



October 24, 2011

Ms. Heather Wills
CRC Environmental Manager
700 Washington Street, Suite 300
Vancouver, WA 98660

ECC: Gerald Solomon FHWA HEPE Gerald.solomon@dot.gov
Carl Bausch FTA carl.bausch111@dot.gov

Dear Ms. Wills,

N-003-001 Hayden Island Neighborhood Association (HINooN) is the City of Portland Oregon recognized neighborhood association representing the 2,200 residents and businesses on Hayden Island. Many of our Board Members have served on multiple committees throughout the development of the CRC project.

HINooN and it's constituents are at "ground zero" of the CRC project with I 5 being the only way to access or to leave our island. The project will divide our community in half. Nonetheless, HINooN is committed to supporting the Columbia River Crossings including the plan designs agreed upon after diligent work by all. We ask for a recommitment from CRC to:

- Follow through with the agreed upon plan designs including the Arterial Bridge,
- The Hayden Island Plan,
- Mitigation
- The Metro Conditions of Approval – Mitigation & Community Enhancement
- Relocate or build a new floating home marina for 31 homes displaced

AGREED UPON PLAN DESIGNS

N-003-002 Considerable time and energy has been expended by all to create plans designs which are workable, admirable and acceptable by all parties. The designs which are missing or greatly reduced include the Light Rail Station (restore agreed designs, add parking facilities for island residents, east west transit bus during construction and after); Stormwater treatment is currently shown in CRC plans for areas designated for Neighborhood Commercial use in the Hayden Island Plan (change to in situ treatment on bridges or pump to Marine Drive treatment area); Parks to be developed on the north and south island sides of the construction area (to be ceded to city, county or state), and the protection of the existing businesses as the start of the Hayden Island Plan retail center.

THE HAYDEN ISLAND PLAN (the "HIP")

N-003-003 The plan was developed with over 20 years of studies and approved by the Portland City Council timed to be available for the CRC planning. It included:

A more walkable residential community that protects the quality of the existing residential neighborhoods of both land-based and floating homes.

N-003-001

Thank you for years of collaboration on this project. Your specific issues are addressed with the following specific responses.

N-003-002

Consistency with each of these plans and prior design decisions is discussed below.

N-003-003

The stormwater facilities shown in the FEIS will continue to be refined as design work progresses. Under the terms of the biological opinion (BO), the CRC project must treat stormwater runoff using bioretention, bioslopes, infiltration ponds, porous pavement, constructed wetlands, and vegetated and soil amended swales designed for infiltration. Based on the information we have on file, stormwater runoff is currently not treated before being released to North Portland Harbor or the Columbia River.

The Hayden Island Redevelopment Plan states that runoff from local streets will be treated in roadside planters and that CRC stormwater will be managed in a "green, state-of-the-art manner." Although the Hayden Island Plan map did not show the constructed wetlands, these are a "green" concept for stormwater treatment, and have been shown in project designs as early as May 2009. The stormwater treatment proposed in the FEIS does include the "green streets" approach proposed in the Hayden Island Redevelopment Plan to the extent feasible. This approach to stormwater treatment is not suitable for streets located under bridges (where it will be difficult to establish plants) or where streets are at or below the seasonal high groundwater table. We will continue to review the developing design to determine whether additional streets lend themselves to this method of runoff treatment. Regardless, the project still needs to manage runoff from almost 28

N-003-003

A new neighborhood-serving business area east of Interstate 5.

New transit-oriented development adjacent to the proposed light rail station west of the interstate.

Continued support for marine businesses, and enhanced marine and terrestrial habitats so important to the Columbia River environment.

(<http://www.portlandonline.com/bps/index.cfm?a=280799&c=34248>)

Instead, we are faced with the destruction of the existing retail core, the taking of the land for the future center for inaccessible and potentially toxic water treatment and massive visual and physical barriers to going from one side of the community to the other.

We ask that The Hayden Island Plan be used in recommitting earlier plan designs and in future decision making, that the water treatment facilities be moved off island (it wasn't generated here) and the land for the retail core be re committed.

