

3.7 Parks and Recreation

Existing and planned parks and recreation facilities are important community resources that are highly valued by individuals, private organizations, and local governments. This section identifies, describes, and evaluates the long-term, temporary, and indirect effects of the No-Build Alternative and Modified LPA on park and recreation resources, including school facilities, interpretive or community centers, trails, open spaces, and sports fields. Additionally, this analysis examines potential impacts on recreational events and activities. An evaluation of the use of park and recreation resources in accordance with Section 4(f) of the U.S. Department of Transportation Act (49 United States Code [USC] 303) (referred to as “Section 4(f)”) can be found in Chapter 5 of this Draft SEIS. Analyses of impacts to park and recreation resources protected under Section 6(f) of the federal Land and Water Conservation Fund (LWCF) Act (referred to as “Section 6(f)”) are included later in this section.

The information presented in this section is based on the Parks and Recreation Technical Report, which contains greater detail and additional analysis.

3.7.1 Changes or New Information Since 2013

The Columbia River Crossing (CRC) Final EIS and Record of Decision were completed in 2011, with design refinements addressed in subsequent NEPA re-evaluations in 2012 and 2013. Since then, the following changes and new information have affected the potential impacts to parks and recreation:

- Updates to information on existing and planned park and recreation resources within the study area.
- Updates to information on federally and state-protected park and recreation resources.
- Changes to the design of the CRC project’s LPA to develop a Modified LPA, including design options.
- Updates to long-term and temporary effects of the Modified LPA.
- Updates to mitigation, in consultation with the agencies with jurisdiction, for the long-term and temporary effects of the Modified LPA.

Table 3.7-1 compares the impacts and benefits of the CRC LPA as identified in the Final EIS (2011) to those of the Modified LPA as a result of the changes listed above. Based on the analysis described in this section, the effects of the Modified LPA would be similar to those of the CRC LPA, but overall, the Modified LPA would have fewer impacts to parks and recreation resources than the CRC LPA.

What is Section 4(f)?

Section 4(f) of the U.S. Department of Transportation Act (49 USC 303) applies to impacts caused by projects, programs and policies undertaken by USDOT that would use or impact a significant public park, recreation area, wildlife or waterfowl refuge, or historic site.

What is Section 6(f)?

Section 6(f) of the Land and Water Conservation Fund Act applies to impacts to parks and recreational facilities that have received funding through this act.

1 **Table 3.7-1. Comparison of Columbia River Crossing LPA Effects and Modified LPA Effects**

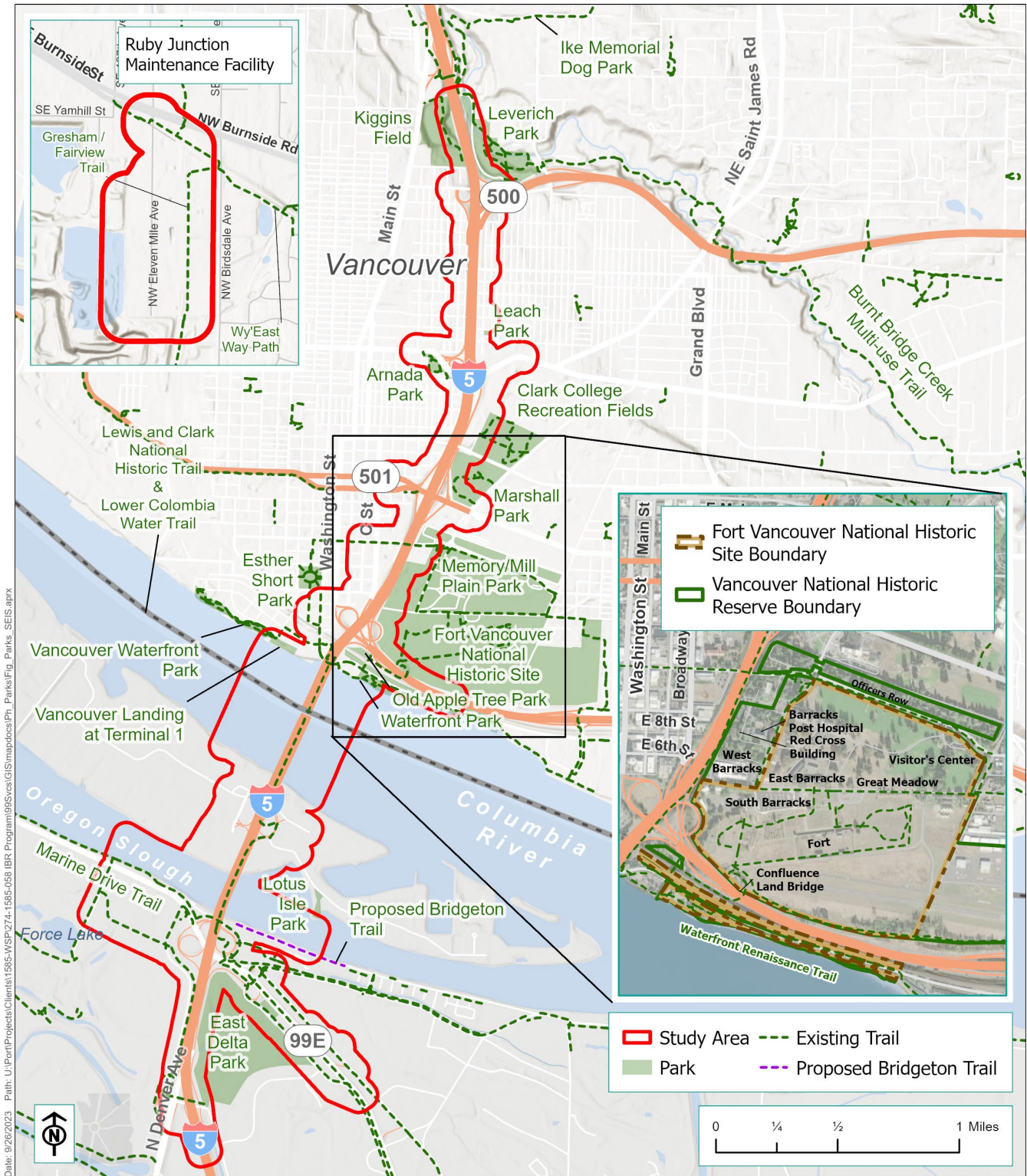
Technical Considerations	CRC LPA Effects as Identified in the 2011 Final EIS	Modified LPA Effects as Identified in this Section	Explanation of Differences
Total acres of park and recreation resources acquired	4 acres	0.8 acres	The reduction in total acres acquired is primarily the result of reduced impacts to VNHR, Waterfront Park, Discover Historic Loop Trail, and Clark College Recreation Fields. These reductions are the result of design modifications, including straightening the bridge alignment and moving the LRT terminus from Clark College to Evergreen Boulevard.
Acres of acquired parkland within the Fort Vancouver National Historic Site and National Historic Reserve	1.7 acres	0.9 acres	The reduction in impact is due to a slight westward shift in the I-5 mainline alignment, which also shifts the reconstructed loop ramp from I-5 northbound to C Street to the west.

