

203 West 34<sup>th</sup> Street  
Vancouver WA 98660-1908  
October 19, 2011

To: Whom It May Concern  
RE: CRC-FEIS comments (Columbia River Crossing-Final Environmental Impact Statement)

**P-040-001**

I oppose the taking of the Wallis Engineering building for the south-most parking garage, as specified in the FEIS.

I served as a member of the CRC-VTAC (Vancouver Transit Advisory Committee) and alternate on the VWG (Vancouver Working Group). When the VTAC began, plans presented showed the south-most parking garage inside the SR-14 to 1-5 cloverleaf, on land already off the tax rolls. Months later, the plans changed suddenly to show it on the now partly vacant "auto dealer" lot east of Columbia and south of 5<sup>th</sup>. Then, at a subsequent meeting, its footprint expanded to include the block housing Wallis Engineering. The records show one objecting comment to removing these lots from the tax rolls, but the Committee was never asked for input on this, nor were the changes fully explained. VTAC and VWG had no self-selected leadership; agendas were controlled by staff.

The Wallis Engineering building is a historic structure, and I believe it is recognized by the county and/or state as a historic building. It has served a vital function as a business incubator for many small entities, recently including Vancouver Food Cooperative. The FEIS proposal would replace this beautiful historic building paying property tax with an outsized unsightly government-owned garage.

I'd hate to have the CRC proposal or public vote opposed because of this provision; small in terms of the CRC project, but tragic in its ramifications for this now nice mini-neighborhood. Consider how ugly a block in that part of town between 5<sup>th</sup> and the River could easily be.

If the rationale is, as has been stated, to preserve hotel views when the hotel paid for no such provisions, this is improper bias in favor of one business and against others.

Sincerely,

Kenneth M. Becker

### **P-040-001**

The process that resulted in the Lucky Lager Warehouse being identified as an anticipated acquisition was part of ongoing work between CRC, the City of Vancouver, and C-TRAN. Decisions around the Columbia Park and Ride location and the roundabout at the southwest corner of the block were part of a collaborative process similar to decision-making and design development for the rest of the project. The project development process is dynamic and includes making assumptions, gathering additional information, and sometimes changing designs or assumptions based on new information or analysis. The project will continue to minimize or avoid impacts to properties, including the Lucky Lager Warehouse.

The CRC undertook a study called the Lower Vancouver Urban Design Study with the City of Vancouver, C-TRAN and the public. The major components of this study included vehicle circulation, development opportunities and mixed-uses, pedestrian access and safety, and urban design. Expansion of the park and ride footprint resulted from an analysis of the number of spaces required at this location and the height of the structure as compared to footprint. Four options were explored that resulted in structures that varied anywhere from four to six levels. The City of Vancouver suggested the parking structure be designed with a minimal, practicable height, which requires expansion of the footprint to maintain required number of parking spaces. Additionally the expansion of the footprint had benefits to the project's other transportation modes. Further analysis of the SR 14 terminus indicated the roundabout was the appropriate design for this intersection, preferred by both the CRC and the City of Vancouver. The CRC staff analyzed multiple roundabout alternative designs in order to minimize the footprint. Through that analysis it was determined that more right-of-way was required northeast of the roundabout. The combination of the above mentioned analyses resulted in the current design and impacts.

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RE: CRC-FEIS comments (Columbia River Crossing-Final Environmental Impact Statement)

**P-040-002**

I oppose the inclusion in the FEIS of a parking garage on current WA DOT land in the Lincoln neighborhood, as an alternate location. It was clear from the DEIS that this option was discarded after significant citizen opposition, and it is indeed disturbing to see it remaining in the FEISD, even as an alternative.

The DEIS is filled with many reasons for not having a garage at the Lincoln site, so citizens were unaware that continued opposition was needed to exclude it from the FEIS.

Furthermore, it now appears that VFD (Vancouver Fire Department) will need to relocate their Main Street station now near Safeway, and the WA DOT land would be an ideal location with adequate access.

Sincerely,

Kenneth M. Becker

The FEIS describes the general process for selecting the LPA in the summary on page S-9 and in Chapter 2 starting on page 2-81. The purpose of the FEIS is to disclose the impacts related to the LPA compared to no-build and the DEIS alternatives and describe what has changed since the DEIS. The FEIS does not contain a detailed description of how each design refinement was done; that level of detail is not typical for an environmental document.

Although the Lucky Lager building is listed on the Clark County Heritage Register, it has not been found eligible for the National Register of Historic Places (NRHP). Qualified staff on the CRC project and from the Esther Short Subarea planning process years before, both determined the building modifications to be too extensive for the building to be NRHP eligible. Regardless of the specifics of eligibility and associated protections, the project has attempted to avoid displacement of any building. Buildings listed on the Clark County Heritage Register are given special consideration.

**P-040-002**

Thank you for your comment. The LPA does not include a park and ride station in the Lincoln neighborhood.