MITIGATION

N-003-004

Given our island is surrounded by water with only one access point (Interstate 5) soon to be surrounded by construction equipment, construction activity and sensory overload, living conditions will suffer greatly. Having our transportation options reduced at a time when our sources for life needs (food, gasoline, prescriptions, etc.) are being removed further decimates our lives. We need a more sincere response and better, concrete solutions than merely pointing out the number of possible grocers in a two mile radius. A large number of Island Residents do not have personal transportation, are handicapped or otherwise mobility challenged. The suggestion that they will have to travel 2 miles to find a suitable grocery store when it is known major river channels, wetland areas and bridges under construction fill that 2 mile stretch and no public transportation exists between here and there does not offer a viable solution. A real solution to the destruction of a real grocer is not an enhanced Target store.

Building the arterial bridge and building it first is paramount; putting the Hayden Island portion of construction on a fast track, low impact (air, noise, vibration, environmental) schedule; providing an economic development fund adequate to entice the retailers and services of basic life services without leaving the island; providing regular and reliable transportation services for all residents to those retailers and services off island until on island is available; compensation for those who sell their homes during construction for a lesser value all should be considered minimum standards of mitigation. Lists of mitigation requests by residents and businesses of the island are attached for review.

METRO CONDITIONS OF APPROVAL – MITIGATION - COMMUNITY ENHANCEMENT

N-003-005

The Metro Councilors made it very clear in their discussions prior to the Land Use Final Order that both Mitigation and a significant Community Enhancement Fund will be part of the project. We expect to see quantitative descriptions of the mitigations and enhancements including budget amounts.

RELOCATE OR BUILD A NEW FLOATING HOME MARINA FOR 31 HOMES DISPLACED

N-003-006

Jantzen Beach Moorage is a unique river community of 177 homes which float on the Columbia River. It will lose three rows of homes permanently and one row temporarily during construction. While the marina itself will need reparation for increased costs which are incurred by having fewer homes to share expenses with, the major impact is to those losing the slips their homes are kept in.

3209 N. Schiefel Street, Portland, Oregon 97217 <http://www.myl HaydenIsland.com/>

acres of impervious area consisting of I-5 pavement across Hayden island, associated ramps, the elevated transit guideway, and structures.

N-003-004

The project will continue to work with Island residents and organizations on the development of construction-period mitigation plans. The project has already committed to maintaining through-traffic capacity on the Interstate and developing a shuttle-type transit service during construction to assist those who are mobility challenged. And, as explained in the FEIS, there will be robust programs to protect businesses during construction, maintain access and visibility for these businesses, encourage contractors to spend money at these local businesses, etc. The negotiations on specific relocations (both for homes and businesses like the Safeway Store) are somewhat private matters, specific to each property owner. These discussions have recently accelerated and will continue through 2012. As the design is refined, the project will work with many businesses on the island that have been documented as displacements. Some of these businesses may only need changes to their parking lots or small parts of their buildings. Only after the Record of Decision and the further refinement of the designs can these individual negotiations begin in earnest. Part of these negotiations will address property values and the unique circumstance that the real estate market collapse has created. DOT right-of-way professionals are working on mechanisms that will appropriately compensate the displaced homeowners who owe more than their property is worth.

N-003-005

In the last three years the CRC project team, the Project Sponsors Council, and CRC advisory groups have focused on incorporating a wide range of community enhancements into the project. The project has looked for ways to leverage the highway and transit investments into additional improvements for project neighborhoods. These

N-003-006

The CRC Marina Study produced by Lou Schwab, Oregon Right of Way Coordinator, March 24, 2011 was produced with the premise that a new floating home marina would be speculative, that tenants for the spaces would have to be attracted, that there be an adequate rate of return for an investor to be attracted to doing the project and that low level individuals would have to navigate the myriad planning and zoning rules and regulations at various governmental levels. None of this is true. The CRC is displacing 31 floating homes, the owners having purchased these floating homes as a lifestyle choice and do not want to be forced to abandon their homes due to no where to go. We ask that the CRC sincerely work together with the residents to save these homes and lifestyles. Part of this issue will be the many incentives that have existed for floating home owners to locate on Hayden Island, and the importance of those displaced homeowners being able to remain in the Island environment. This will be a very small part of a gargantuan project and we are confident the CRC, just as the Port of Portland did for Lemon Island floating homes, can secure a new moorage for them.

HINooN and Hayden Island residents and businesses stands committed to supporting the Columbia River Crossings. We simply ask that promises made are kept, the original Hayden Island Plan be honored, mitigation be maximized for a critically sensitive area and population, community enhancement be a significant olive branch for reparations to the citizenry and that a simple construction project be added to provide for a small floating home marina.