2 CRC = Columbia River Crossing; EIS = Environmental impact statement; I-5 = Interstate 5; LPA = Locally Preferred Alternative; LRT = light-
 3 rail transit; VNHR = Vancouver National Historic Reserve

4 **3.7.2 Existing Conditions**

5 Parks and recreation facilities were identified within the study area, which extends from approximately the
 6 SR 500 interchange in Washington and the I-5/Columbia Boulevard interchange in Oregon. North of the
 7 Columbia River, the study area generally terminates on the west side of I-5, expanding west into downtown
 8 Vancouver to include potential park-and-ride locations. The study area also includes the potential
 9 construction staging sites, identified in Chapter 2, and the Ruby Junction Maintenance Facility in Gresham,
 10 Oregon. Figure 3.7-1 shows the study area boundaries and the locations of parks and recreation facilities
 11 within or near the study area. Table 3.7-2 shows the study area boundaries and the locations of parks and
 12 recreation facilities within or near the study area. Table 3.7-2 provides a description of these facilities,
 13 including their amenities.

1 Figure 3.7-1. Parks and Recreation Facilities in the Study Area



1 Table 3.7-2. Parks and Recreation Facilities – Location, Jurisdiction, and Amenities

Resource	Type	Location	Agency with Jurisdiction	Description and Amenities
East Delta Park	Regional park	N Denver and Martin Luther King Jr. Boulevard, Portland	PP&R	87.5 acres; softball and soccer fields, volleyball courts, nature trails, playground, control-line model aircraft flying field; off-leash area on ODOT property
Bridgeton Trail (Proposed)	Proposed multiuse trail	NE Bridgeton Road, Portland	PP&R and Prosper Portland	Proposed paved multiuse path paralleling NE Bridgeton Road and connecting to the Marine Drive Trail
Marine Drive Trail	Multiuse trail	I-5 to Kelley Point Park	PP&R	5.0-mile paved multiuse path connecting Marine Drive interchange and Kelley Point Park
Lower Columbia River Water Trail	Recreational waterway	Columbia River	Not Applicable	Informally designated trail managed by Lower Columbia River Estuary Partnership. 146.0-mile recreational waterway from Bonneville Dam to Pacific Ocean
Lewis and Clark National Historic Trail	Recreational waterway	Columbia River	NPS	Recreational waterway
Waterfront Park	Regional park	115 Columbia Way, Vancouver	NPS	5.0 acres; recreational park shoreline, public plaza/view areas, Boat of Discovery monument
Columbia River Renaissance Trail (part of Discovery Historic Loop Trail)	Multiuse trail	115 Columbia Way, Vancouver	VPR&C	5.0-mile, 14-foot-wide multiuse paved trail starting at the intersection of Columbia Way and Columbia Street and traveling east to Marine Park and Wintler Park
Vancouver Landing at Terminal One	City amphitheater and public dock	River mile 106 on north shore of the Columbia River	VPR&C and Port of Vancouver	Public transient moorage facility/dock, amphitheater
Vancouver Waterfront Park	Public open space	115 SE Columbia Way, Vancouver	VPR&C	7.3 acres; completed in 2018, part of a 35-acre, high-density, mixed-use urban development – the Waterfront. Incorporates public open spaces with the Columbia River edge.
Old Apple Tree Park	Located in Fort Vancouver National Historic Site	112 Columbia Way, Vancouver	VPR&C	1.3 acres; entrance to Confluence Land Bridge. The tree died in 2020, but interpretive signs, fencing, and the stump of the original tree remain

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Resource	Type	Location	Agency with Jurisdiction	Description and Amenities
Fort Vancouver National Historic Site	Includes a National Historic Site, Historic District	Between Columbia River and Mill Plain Boulevard east of I-5	NPS	209 acres located within the 366-acre VNHR, legislatively created by the U.S. Congress for its nationally significant cultural resources, including culturally significant landscape, historic interpretive sites and replica structures, multiuse trails, Confluence Land Bridge, a visitor center, and waterfront property
Discovery Historic Loop Trail (includes portion of Waterfront Trail)	Multiuse trail and city sidewalks	Columbia River Waterfront, Fort Vancouver National Historic Site, downtown Vancouver	VPR&C/NPS	2.3-mile trail on paved multiuse paths and local streets
Marshall Community Center, Luepke Senior Center, and Marshall Community Park	Community center, senior center, and park	1009 E McLoughlin Boulevard, Vancouver	VPR&C	19.0 acres; community garden, play equipment, fields, gym, senior center
Clark College Recreation Fields	School recreation facility	1500 E Mill Plain Boulevard, Vancouver	Clark College	13.0 acres; operated by Clark College with soccer fields, softball fields, and tennis courts open to public
Arnada Park	Neighborhood park	610 E 25th Street, Vancouver	VPR&C	3 acres; gazebo, picnic shelter, play equipment, sports court, benches, and paved walkway
Leverich Community Park	Community park	39th and M Streets, Vancouver	VPR&C	16 acres; disc golf course, picnic areas
Burnt Bridge Creek Trail	Multiuse trail	North of SR 500 interchange, Vancouver	VPR&C	8.0-mile paved multiuse trail; portion extends through Leverich Park
Kiggins Bowl Sports Fields and Stadium	Sports venue	North of 39th Street, west of I-5, Vancouver	Vancouver Public Schools	3.0 acres; sports venue for Vancouver Public Schools and public

