checkbox"/> 675,000 sq ft (Near-term) 	<input type="checkbox"/> 525,000 sq ft (Long-term) 	Importance to you? <input type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low
2. Neighborhood Commercial 	<input type="checkbox"/> Highly Desirable 	<input type="checkbox"/> Moderately Desirable 	<input type="checkbox"/> Least Desirable 	Importance to you? <input type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low
3. Industrial 	<input type="checkbox"/> East 	<input type="checkbox"/> East and West 	<input type="checkbox"/> West 	Importance to you? <input type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low
4. Second Bridge 	<input type="checkbox"/> Force Avenue 	<input type="checkbox"/> West Hayden Island 		Importance to you? <input type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low
5. Light Rail 	<input type="checkbox"/> Next to I-5 	<input type="checkbox"/> Middle of SuperCenter 	<input type="checkbox"/> West End of SuperCenter 	Importance to you? <input type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low
6. Neighborhood Center 	<input type="checkbox"/> Central Road 	<input type="checkbox"/> Eastern Road 		Importance to you? <input type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low
Please rank each option with 1 being most important.				Mark one box
7. Residential 	<input type="checkbox"/> High Density 	<input type="checkbox"/> Medium Density 	<input type="checkbox"/> Low Density 	Importance to you? <input type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low
8. Parks and Open Space 	<input type="checkbox"/> River Access 	<input type="checkbox"/> Habitat 	<input type="checkbox"/> Green Streets 	Importance to you? <input type="checkbox"/> High <input type="checkbox"/> Medium <input type="checkbox"/> Low

Comments:

For informational purposes, please fill in the following

Age: 18-25 26-35 36-45 46-55 56-65 over 65

Gender: Male Female

Do you live on Hayden Island? Yes No

Do you work on Hayden Island? Yes No

If you neither live nor work on Hayden Island, do you regularly visit Hayden Island? Yes No
Visits per month? _____

Return Address

Postage
Required



Alice Ann Wetzel, Senior Planner
City of Portland
Bureau of Planning
1900 SW 4th Avenue, Suite 7100
Portland, OR 97201



To: Doug Ficco, CRC Project Director
From: Elson Strahan, President and CEO Vancouver National Historic Reserve Trust and
CRC Task Force Member
Re: I-5 Connection Cover Between Historic Reserve and Downtown Vancouver
Date: January 2, 2008

We appreciated the opportunity to meet with you and Deputy Project Director, Kris Strickler, concerning the Connection Cover or "lid" proposed for I-5 that would once again link the Historic Reserve and Downtown Vancouver. You had indicated that you would be meeting with Secretary Hammond in this regard, and I thought that a summary of some of the key points raised at our meeting might be helpful.

As you know, those in attendance included Vancouver Mayor Royce Pollard, Vancouver City Manager Pat McDonnell, Fort Vancouver National Historic Site Superintendent Tracy Fortmann, George Killian and John White from his Riverwest Project development team (the mixed-use downtown project bordering I-5 that will include the new regional library). Also in attendance were representatives from the Historic Reserve Trust, including Trust Board Chair and Identity Clark County Board Chair Edward Lynch and Bing Sheldon of SERA Architects and me. All of these representatives are in absolute agreement regarding the need for a Connection Cover and we also know from informal conversations that we will be able to secure the enthusiastic endorsement of other business and community groups, as well as area neighborhood associations.

Our specific proposal was to have the CRC authorize the engagement of Donald Stastny from Portland's firm of StastnyBrun to conduct a national design competition. We provided you with their proposal, and I am sure that you were as impressed as we were with the approach proposed by Mr. Stastny as well as his international credentials to lead such a project.

As discussed at the meeting, we believe that the re-connection of the historic district to downtown Vancouver is not only extremely beneficial, but is a necessary part of CRC project mitigation. Here is a summary of the key points raised at our meeting:

- Of utmost significance is the fact that the CRC project will have a substantial adverse impact on a National Park, which is also a National Historic Site that is, in its entirety, listed on the National Historic Register. Superintendent Fortmann regards the inclusion of a Connection Cover as a **fundamental part of a mitigation proposal** for the land that will be taken, the impact of construction, and the expanded proximity of the I-5 corridor into the Historic Reserve with the Crossing's associated noise and visual pollution.

- The Connection Cover will become THE statement to **define the entrance to Washington State**. As we must incorporate a Cover to meet mitigation requirements, this is our opportunity to **make an iconic design statement** that we believe should serve as the most memorable feature of the entire I-5 corridor.
- The Connection Cover will **enhance the potential for more private investment** and public-private partnerships in both the downtown and Historic Reserve.
- While it has been stated that the CRC cannot be expected to make up for the negative impacts of previous I-5 projects that severed downtown Vancouver from its Historic District, the inclusion of a Crossing Cover will, in fact, dramatically **repair the scar that was created through previous I-5 construction**.
- The City, the Port of Vancouver and private investors are in the process of implementing a bold and imaginative waterfront development project. The Connection Cover will provide **thematic design elements for the entire waterfront**.
- The Connection represents **a prudent investment** that will enhance the economic, symbiotic relationship between Vancouver's downtown and the Historic Reserve.

The National Park Service, the City of Vancouver, the Historic Reserve Trust, private investors, as well as business, community, and neighborhood organizations are uniform in their advocacy for this Connection Cover. We also strongly believe our proposed approach is the most efficient and effective means to securing a design, and that it will be cost competitive with any traditional "lid" structure that may have been envisioned.