Sincerely,



Ronald Schmidt, Chair

Cc: Mayor Sam Adams, City of Portland
Chief Mayor Tim Leavitt, City of Vancouver Mayor
City of Portland Department of Transportation

improvements are beyond the benefits identified as the project's purpose and need. These tangible improvements include new local roads and improved local flow and connections for Hayden Island residents; better bike and pedestrian access to the improved facilities; new bike and pedestrian trails; and a separate bridge for local auto access from North Portland to Hayden Island. We know there is more to be done. The CRC remains committed to aggressively maximizing and leveraging resources to bring additional benefits and improvements to our community. Two options have been identified for further exploration, both include a financial set-aside of a specific amount dedicated to a specific purpose. One approach is a project-specific community enhancement fund. There is some history with such an approach - the Delta Park 1-5 widening project (2006) and Metro's solid waste program (1991) are two examples. The other approach is a different concept, a regional fund established by the state to benefit the neighborhoods and communities in close proximity to 1-5 and the CRC project. Both approaches have been successfully implemented in the Portland region and will help inform this effort. We need to be clear about both of these approaches - neither will be easy. Both approaches have limitations and legal restrictions associated with anticipated funding sources. Both will require legislative support. Both will likely need enabling legislation and both will require funding.

N-003-006

Chapter 3 (Section 3.3) of the DEIS disclosed all known floating home displacements that would result from the two highway and two transit alternatives crossing the North Portland Harbor (pages 3-105 and 3-112, respectively). The DEIS also listed potential mitigation measures tailored to suit the unique situation of the floating home community (page 3-119).

For the FEIS analysis, the CRC project team worked to better understand the organization of the floating home communities in the North Portland Harbor. As presented in Chapter 3 (Section 3.5) and

Hayden Island Needs related to the CRC Project

Pre-construction Needs

- N-003-007** Specific agreement on mitigations, and community enhancement funds before the project is underway and recognition of the status of the Manufactured Home community as an Environmental Justice (EJ) community.
- N-003-008** Construction Information Center on the Island, a website, and a Community Hot Line (for residents to call for any emergency caused by construction and to answer questions about street closures, etc.), plans for Island access and circulation during construction including a monthly island news letter with CRC construction information.
- Assistance for businesses planning to stay on the Island and new businesses needed during construction (e.g. food carts, farmer's markets, grocery, pharmacy). We understand the new Target will have some groceries and a pharmacy but Target will not have a full service grocery. Inclusion of a full service grocery to replace Safeway is uncertain at this point but critically needed.
- Early construction of the Hayden Island local arterial bridge to ease traffic bottlenecks on/off the island during construction.
- Give local residents priority for new project jobs on the island (e.g. flaggers, info center hosts, environmental protection monitors, Hot Line operators, newsletter reporters/editors, etc).
- A plan for local bus/shuttle service during construction.
- N-003-009** Assistance for floating home owners being displaced.
- N-003-010** Assistance for individual EJ community residents who might be sensitive to construction impacts and disturbance.
- N-003-011** Enhanced security services for vacant properties and vacant land during right of way acquisition.
- N-003-012** Ongoing community engagement and participation (probably through the Portland Working Group and sub-groups) beginning now and continuing through project completion.

Needs During Construction

Crime Prevention

- N-003-013** Add extra security services for crime prevention/mitigation during construction. That would be

Chapter 6 (Public Involvement) of the FEIS, the team coordinated with floating home owners, moorage owners, Boards, and management to gather address and ownership information for each floating home. The impacts to individual floating homes are described in Chapter 3 (Section 3.3) of the FEIS and listed in Appendix E - List of Potential Property Acquisitions.

In the course of conversations with potentially affected property owners, CRC staff received inquiries about the potential for constructing a new marina to accommodate displaced floating homes. To better understand issues related to new marina permitting and construction, project staff conducted research on the development of marinas. This research found likely challenges to developing a new floating home marina, including the challenge of receiving permits through local jurisdictions and environmental resource agencies. The project is not pursuing construction of a floating home marina.

As with any other acquisitions, the CRC will obtain independent appraisals to determine fair market value for each home that must be displaced but cannot be relocated. Qualified acquisition agents will work closely with each floating home owner to try to arrive at mutually agreeable terms for the purchase of each home. The agents will also provide relocation assistance to all displaced occupants.

N-003-007

Regarding a Community Enhancement Fund, please see response N-003-005.