1

2 I-5 = Interstate 5; NPS = National Park Service; ODOT = Oregon Department of Transportation; PP&R = Portland Parks and Recreation; SR
 3 = State Route; VNHR = Vancouver National Historic Reserve; VPR&C = Vancouver Parks, Recreation and Cultural Services

4 The following parks are located nearby, but outside of the study area, and would not be affected by the
 5 Modified LPA:

- 1 • Lotus Isle Park (N Tomahawk Drive, east of I-5, Portland).
- 2 • Esther Short Park (W Columbia and 8th Streets, Vancouver).
- 3 • Leach Park (E 28th Street and K Street, Vancouver).
- 4 • Ike Memorial Dog Park (NE Ross Street and NE 15th Avenue, Vancouver).

5 **Planned Facilities**

6 In Oregon, Portland Parks and Recreation (PP&R), in
7 coordination with Prosper Portland, plans to construct a 0.5-
8 mile trail section linking the Bridgeton neighborhood on
9 North Portland Harbor with I-5. The proposed Bridgeton Trail
10 would travel along the levee and underneath I-5, connecting
11 to the Marine Drive Trail on the west side of I-5. In winter 2009,
12 PP&R and Prosper Portland (known at the time as the
13 Portland Development Commission) began acquiring trail
14 easements from property owners. After these acquisitions are
15 complete, work will begin to refine the trail design for
16 construction.

Where are the regional multiuse trails?

Section 3.1, Transportation, contains a map showing the routes and connections of the region's nonmotorized multiuse trails.

17 The Portland Citywide Systems Plan maps a large portion of Hayden Island west of I-5 as a parks-deficient
18 area and states that future park acquisitions are needed to serve residents in the area. The 2009 Hayden
19 Island Plan recommends the development of future park spaces and increased recreational opportunities
20 and conceptually identifies an area west of I-5.

21 In Washington, Vancouver Parks, Recreation and Cultural Services (VPR&C) has identified the area
22 surrounding the Modified LPA as having a deficit in acquired and developed park acres. The City of Vancouver
23 is therefore seeking to acquire new parks and expand current parks within the study area; currently, no
24 specific sites have been identified.

25 Previously, Clark College had planned to develop athletic facilities on a parcel located immediately east of I-5
26 and north of McLoughlin Boulevard. This parcel, now owned by the State of Washington and maintained by
27 Clark College, is currently used for college purposes such as parking for the athletic fields and is not open to
28 the public.

29 The National Park Service (NPS) is coordinating with the City of Vancouver to increase connectivity between
30 the Fort Vancouver National Historic Site (NHS) and downtown Vancouver. These plans include a pedestrian
31 overpass between E Evergreen Boulevard and 7th Street. Within the study area, planned Fort Vancouver NHS
32 park and recreation facilities include a replica Hudson Bay Company (HBC) historic village (HBC Village) and
33 associated extensions to the existing trail system. The planned facilities would be tied to the historic village
34 and the Confluence Land Bridge in the southwestern portion of the Fort Vancouver NHS near the I-5/SR 14
35 interchange, as well as a proposed new pedestrian crossing over I-5 connecting E 7th Street and Hathaway
36 Road. This planned development would occur on land owned by the U.S. Army Reserve, which is in the
37 process of being transferred to the NPS.

38 **Recreational Events**

39 Prior to the COVID-19 pandemic in 2020, recreational events taking place within the study area included
40 several large ongoing events and festivals in the Fort Vancouver NHS. Although several previously ongoing
41 events have not resumed, events that took place in 2022 included the Vancouver Summer Fest, a day-long
42 festival that included live music, games, food and marketplace vendors, and a beer garden. The Fort
43 Vancouver NHS also hosts ongoing interpretive events such as military history talks, cultural demonstrations,

1 and a Junior Ranger program for children (Fort Vancouver NHS 2023). Esther Short Park, while located
2 outside the study area, is a venue for numerous downtown festivals and events throughout the year,
3 including the Vancouver Farmers Market, the Vancouver Brewfest, and the Vancouver Wine and Jazz Festival.
4 In addition to the organized events taking place in parks within the study area, recreational fishing and
5 boating occur in the Columbia River portion of the study area throughout the year.

6 3.7.3 Long-Term Benefits and Effects

7 **No-Build Alternative**

8 No long-term direct effects, uses, or occupancy of recreational resources would occur under the No-Build
9 Alternative. However, the No-Build Alternative would result in substantial traffic congestion along the I-5
10 corridor and would not improve transit, bicycle, and pedestrian access to parks and recreational facilities in
11 the study area. The increased traffic congestion and limited transit, bicycle and pedestrian access would
12 reduce the ability of community members to access and/or enjoy park and recreation resources. Large
13 events in downtown Vancouver, such as festivals and events at the Fort Vancouver NHS, Vancouver Farmers
14 Market, Vancouver Brewfest, and Vancouver Wine and Jazz Festival, would continue to have limited transit
15 and active transportation access, particularly from Portland. Connections between the Marine Drive and
16 Columbia River Renaissance Trails would not be improved, and the shared-use path on the Interstate Bridge
17 would remain narrow and considerably less accessible.

18 The No-Build Alternative would not affect properties protected by Section 4(f) of the statute of the U.S.
19 Department of Transportation policy, Section 6(f) of the LWCF Act, or the Urban Park and Recreation
20 Recovery or Federal Lands to Parks (FLP) programs.