We look forward to proceeding.

January 8, 2008

TO: Tom Hildreth, PE
FROM: Chivanna Pot, PE
SUBJECT: Routing Marine Dr. through the Expo Center Property
COPY: Gavin Oien, PE

The current design for the portion of Marine Dr. (MD) west of Interstate 5 (I-5) called for the alignment to follow the existing MD alignment. The Columbia River Crossing project design team has been directed to analyze the feasibility of locating this part of Marine Dr through the Expo Center property including removing a building on the north side of the complex if needed. The hope is to open up additional acres of land along the frontage of the Oregon Slough for future development. See attached drawings.

The following are some of the advantages and disadvantages as a result of routing MD through the Expo Center property.

Advantages

- With the current design, MD (MLK) design speed east of I-5 is 45 mph which is below ODOT's standard of 60 mph. The substandard design speed was due to a horizontal curve and normal crown slope being proposed to accommodate connecting ramps at the I-5 Interchange. By moving the MD alignment onto the Expo Center property, the curve is removed and the design speed is 60 mph meeting ODOT standard
- The skewed angle of the MD structure over I-5 is reduced by 8 degrees providing better accommodation for the connecting ramps
- An additional 8 acre (includes the existing MD right-of-way and the Expo Center property) north of the alignment could be available for redevelopment
- By shifting the MD alignment south, the I-5 mainline vertical profile is lower here allowing the design team to lower the vertical profile of MD over I-5 and still maintain the same structure depth. By lowering MD, all of the connecting ramps (MDe-5N, MDe-5S, MDw-5S, and MLK-5N) can be lowered which will reduce the cost to construct these structures
- Compared to the current design, it allows more of the existing MD line to remain in use during construction
- This alignment allows the existing properties north of MD to remain saving valuable family wage jobs at the Ross Island Sand & Gravel and Diversified Marines.

Disadvantages

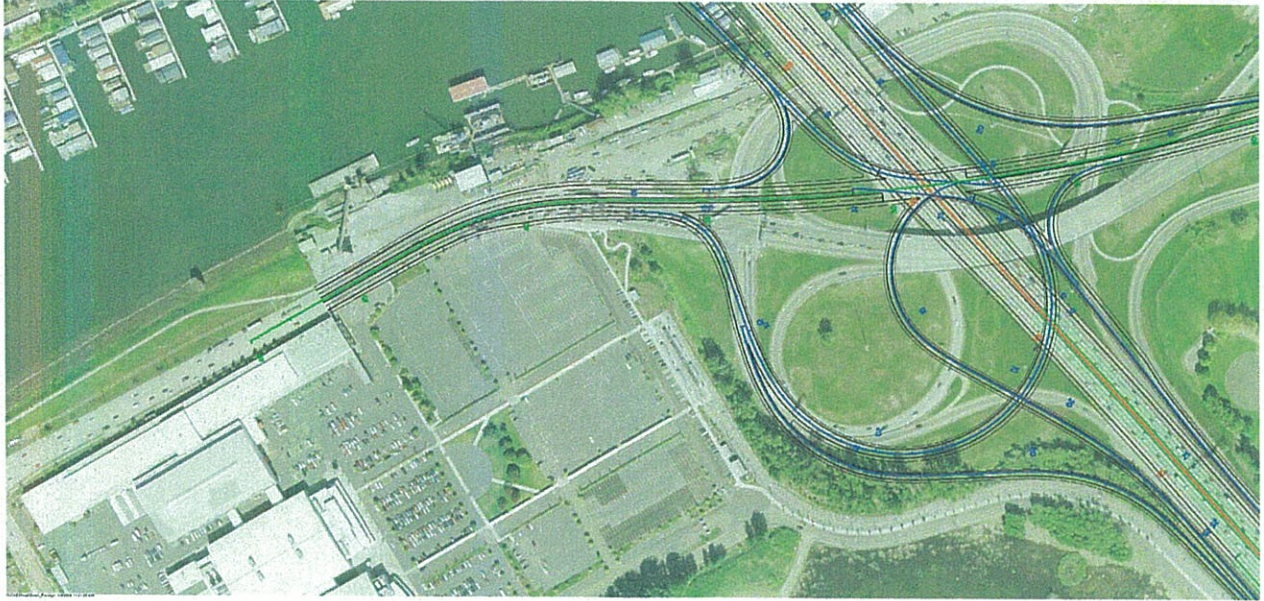
- This alignment routes through the Expo Center complex splitting the property in two cutting off about 3 acres of land on the north side of the property
- The existing building on the north side of the Expo Center complex could be a historic building. This could make it more challenging to remove the building due to permitting issues
- This building must be removed to provide right-of-way for this MD alignment

- About an additional 1,000 lineal feet of MD will require a full depth reconstruction
- The right-of-way cost will be higher than the current design

By moving the MD alignment onto the Expo Center complex, it opens up additional properties along the frontage of the Oregon Slough. It has no impact to the existing properties north of MD saving valuable family wage jobs. This alignment makes it possible to achieve a 60 mph design speed on MLK east of I-5 and also allows the design team to lower the elevations of some the ramp structures resulting in lower construction cost. But it has significant impacts to the Expo Center complex resulting in a higher right-of-way cost. An existing building on the Expo Center property will need to be removed to accommodate this alignment. This building may qualify as a historic building making it a challenge to remove.

DRAFT

The current design closely follows the existing MD alignment



DRK

Marine Dr Routed Through the Expo Center Property