Regarding the Manufactured Home Community being an EJ community:

Updated population and demographic information can be found in Chapter 3 (Section 3.5) of the FEIS. The displacement survey (which focused on the most directly impacted households) was undertaken in

N-003-013 for both businesses & residences paying particular attention to vacated homes/businesses and preventing the homeless from living there.

Island Livability

Have an Observation Deck/Viewing Platform so people can safely observe the construction.

Have a local bus/shuttle service during construction.

If the island is without a grocery store for a period of time, provide on-call island shuttle services for getting disabled, senior and non-drivers to a grocery store.

Traffic Management:

Cars – always have two way streets going east/west across the bridge area. One way streets with flaggers are simply not adequate for the traffic on the island.

Bicycles/scooters/pedestrians – Have smooth surface paths east/west across the bridge area for bicycles and scooters (people with limited mobility) and foot traffic.

Have a specific plan for getting emergency vehicles on/off the island during construction with no delays.

Vibration

N-003-014 Home inspections of before and after construction for any possible damages caused by construction vibrations especially for those that are closer to the staging areas and river.

Public Health and Safety

N-003-015 The Island Community has not seen the FEIS but we expect it will contain detailed mitigation measures for protection of Island Residents, visitors and workers. Specific impacts of concern include:

Dust and other air pollutants There must be dust and air quality monitoring and control measures. Those who live closest to the staging and construction areas will be most exposed to dust and contaminants for a lengthy period. The respiratory health of seniors and other sensitive receptors must be protected. Home air conditioners, air filtration, replacements for louvered windows, and other measures may be necessary for protection from dust and fumes, especially those nearest the staging areas. The cleanest available diesel technology must be used for all construction equipment. Regular health care checkups and medical attention must be available for residents with existing respiratory problems, regardless of whether or not they have health insurance.

response to assertions that the Census data misrepresented the affected community. The U.S. Census data indicate that, as a whole, the Hayden Island neighborhood has a lower proportion of minority and low income households than the City of Portland, Multnomah County, or in the Project study area. Hayden Island ranks near the lower end of the spectrum in both minority and low income household composition when compared with all other neighborhoods in the study area. Households within the Manufactured Home Community were not surveyed, but these households also will not be displaced. The CRC recognizes that there are low income and minority households on Hayden Island and that they may be more frequently found within the Manufactured Home Community than elsewhere on the island. The project will consider the potential for disproportionate impacts to any low income or minority household regardless of the demographics of the surrounding neighborhood.

N-003-008

The CRC project is working to minimize temporary impacts during construction that could impede travel in the project area. These temporary effects were described in Chapter 3 (Section 3.1) of the DEIS, and are refined in Chapter 3 (Section 3.1) of the FEIS, which also includes proposed measures to mitigate these impacts.

As the project moves into its final design phase, the CRC project team will complete a construction staging plan that will address, in greater detail, temporary closures, detours, and access on the highway and local streets affected by construction. This construction staging plan will indicate to contractors the proposed sequencing of construction based on DOT standards. Contractors are often given the opportunity to modify the construction staging plan to maximize construction efficiency and economy, but are required to fulfill DOT performance standards for temporary impacts.

N-003-016

Noise Temporary sound barriers, low noise equipment, air conditioning (so residents can keep windows closed) and other noise mitigation measures must be used as necessary to protect nearby residents and businesses.

Asbestos and other contaminants - Contaminants in buildings to be demolished (like the Thunderbird Hotel) and in soil to be disturbed (especially in the historic landfill along Hayden Bay Drive) must be identified and properly handled during disposal.

Light Nighttime lighting of construction and storage area is necessary for public safety and security but nearby residents must be protected from light pollution.

Business

N-003-017

From the very small amount of construction around Target and on Hayden Island Drive in preparation for building the new Target, business in the mall has dropped off considerably. Access mitigation measures must be implemented to protect Island businesses during the freeway, interchange, and bridge construction. Provide extra signage on I-5, in Vancouver, and in Portland south of Hayden Island showing that businesses on Hayden Island are open for business during construction.

Hayden Island Features Expected from Basic Funding of Project

N-003-018

The Island Community expects completion of all project features shown on CRC maps of the latest preferred project alternative. These include:

- ▲ The Extension of Tomahawk Island Drive under the freeway,
- ▲ The local arterial bridge connection to the Marine Drive Interchange area,
- ▲ All freeway and local roads and structures for island access and circulation,
- ▲ The light rail extension with a Hayden Island station
- ▲ Safe walkways, signalized crosswalks, protected bike lanes and multi-purpose pathways
- ▲ Attractive retaining walls, sound walls, and landscaping for ODOT Right of Way and local streets per the Hayden Island Plan.