21 **Modified LPA**

22 Table 3.7-3 compares the long-term effects to parks and recreation facilities from the Modified LPA options.

1 **Table 3.7-3. Comparison of Long-Term Effects on Parks and Recreation Facilities from the Modified LPA Options**

	Modified LPA with Double-Deck Fixed-Span Bridge, One Auxiliary Lane, C Street Ramps and Centered I-5	Modified LPA with Two Auxiliary Lanes	Modified LPA with Single-Level Fixed-Span Bridges	Modified LPA with Single-Level Movable-Span Bridges	Modified LPA without C Street Ramps	Modified LPA with I-5 Mainline Westward Shift	Park-and-Ride Site Options
Total acres ^a of park and recreation resources to be acquired (approximate) ^b	1.3 acres	1.3 acres (+1,500 square feet)	1.3 acres (+760 square feet)	1.3 acres (+760 square feet)	1.3 acres	1.3 acres (-200 square feet)	N/A
Linear feet of trails to be reconstructed and/or permanently realigned (approximate)	5,800 feet	6,000 feet	6,000 feet	6,000 feet	5,700 feet	5,800 feet	N/A
Anticipated transit access to park and recreation resources in study area	Would improve access to some large regional parks.	Would improve access to some large regional parks.	Would improve access to some large regional parks.	Would improve access to some large regional parks.	Would improve access to some large regional parks.	Would improve access to some large regional parks.	N/A

2 a Does not include 2.1 acres of property permanently acquired from an off-leash area associated with East Delta Park but located in ODOT-owned right of way.

3 b Differences would be less than 0.1 acres between the design options.

4 I-5 = Interstate 5; LPA = Locally Preferred Alternative; N/A = not applicable; NHS = National Historic Site; ODOT = Oregon Department of Transportation; SR = State Route

1 The Modified LPA would require the acquisition and conversion of park land to highway and transit facilities.
 2 Additionally, visitors at some parks may experience permanent changes in views and/or noise levels. Table
 3 3.7-4 summarizes the Modified LPA’s long-term effects on parks and recreation resources. The summary of
 4 long-term effects shown in Table 3.7-4 addresses those for the Modified LPA with each of the bridge
 5 configurations, the one or two auxiliary lane configuration, with or without the C Street off-ramp, with the I-5
 6 centered or westward shift, and the park-and-ride site options. The narrative following Table 3.7-4 provides
 7 additional discussion for resources that would have long-term effects.

8 **Table 3.7-4. Long-term Effects of the Modified LPA on Park and Recreation Resources**

Resource	Description of Long-term Effects of Modified LPA
East Delta Park	<ul style="list-style-type: none"> • Total of approximately 0.2 acres permanently acquired from Section 6(f) protected land and FLP Program-protected land. • Traffic noise levels could slightly increase. • Approximately 2.1 acres of ODOT right of way currently in park use reverting to highway use.
Bridgeton Trail (planned)	<ul style="list-style-type: none"> • No effects on this planned trail. • Marine Drive interchange improvements would enable greater ease of future connection to the existing Marine Drive Trail.
Marine Drive Trail	<ul style="list-style-type: none"> • Improved connections within and to Marine Drive interchange. • Portions of reconstructed trail would consist of replacement of existing sidewalks along north side of Marine Drive with 16-foot-wide multiuse trail.
Gresham/Fairview Trail	<ul style="list-style-type: none"> • No effects on this trail.
Lower Columbia River Water Trail	<ul style="list-style-type: none"> • Reduced navigational hazard with reduced number of in-water piers. • Traffic noise levels expected to slightly decrease due to increased bridge height over the Columbia River. • The Modified LPA with the double-deck fixed-span bridge configuration and one auxiliary lane would have 173 linear feet of shading and coverage effects. • The single-level fixed-span and single-level movable-span bridge configurations would result in an additional approximately 100 linear feet of shading and coverage effects (total of approximately 273 linear feet). • Two auxiliary lanes would result in an additional 16 linear feet of shading and coverage effects.

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Resource	Description of Long-term Effects of Modified LPA
Lewis and Clark National Historic Trail	<ul style="list-style-type: none"> • Reduced navigational hazard with reduced number of in-water piers. • Traffic noise levels expected to slightly decrease due to increased bridge height over the Columbia River. • The Modified LPA with the double-deck fixed-span bridge configuration and one auxiliary lane would have 173 linear feet of shading and coverage effects. • The single-level fixed-span and single-level movable-span bridge configurations would result in an additional approximately 100 linear feet of shading and coverage effects (total of approximately 273 linear feet). • Two auxiliary lanes would result in an additional 16 linear feet of shading and coverage effects.
Waterfront Park	<ul style="list-style-type: none"> • Traffic noise levels are expected to decrease slightly with the double-deck bridge span configuration. Traffic noise levels may increase with the wider single-level bridge configurations. • Changes in western and southern views due to new Columbia River bridges.
Columbia River Renaissance Trail (coextensive with Discovery Historic Loop Trail along affected portion)	<ul style="list-style-type: none"> • Realignment of up to 1,000 linear feet of trail underneath new Columbia River bridges landing (see Discovery Historic Loop Trail below). • Traffic noise levels expected to slightly decrease with double-deck bridge span configuration. Traffic noise levels may increase with the wider single-level bridge configurations. • Reduced number of connections between the Columbia River bridges and the water (from two to one). The connection would be wider and safer.
Discovery Historic Loop Trail (includes portion of Columbia River Renaissance Trail)	<ul style="list-style-type: none"> • Realignment of up to 2,750 linear feet of trail (1,000-foot portion of overlaps with affected length of the Columbia River Renaissance Trail). • Improved visitor experience from new and improved intersections, sidewalks, and bicycle lanes in downtown Vancouver portion. • The SR 14 interchange without C Street ramps design option would require approximately 174 fewer linear feet of permanent trail realignment along the Discovery Historic Loop Trail than the SR 14 with C Street ramps design option would. • Traffic noise levels are expected to slightly decrease on portion inclusive of the Columbia River Renaissance Trail with the double-deck fixed-span bridge configuration. Traffic noise levels may increase with the wider single-level bridge configurations. • Community Connector would slightly reduce traffic noise levels on portion of trail near Evergreen Boulevard.
Vancouver Landing at Terminal One	<ul style="list-style-type: none"> • Changes in eastern and southern views due to new Columbia River bridges. • Improved active transportation connections to the park.

Resource	Description of Long-term Effects of Modified LPA
Fort Vancouver NHS	<ul style="list-style-type: none"> Approximately 0.4 acres permanently acquired. Traffic noise levels could increase due to shift in SR 14 interchange.
Vancouver Waterfront Park	<ul style="list-style-type: none"> Changes in eastern and southern views due to new Columbia River bridges. Traffic noise levels are expected to decrease.
Old Apple Tree Park (in Fort Vancouver NHS)	<ul style="list-style-type: none"> Approximately 0.08 acres permanently acquired from FLP Program-protected land. Traffic noise levels expected to be slightly lower due to higher, or eliminated, SR 14 ramp. Less than 0.1 acres of airspace permanently acquired by easement.
Marshall Community Center and Park	<ul style="list-style-type: none"> Approximately 0.6 acres permanently acquired, including approximately 0.12 acres from FLP Program-protected land. Traffic noise levels from I-5 are predicted to increase slightly. Long-term character, use, and enjoyment of the existing facilities would not be affected.
Clark College Recreation Fields	<ul style="list-style-type: none"> Changes in westerly views. Incremental increase in highway noise due to shift of I-5 closer to recreation fields.
Arnada Park	<ul style="list-style-type: none"> Traffic noise levels could slightly decrease. Long-term character, use, and enjoyment of the existing facilities would not be affected.
Leverich Community Park	<ul style="list-style-type: none"> Changes in westerly views. Traffic noise levels could slightly increase.
Burnt Bridge Creek Trail	<ul style="list-style-type: none"> Traffic noise levels could slightly increase.
Kiggins Bowl Sports Fields/Stadium	<ul style="list-style-type: none"> Less than 0.01 acres of property permanently acquired. Approximately 0.3 acres of a permanent subsurface easement for retaining wall ties.

1 a See Chapter 5, Section 4(f) Evaluation, for more information about this use.
 2 FLP = Federal Lands to Parks Program; I-5 = Interstate 5; LPA = Locally Preferred Alternative; ODOT = Oregon Department of
 3 Transportation; PP&R = Portland Parks and Recreation; SR = State Route

4 **East Delta Park**

5 The Modified LPA would require permanent acquisition of approximately 0.2 acres of park land.
 6 Approximately 0.1 acres would be acquired from the western edge of East Delta Park to construct a wall
 7 supporting the I-5 northbound to Marine Drive interchange ramp. Following completion of the NEPA process
 8 (as design progresses), if the acquisition of land from, and potential conversation of, a Section 6(f)-protected
 9 resource is still required, an evaluation of replacement park land would be conducted as discussed in Section
 10 3.7.6.

11 A 2.1-acre area of ODOT-owned right of way north of N Union Court, which has been used as an off-leash dog
 12 area associated with East Delta Park, would be developed with a roadway connection between Oregon Route
 13 99 E and N Union Court a stormwater facility. The off-leash dog area is currently closed.

1 Approximately 0.1 acres of PP&R-owned park land would be required to enable construction of the roadway
2 connection between Oregon Route 99 E and N Union Court. This area is part of a small parcel located
3 northeast of the main portion of East Delta Park that is not used by PP&R. However, this portion of East Delta
4 Park is protected by the FLP Program. If, as design is further developed, this acquisition is still required it
5 would require identifying replacement recreational land. Coordination and final approvals of replacement
6 land would occur after completion of the SEIS process. Mitigation for impacts to Section 6(f) and FLP
7 Program-protected lands are discussed further in Section 3.7.6.

8 Portions of East Delta Park experience noise levels approaching FHWA noise abatement criteria, as discussed
9 in Section 3.11, Noise and Vibration. Compared to the No-Build Alternative, the Modified LPA is predicted to
10 slightly increase traffic noise levels in East Delta Park. Portions of East Delta Park nearest to transportation
11 noise sources are primarily ballfields, model aircraft flying areas, and other active recreation areas not
12 dependent on a quiet environment.

13 The Modified LPA would result in improved access to East Delta Park via transit as a result of improvements
14 at the Expo Center and the new light-rail connection to Hayden Island. Additionally, new active
15 transportation facilities and improvements to the existing active transportation network throughout the
16 Oregon portion of the study area would improve access to East Delta Park via active transportation modes.
17 See Section 3.1, Transportation, and the Transportation Technical Report, for additional detail on these
18 improvements.

19 ***Marine Drive Trail***

20 The Modified LPA would realign and reconstruct Marine Drive, requiring approximately 3,000 linear feet of
21 the 5-mile Marine Drive Trail to be demolished and rebuilt in a similar location. The rebuilt portion of the trail
22 would be slightly widened to connect with a 16-foot-wide multiuse path along the north side of Marine Drive,
23 which would replace the existing sidewalk. Following construction of the Modified LPA, the rebuilt portion of
24 the Marine Drive Trail would extend through the Marine Drive interchange, connecting both sides of I-5 to the
25 Expo Center light-rail station, East Delta Park, the existing portion of the Marine Drive Trail, and the crossing
26 over North Portland Harbor to Hayden Island.

27 The existing network of paths within the Marine Drive interchange area is difficult for users to navigate; the
28 greater connectivity and ease of travel provided by the trail improvements would be a benefit. The
29 reconstructed portion of the Marine Drive Trail would be designed for forward compatibility with the
30 proposed Bridgeton Trail, and a connection to the Bridgeton Trail is included in the Modified LPA design with
31 an extension through the I-5 right of way.

32 ***Gresham/Fairview Trail***

33 The expansion of the Ruby Junction Maintenance Facility in Gresham is not expected to affect the Gresham/
34 Fairview Trail. The Gresham/Fairview Trail runs through the study area along the east side of the existing
35 Ruby Junction Maintenance facility, which would not be affected by the expansion to the west of the existing
36 maintenance facility. Traffic noise levels along the Gresham/Fairview Trail are expected to be the same as or
37 similar to those of the Modified LPA because the trail runs along the east side of the facility.