N-003-019

The Island Community expects support from the City, TriMet and others to promote new mixed-use development around the new light rail station consistent with the Hayden Island Plan.

N-003-020

HiNooN and HILP expect a park-and-ride facility on the island for seniors and handicapped residents in light of the lack of local bus service on the island and the planned termination of park-and-ride service at the Expo Center. Alternatively, an east west shuttle bus service on the island could move residents to and from the transit station.

The project has endeavored to avoid the displacement of businesses, though it is not possible to do so within the densely developed corridor. The project will continue to look for ways in which impacts can be minimized and avoided.

The displacement of Safeway is documented in the FEIS. Compensation for this impact is governed by the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. The project will suggest that Safeway relocate on Hayden Island, but cannot require them to relocate in any specific location. The eventual relocation will be a business decision by Safeway.

The possibility of early construction of the local multimodal bridge will continue to be a consideration by the project as project sequencing is refined. It is also discussed in Chapter 2 of the FEIS, (Section 2.3.1), but not as mitigation. Although it is not appropriate to describe the early construction as mitigation, it is discussed as something we will explore as we further refine construction staging. Specifically Section 2.3.1 of the FEIS states:

Similarly, the Marine Drive interchange construction would need to be coordinated with construction of the southbound lanes coming from Vancouver. While this interchange can be constructed independently from the work described above, the completion and utilization of the ramp system between Hayden Island and Marine Drive requires the work to occur in the same period. Early construction of the local multimodal bridge between Marine Drive and Hayden Island, so that it can be used as an alternate access route during the remaining construction period, will be analyzed during final design. The interchange reconstruction also needs to occur so that Marine Drive can be elevated, allowing the light rail extension to cross under Marine Drive. The Marine Drive

N-003-021 | The Island Community expects the east of I-5 neighborhood retail zone in the Hayden Island Concept Plan to be reconciled with the CRC proposal for storm water facilities in the same location. The planned storm water treatment wetlands will take many acres of land planned for other uses. Fenced contaminated treatment wetlands are not appropriate in an urban environment.

The Hayden Island Plan calls for a significant "Gateway Park" on the Columbia River as a post-construction re-use of the of Thunderbird Hotel site and the vacant area under the existing and new bridges. Also, the Plan calls for a public water access park on the north shore of North Portland Harbor at the I-5 crossing.

A multi-use path on the east side of I-5 from Marine Drive to the CR Bridge.

Additional Post Construction Hayden Island Needs

N-003-022 | Community Center. Staff the Center with help for seniors and vulnerable residents of the island.

N-003-023 | An enhanced security system with coordination of City, TriMet, State, local security forces; coordination of local business hours with TriMet operating hours; landscape maintenance, lighting and other measures to control transients.

Floating Home Specific Needs (Jantzen Beach Moorage)

N-003-024 | New floating home moorage to permanently relocate displaced floating homes and to temporarily locate those moved out for the construction stage.

Parking structure to replace parking lots taken.

Relocate remainder of Jantzen Avenue further north to allow Jantzen Beach moorage to keep the private road for additional parking and other needs.

All existing and new utility lines crossing Jantzen Beach Moorage to be buried underground.

interchange is expected to take a little more than 3 years to construct, including work at the Victory Boulevard interchange.

N-003-009

Please see response N-003-006.

N-003-010

The project's focus will be on preventing and minimizing the impacts at the source. There is a list of proposed measures below. But the project will also work closely with the community and will want to know of individuals and households with unique circumstances who may be differently impacted than their neighbors. As construction plans are advanced, we will be sharing details with the neighborhood association and with businesses on the island.

The project has committed to the following mitigation measures as described on pages 3-283 to 3-285 of the FEIS:

- Control dust and exhaust emissions from demolition and construction activities.
- Require contractors to comply with State of Oregon standard specifications (Section 290) for dust, diesel vehicles, and burning activities.
- Follow State of Oregon's specifications for truck staging areas for diesel-powered vehicles.
- Use ultra low sulfur diesel for diesel construction vehicles and equipment, or otherwise comply with any new, more stringent regulations in place at the time of construction.
- Pursue emerging technologies for cleaner construction emissions, like the use of diesel scrubbers for compatible equipment, and continue to encourage and require those types of technologies as bidding laws allow.
- Require stationary sources, such as concrete mix and asphalt

List of Mitigations: Hayden Island Businesses

- N-003-025** 1) Volunteer representatives from the residential and business communities need to co-create the Hayden Island construction project plan with the Columbia River Crossing, (CRC) Engineers, Right of Way experts, TriMet, ODOT, and other agencies involved in the bridge project before construction begins, and throughout the length of the project.
- 2) Once construction begins, the selected representatives from the business/residential communities will oversee the construction plan, be the point of contact between CRC Engineers, other planning agencies, and the residents/businesses on Hayden Island.
- Financial Assistance for businesses on the island including but not limited to funding the following:
- N-003-026** 3) Re-branding consultative and social media services to re-brand the island as a destination location.
- 4) Short term business loans (2-3 yrs), guaranteed by the City or State, that would replace the current financing, and/or assist businesses throughout the CRC project and rebuilding of Hayden Island.
- 5) Financial compensation to businesses no longer able to attract customers due to the loss of economic viability of Hayden Island because of the current and anticipated increase in heavy traffic congestion, and access problems.
- 6) An assistance program in the form of a redevelopment loan or grant, to help fund business operations until bridge plans become certain and economic viability returns.
- 7) A marketing grant to help spread the news about the Hayden Island business community, Hayden Island's area attractions, and livability.
- 8) Bridge authorities and government agencies should recommend and frequent local businesses, rent or purchase properties on Hayden Island during the project.
- N-003-027** 9) Eminent domain condemnation of Hayden Island businesses should be a serious consideration by federal government, the State of Oregon, and/or the City of Portland, given that their planning indecision and funding uncertainties have been a significant contributor to the negative economic climate on Hayden Island for businesses and property owners.
- N-003-028** 10) Website with construction updates, CRC and related agencies contact information, construction/planning schedule, project timelines; overview of CRC, and current Hayden Island Plan.
- 11) Hayden Island Visitors Center located on the island.

This list of mitigations is not the final and official word from businesses on the island
Presented 8/31/11

Page 1 of 2

plants, to obtain an Air Contaminant Discharge Permit from either DEQ or SWCAA and to comply with regulations for controlling dust and other pollutant emissions.

- Manage construction materials and activities to minimize dust, glare and smoke.

N-003-011

In an effort to reduce the potential for inappropriate use of vacated property, the CRC project may install fencing and signage to minimize the potential for trespassing. These methods will be detailed by the DOT in the construction staging plan, which will be executed by the contractor.

Should these vacated properties become an attractive nuisance, the CRC project could shorten timelines for demolition, or contract with a firm to provide part-time or full-time security. The CRC project team will work with neighborhoods likely affected by project staging to identify a plan that best meets the needs of nearby residents, business owners, and the contractor.

N-003-012

Thank you for your comment. The project will work closely with you, Island residents, organizations, and businesses.

N-003-013

Regarding the potential for inappropriate use of vacated property, please see N-003-011.

The project is working on a construction-period transit plan. Tentatively, these plans include a shuttle service. But how this will aid Island residents will be further developed, and will be discussed with the community as one of many ways to provide mobility on the Island.

List of Mitigations: Hayden Island Businesses

- | | |
|------------------|--|
| N-003-028 | 12) A hotline for people to call about CRC construction, theft, vandalism, an accident, or if there is a problem associated with the construction. |
| | 13) Financial Assistance to attract new businesses to Hayden Island before and during construction. |
| N-003-029 | 14) Early construction of the Hayden Island local arterial bridge to ease traffic bottlenecks on/off the island during construction. |
| | 15) Create reliable transportation during the construction. |
| | 16) Ensure traffic can enter and exit the island with ease. |
| N-003-030 | 17) Enhanced security services for vacant residential and business properties. More police presence on the West & East sides of Hayden Island. |
| | 18) A satellite police station needs to be placed in a visible location on Hayden Island with routine daily and nightly island patrols! |
| N-003-031 | 19) Home and business inspections before and after construction for any possible damages caused by construction vibrations especially for those that are closer to the staging areas and river. |
| N-003-032 | 20) Additional streetlights need to be added to ensure safety at night for pedestrians and motorists. Especially on the newly created "main street" of town. |
| N-003-033 | 21) City/State/Federal Government need to supply a large billboard alerting drivers on I-5 South and I-5 North that "Businesses Are Open." Also, small signs strategically located throughout Hayden Island and on the West and East sides of the Island for pedestrians, bike riders and slow moving motorists. |
| N-003-034 | 22) The Island Community made up of residents and businesses expects support from the City, State, Federal Government, Portland Development Commission; Metro, Business Oregon, Venture Portland, TriMet, and other governing agencies to financially assist in ways to attract more business to the island. |

*This list of mitigations is not the final and official word from businesses on the island.
Presented 8/31/11*

Page 2 of 2

As discussed in the response to N-003-008, the CRC project is working to minimize temporary impacts during construction that could impede travel in the project area.