38 ***Lower Columbia River Water Trail***

39 Users of the Lower Columbia River Water Trail (LCRWT) would benefit from the Modified LPA's replacement
40 of the Interstate Bridge, as the number of pier sets in the Columbia River would be reduced from nine to six.
41 The bridge piers can pose a navigational hazard to those using the trail for recreation and commercial
42 purposes; therefore, fewer bridge piers would reduce navigation hazards. Compared to the No-Build
43 Alternative, traffic noise levels along the LCRWT are expected to decrease with the Modified LPA because the
44 bridge and highway traffic would be higher above the trail (over the Columbia River).

1 The Modified LPA with the double-deck fixed-span bridge configuration and one auxiliary lane would result in
2 approximately 173 linear feet of shading and coverage effects to the LCRWT. Compared to the Modified LPA
3 with the double-deck fixed-span bridge configuration, the Modified LPA with the single-level fixed-span
4 would result in an additional approximately 80 linear feet of shading and coverage effects on the LCRWT. The
5 Modified LPA with the single-level movable-span would result in an additional approximately 100 linear feet
6 of shading and coverage effects at the movable-span location and 80 linear feet elsewhere. Compared to the
7 Modified LPA with one auxiliary lane, the Modified LPA with two auxiliary lanes would result in an additional
8 approximately 16 linear feet of shading and coverage of the LCRWT.

9 The new Columbia River bridges would be visible from the LCRWT. See Section 3.9, Visual Quality, for more
10 detail on visual effects.

11 ***Lewis and Clark National Historic Trail***

12 As with the LCRWT, users of the Lewis and Clark National Historic Trail along the Columbia River would
13 benefit from the reduced navigational hazard as a result of the Modified LPA. Compared to the No-Build
14 Alternative, traffic noise levels along the LCRWT are expected to decrease with the Modified LPA because the
15 bridge and highway traffic would be higher above the trail (over the Columbia River).

16 The Modified LPA with the double-deck fixed-span bridge configuration and one auxiliary lane would result in
17 approximately 173 linear feet of shading and coverage effects to the Lewis and Clark National Historic Trail.
18 Compared to the Modified LPA with the double-deck fixed-span bridge configuration, the Modified LPA with
19 the single-level fixed-span would result in an additional approximately 80 linear feet of shading and coverage
20 effects on the Lewis and Clark National Historic Trail. The Modified LPA with the single-level movable-span
21 would result in an additional approximately 100 linear feet of shading and coverage effects at the movable-
22 span location and 80 linear feet elsewhere. Compared to the Modified LPA with one auxiliary lane, the
23 Modified LPA with two auxiliary lanes would result in an additional approximately 16 linear feet of shading
24 and coverage of the Lewis and Clark National Historic Trail.

25 The new bridges would be visible from the Lewis and Clark National Historic Trail. See Section 3.9, Visual
26 Quality, for more detail on visual effects.

27 ***Columbia River Renaissance Trail***

28 The Modified LPA would permanently realign approximately 1,000 linear feet of the Columbia River
29 Renaissance Trail. Currently, the only access to the Columbia River Renaissance Trail from I-5 is via steep or
30 circuitous paths extending from the north end of the Interstate Bridge to Columbia Way and then across
31 Columbia Way. The Modified LPA would include a new multiuse path that would extend underneath the
32 northbound Columbia River bridge and connect directly to the trail along the realigned Columbia Way.

33 The Modified LPA would reduce the number of connections between the Columbia River bridges and the
34 waterfront from two to one, and the connection would be wider and safer than what currently exists,
35 benefiting the Columbia River Renaissance Trail users. The Modified LPA with the double-deck fixed-span
36 bridge configuration is anticipated to result in lower traffic noise levels along the Columbia River
37 Renaissance Trail than the No-Build Alternative because of the increased bridge height. The Modified LPA
38 with the single-level fixed-span and the single-level movable-span bridge configurations may slightly
39 increase traffic noise levels due to the wider bridge span.

40 ***Discovery Historic Loop Trail***

41 The Modified LPA, with the C Street ramps, would permanently realign approximately 2,750 linear feet of the
42 Discovery Historic Loop Trail with construction of the new Columbia River bridges and demolition of the
43 existing bridges. The elimination of the C Street ramps at the SR 14 interchange would reduce the permanent
44 realignment of the Discovery Historic Loop Trail to approximately 2,579 linear feet—a reduction of

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1 approximately 174 linear feet. The affected portions of the Discovery Historic Loop Trail include
2 approximately 1,000 linear feet where it shares an alignment with the Columbia River Renaissance Trail, with
3 the impacts discussed above.

4 Users of the section of the Discovery Historic Loop Trail traversing downtown Vancouver streets would
5 benefit from new and improved intersections, sidewalks, and bicycle lanes under the Modified LPA, which
6 would result in an overall improvement in safety and enjoyment for users. Trail users would benefit from the
7 Community Connector that would be constructed south of Evergreen Boulevard and would provide a
8 connection between downtown Vancouver and the Fort Vancouver NHS. The Community Connector would
9 slightly reduce highway noise on the Discovery Historic Loop Trail just south of Evergreen Boulevard,
10 resulting in benefits to user experience.

11 Project modifications would be visible from the Discovery Historic Loop Trail. See Section 3.9, Visual Quality,
12 for more detail on visual effects.

13 ***Fort Vancouver National Historic Site***

14 The Modified LPA, with the double-deck fixed-span bridge configuration and one auxiliary lane, would
15 require an approximately 0.4-acre permanent easement from the Fort Vancouver NHS. These permanent
16 impacts would result from the modifications to the I-5/SR 14 interchange and the widening of I-5. The
17 Modified LPA with the single-level fixed-span configuration and single-level movable-span configuration
18 would result in the permanent acquisition of an additional approximate 0.02 acres (approximately 762
19 square feet) of park land at the Fort Vancouver NHS. The Modified LPA with two auxiliary lanes would result
20 in the permanent acquisition of an additional approximately 0.03 acres of undeveloped park land at the Fort
21 Vancouver NHS.

22 Land acquired from the Fort Vancouver NHS would be located along SR 14 west of the Confluence Land
23 Bridge and farther north adjacent to the City of Vancouver-owned West Barracks, consisting of narrow strips
24 along the southern and western edges of the NHS. The Modified LPA would also require the acquisition of a
25 small permanent airspace easement in the portion of the Fort Vancouver NHS owned by the U.S. Army to
26 maintain the elevated ramp structures. No recreation facilities are expected to be displaced.