N-003-014

Potential noise and vibration impacts that would result from the CRC project were disclosed in Chapter 3 (Section 3.11) of the DEIS, and have been updated in Chapter 3 (Section 3.11) of the FEIS. As described in the DEIS and FEIS, the FTA has also developed impact criteria for acceptable levels of ground-borne vibration. Light rail operations could result in some vibration impacts along 17th Street and Washington Street, all of which could be mitigated by installing vibration isolation between the rails and ground. This has also been updated for the FEIS in Chapter 3 (Section 3.11). No expected vibration-related impacts have been identified on Hayden Island. However, as the approach to construction is finalized, the project will assess the potential for vibration resulting from the staging area activities and construction. If the project identifies any potential for vibration-related impacts, it will work with property owners to minimize such and develop adequate documentation to evaluate such. Before-and-after assessments of building foundations and walls is often part of this evaluation.

N-003-015

Please see the response to N-003-010.

N-003-016

The project has committed to the design and construction of a temporary noise barrier on the far western edge of the Thunderbird Staging Area. The project will work to direct, reduce, and baffle (shield) construction lights which would adversely impact the nearby residents.

The FEIS contains a summary of the information obtained during

preparation of the Hazardous Materials Technical Report. The technical report does have some specific information and research regarding potential contaminants for identified sites. However, it is only for sites identified in regulatory databases, not every property within the corridor. The scope of an environmental impact statement in a large corridor does not include specific on-site investigation of hazardous materials on every single property; it generally looks at summary information for the entire corridor (i.e. regulatory database, aerial photos, Sanborn maps, and windshield survey) to provide an overview of potential issues and how that could impact the various alternatives.

The project will investigate and appropriately handle contaminants found at all properties permanently or temporarily acquired.

N-003-017

Construction activities associated with transit and highway improvements have the potential to negatively and positively affect nearby businesses, as described in Chapter 3 (Section 3.4) of the DEIS and the FEIS. For example, construction could temporarily block visibility and access to specific businesses, cause traffic delays, and reroute traffic to detours, all of which could divert customers and hamper business activities. Potential positive construction effects could include increased spending in the project area during construction, which can, for example, increase sales at local shops and restaurants.

The project team will work to minimize negative business impacts and encourage positive impacts. Construction will be carefully planned to minimize road closures and to avoid completely closing access to businesses. When needed, signs would be used to identify temporary access points and the businesses they serve. Detours would be carefully routed to reduce travel times and be signed to reduce confusion. Programs to help businesses affected during construction could include business planning assistance, marketing and retail consulting, or

promotions to generate patronage in construction areas. See Chapter 3 (Section 3.4) of the FEIS for more discussion on temporary construction effects and possible mitigation measures.

N-003-018

These elements are all incorporated into the design of the Locally Preferred Alternative.

N-003-019

As described in Chapter 3 (Section 3.4) of the DEIS and FEIS, and in the Indirect Effects Technical Report, the CRC project will reinforce the region's goals of concentrating development in regional centers, reinforcing existing corridors, and promoting transit and pedestrian friendly development and development patterns. The project will coordinate with the City of Portland, although specific zoning changes or incentives for transit oriented development are primarily the City's responsibility. However, the multi-million dollar investment provided by the project has been shown to positively contribute to such development.

N-003-020

On-street parking is shown in the current roadway designs for Tomahawk Island Drive. The project will work with the City of Portland and the Hayden Island community to refine the parking designations near the LRT station. There will be consideration of accommodating a small area as a "kiss and ride" for residents to be safely dropped off near the station. Delta Park will serve as the nearest park and ride to the Hayden Island light rail station, a distance of 1.17 miles from the Hayden Island light rail station. The distance between the park and ride lots at Expo Center and Delta Park is 0.69 miles.

N-003-021

Regarding stormwater facilities, please see the response to N-003-003.