27 Although the Modified LPA would require land acquisition near the partial reconstruction of the HBC Village,
28 the acquisition is not expected to interfere with NPS plans for further reconstruction. The area that would be
29 acquired would be limited to existing and planned landscaping along SR 14 and the I-5/SR 14 interchange, as
30 well as changes in views from the village area. The Confluence Land Bridge would not be physically affected
31 by reconstruction of the SR 14 interchange, though views from the land bridge to the west would change due
32 to the increased heights of the interchange ramps and new Columbia River bridges.

33 Traffic noise levels in the recreational portion of the Fort Vancouver NHS near the I-5/SR 14 interchange
34 could increase slightly under the Modified LPA compared to the No-Build Alternative because highway
35 infrastructure associated with the SR-14 interchange would shift slightly closer to the Fort Vancouver NHS.

36 ***Old Apple Tree Park***

37 The Modified LPA would permanently acquire approximately 0.08 acres from Old Apple Tree Park for a new
38 shared-use path that would link Main Street and downtown Vancouver. Users of the Confluence Land Bridge,
39 which extends over SR 14 and connects the Vancouver waterfront with the Fort Vancouver NHS, would
40 benefit from this new path as they travel through the park. Because Old Apple Tree Park includes FLP
41 Program-protected lands, acquisition may require providing replacement park land, pending coordination
42 between the IBR Program and NPS (see Section 3.7.6). Coordination and final approvals of replacement land
43 would occur after completion of the SEIS process, as the project design is further developed.

1 The Modified LPA, with or without the C Street Ramps and with either the I-5 centered mainline or westward
2 shift, would also require a permanent airspace easement (less than 0.1 acres) over the northwest corner of
3 Old Apple Tree Park for maintenance of the I-5 northbound to SR 14 elevated ramp. This easement would
4 provide WSDOT with the right to enter Old Apple Tree Park with equipment to perform routine inspections of
5 the ramp structure. This easement is not expected to affect landscaping on the park property. The new I-5
6 northbound to SR 14 interchange ramp would be located within 5 to 10 feet of the park's northern boundary,
7 closer to the park than the existing ramp. The ramp is not expected to adversely affect user experience
8 because the forested buffer along the northern edge of the park would remain. Overall, direct impacts to Old
9 Apple Tree Park from the Modified LPA are not expected to adversely affect the experience of users traveling
10 through or visiting the park.

11 Traffic noise levels in Old Apple Tree Park are predicted to be slightly lower under the Modified LPA than
12 under the No-Build Alternative because the new SR 14 ramp would be higher in elevation than the existing
13 ramp or, in the case of the SR 14 without C Street Ramps option, would be eliminated.

14 ***Marshall Community Center, Luepke Senior Center, and Marshall Park***

15 The Modified LPA would require the permanent use of approximately 0.6 acres of land from the parcel that
16 includes the Marshall Community Center, the Luepke Senior Center, and Marshall Park. The area needed
17 would be for a retaining wall associated with the elevated exit ramp from I-5 northbound to Fourth Plain
18 Boulevard.

19 The permanent acquisition would displace up to four horseshoe pits and trees (both in state right of way and
20 within the park boundary), including several large sequoia trees that serve as a buffer between the
21 community center campus and I-5. The retaining wall would be located along the border of the parking lot,
22 with a height of up to 20 feet. The existing parcel also contains a few medium-sized trees and provides a
23 partial vegetative buffer between the park and I-5. Specific tree replanting requirements would be
24 determined by the City of Vancouver Urban Forester during the tree removal permitting process.

25 The permanent use of 0.6 acres under the Modified LPA comprises approximately 3% of the 19-acre facility
26 and includes acquisition of approximately 0.12 acres of a 0.5-acre FLP Program-protected area of land
27 granted to Marshall Park. This 0.12 acres represents a small portion of the park's overall recreational utility
28 and does not include recreational attributes that are unique to Marshall Park. Coordination and final
29 approvals of replacement land would occur after completing the supplemental NEPA process as the design is
30 further developed. See Section 3.6.6, below for a description of replacement land mitigation.

31 Traffic noise levels from I-5 are predicted to increase slightly at Marshall Community Center, the Luepke
32 Senior Center, and Marshall Park under the Modified LPA compared to the No-Build Alternative. The addition
33 of the light-rail transit (LRT) line along the west side of I-5 is not expected to result in an increase in noise
34 levels.

35 With the re-establishment of a vegetated buffer and replacement of trees and landscaping that would be
36 removed between I-5 and the community center, as identified in the mitigation measures for long-term
37 effects mitigation in Section 3.7.7, the relatively small permanent acquisition of land would not diminish the
38 long-term character, use, or enjoyment of the existing facilities.

39 ***Kiggins Bowl Sports Fields and Stadium***

40 The Modified LPA would require the acquisition of less than 0.01 acres of the Kiggins Bowl Sports Fields and
41 Stadium property for a retaining wall near the southern access, along the east side of Discovery Middle
42 School. This permanent acquisition would not displace park use. A permanent subsurface easement, totaling
43 approximately 0.3 acres, would extend from the retaining wall to under the access road for the installation of
44 long ties that would anchor the wall into the soil. This subsurface easement would not permanently affect

1 the aboveground use of this area, but would limit excavation below a depth that would be determined based
 2 on the final design of the retaining wall.

3 3.7.4 Temporary Effects

4 **No-Build Alternative**

5 Under the No-Build Alternative, construction and associated construction-phase impacts such as use of park
 6 lands; traffic detours; temporary closures; and noise, dust, and vibration would not occur. The No-Build
 7 Alternative would have no potential impacts related to temporary use or occupation of properties protected
 8 by Section 6(f) of the LWCF Act or the FLP Program. Overall, there would be no foreseeable temporary direct
 9 effects or benefits to park and recreation resources from the No-Build Alternative.