The project has no impact to public parks on Hayden Island and therefore has no need for such mitigation. The CRC project does not currently propose to convert the existing Thunderbird site on Hayden Island into a public park, but it also does not preclude it from becoming a public park in the future. Decisions regarding the disposal of surplus property after project construction will be made at a later date. The eastside multi-use path is part of the LPA.

N-003-022

Though the Island may benefit from a new Community Center, it is not the project's role to provide one. The project is providing millions of dollars of improvement for the Island. These investments will be part of the set of incentives that will help drive redevelopment of the commercial areas and will contribute to the vibrancy of Island neighborhoods.

N-003-023

Regarding the potential for inappropriate use of vacated property, please see the response to N-003-011.

N-003-024

As the project designs progress, there will be more details made available about utility relocations and the specific for Jantzen Avenue. The project is committed to mitigating any impacts to JBMI and is well aware of the needs for infrastructure improvements and post-construction restorations.

Regarding floating home displacements, please see the response to N-003-006.

N-003-025

The project will work closely with both the residents and business owners on the island as construction plans are advanced.

N-003-026

Regarding the potential for the project to negatively and positively affect nearby businesses, please see N-003-017.

N-003-027

The DEIS disclosed all known property acquisitions required to construct the project alternatives. These acquisitions were summarized in the DEIS in Chapter 3 (Section 3.3) and were listed in full in Appendix D of the DEIS. The information associated with each property, such as an address, was pulled directly from the Clark and Multnomah County tax assessors' databases, and therefore was only as up-to-date as that County's information.

Property owners will receive just compensation for the estimated value of land and improvements acquired and for other impacts that result in a measurable loss of value to the remaining property. Following the publication of the FEIS, property owners will be notified of impacts to their property and acquisition negotiations will begin. The acquisition and relocation process will follow The Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970 (as amended). The process by which acquisitions will occur is described in the Real Property Acquisition and Relocation Plan and summarized in Chapter 3 (Section 3.3) of the FEIS.

N-003-028

Regarding the potential for the project to negatively and positively affect nearby businesses, please see the response to N-003-017.

The project will similarly work to reduce the potential for crime during construction, using lighting, security, and other means.

The project does not have any plans to construct a Visitor Center for the Island. The construction of such a facility is not part of the project's purpose and need. Nor would it represent mitigation for any identified impact to the Island.

N-003-029

The project is eager to work with emergency service and utility providers as the design for the LPA and the approach to construction is further refined. The project has already made commitments to maintaining three through lanes, and to construction-period transit enhancements.

Regarding the possibility of early construction of the local multimodal bridge, please see the response to N-003-008.

N-003-030

Regarding the potential for inappropriate use of vacated property, please see the response to N-003-011.

N-003-031

Section 5.2.2 and Section 6.3.2 of the Noise and Vibration Technical Report discuss construction vibration. Although there are no state or federal regulations related to construction vibration, the contract specification will have a section that would likely limit the contractor to a maximum vibration level. The majority of major vibration-producing activities will be more than 300 feet from the nearest homes at the Hayden Island Manufactured Home Community. Therefore, it is unlikely that vibration levels at that distance will be of sufficient magnitude to result in any structural issues, including structural issues for the manufactured homes.

N-003-032

The project will work closely with the community on the design issues for Tomahawk Drive and the light rail station. Especially in areas where pedestrians will pass under structures, there will be a focus on safety and high quality design. The project's designers have been trained in Crime Prevention Through Environmental Design (CPTED), and will work to provide safe environments under the new facilities and elsewhere.

N-003-033

There are regulations which govern the placement of billboards and other signage. Within these limits, the project will look for ways to encourage commercial activity on the Island during construction. The project has staff that have specific training in this area and have been successful at retaining businesses during past construction projects in Portland. There will be a program developed, which is now outlined in Section 3.4 of the FEIS. The program will provide details regarding business retention investments, mobility programs, pedestrian routing and safety, and much more.

N-003-034

The project will provide a high capacity transit station as well as a safe interchange which will function better than the existing interchange does. These investments will have a beneficial effect on the local economy, though the associated displacements will result in an adverse effect. In addition to providing millions of dollars in improvements, the project will also work with businesses during construction to minimize impacts to businesses and business closures. Parties that are not sponsors of the project have no similar obligation. However, the CRC project will coordinate and collaborate with any other entities working to preserve and cultivate businesses on the Island.