10 **Modified LPA**

11 Temporary effects of the Modified LPA on park and recreation resources include the temporary use of park
 12 land to stage construction and/or store materials; increased noise, glare, dust, and vibration; and temporary
 13 closures, detours, and congestion that could delay users traveling to parks or recreational activities.
 14 Temporary impacts on park and recreation resources are summarized in Table 3.7-5. The narrative following
 15 the table provides additional description for parks where more potentially substantial temporary effects
 16 would be required.

17 **Table 3.7-5. Modified LPA Temporary Effects on Park and Recreation Resources**

Resource	Description of Temporary Effects from Modified LPA
East Delta Park	<ul style="list-style-type: none"> • Approximately 0.2 acres temporarily occupied for construction of retaining wall. Temporary easement would require evaluation under Section 6(f). • Detours required for active transportation and vehicles. • Increased noise and dust.
Marine Drive Trail	<ul style="list-style-type: none"> • Trail users diverted during construction to opposite side of Marine Drive and at times along south side of Portland Expo Center, resulting in approximately 360 feet of temporary impacts.
Gresham/Fairview Trail	<ul style="list-style-type: none"> • No temporary effects from construction.
Lower Columbia River Water Trail and Lewis and Clark National Historic Trail	<ul style="list-style-type: none"> • Recreational marine travel along the Columbia River would be limited. Safe passage route or detours, if necessary, to be provided through construction. • Possible temporary closure of near-shore areas to recreational use due to safety considerations.
Waterfront Park	<ul style="list-style-type: none"> • Temporary use of less than 0.1 acres. • Temporary construction impacts from increased noise, changes in views of the Columbia River at I-5, and glare from construction lighting.

Resource	Description of Temporary Effects from Modified LPA
Columbia River Renaissance Trail and Discovery Historic Loop Trail	<ul style="list-style-type: none"> Increased levels of noise, dust, glare, and construction equipment emissions. Long-duration closures of connections between downtown Vancouver and SR 14. Trail users diverted to Columbia Way to reach downtown Vancouver.
Vancouver Landing at Terminal One	<ul style="list-style-type: none"> Less than 0.1 acres temporarily occupied. Temporary construction impacts from increased noise, changes in views of the Columbia River at I-5, and glare from construction lighting.
Fort Vancouver NHS	<ul style="list-style-type: none"> Approximately 1 acre temporarily occupied for construction of retaining wall. Increased noise, vibration, and dust.
Vancouver Waterfront Park	<ul style="list-style-type: none"> No temporary effects.
Old Apple Tree Park	<ul style="list-style-type: none"> Approximately 0.2 acres temporarily occupied. Increased noise, glare from construction lighting, additional dust, and possibly debris entering the park. Temporary increases in traffic levels along Columbia Way may affect trail users leaving or entering the park.
Marshall Community Center and Park	<ul style="list-style-type: none"> Approximately 0.4 acres temporarily occupied during construction. Realignment and/or closure of accesses and potential temporary closure of access and portion of parking. Increased noise/vibration, as well as glare from construction lighting.
Clark College Recreation Fields	<ul style="list-style-type: none"> 4.5 acres temporarily occupied adjacent to the Clark College recreational fields. Impacts to landscaping including grass and small trees. Increased noise, vibration, dust, and glare.
Arnada Park	<ul style="list-style-type: none"> Less than 0.1 acres temporarily used for construction, affecting landscaped areas including grass and small trees. Increased noise, dust, and glare.
Leverich Community Park	<ul style="list-style-type: none"> Revised access and traffic movements on 39th Street during construction of the SR 500/I-5 interchange. Increased noise, dust, and glare.
Burnt Bridge Creek Trail	<ul style="list-style-type: none"> No temporary impacts.
Kiggins Bowl Sports Fields/Stadium	<ul style="list-style-type: none"> Less than 0.01 acres temporarily occupied. Increased noise, vibration, and dust.

1 ***East Delta Park***

2 Under the Modified LPA, highway construction would require a temporary construction easement from, and
3 temporary use of, approximately 0.2 acres from the western, eastern, and northern edges of East Delta Park.
4 The affected area is covered by grass that is mowed periodically. The temporary construction easement
5 would be required to gain access to the I-5 right of way to build a retaining wall that would support the I5
6 northbound bridge to the Marine Drive interchange ramp.

7 The duration of the temporary construction easement in East Delta Park is expected to be less than six
8 months. As described previously, the park is protected under Section 6(f). For potential Section 6(f) impacts
9 to be considered short-term rather than a permanent conversion, they must be fewer than six months in
10 duration. Temporary non-conforming uses of Section 6(f) properties that are shorter than six months in
11 duration are permitted; however, the easement would require review by the Oregon Parks and Recreation
12 Department and NPS per Chapter 8, Section K of the LWCF State Assistance Program Manual (LWCF 2021).
13 Once complete, it is anticipated that this consultation would document that the temporary construction
14 easement would not result in a conversion of East Delta Park under Section 6(f).

15 A small parking area and a concrete pad for flying control-line model airplanes are adjacent to this affected
16 area, both within the Section 6(f) boundary. Construction activities would generate noise and dust and
17 damage the grass where construction equipment would operate. All landscaping would be restored after
18 construction. Detours for active transportation would reflect the Portland Bureau of Transportation
19 guidance for detours around construction sites and would be maintained regularly. While detours may be
20 required during some construction phases, vehicle access to East Delta Park would be maintained.

21 ***Lower Columbia River Water Trail***

22 During construction of the Columbia River bridges and the demolition of the existing bridges, both
23 recreational and commercial marine travel along the Columbia River would be limited. Users of the LCRWT
24 would be provided with a safe passage route or detours, if necessary, through the construction zone.
25 However, for safety purposes, it is possible that recreational travel through the study area would be limited
26 at times and trail users may not be able to access some areas. For example, during construction or
27 demolition of the shallow-water piers, near-shore areas may be closed to recreational use. Trail users in
28 kayaks or canoes may not be able to venture into the mid-river detour routes that involve faster-flowing
29 water and possible interactions with motorized boats. This impact would be the same for the Modified LPA
30 with or without the C Street Ramp options.

31 Temporary effects of the Modified LPA with two auxiliary lanes and the single-level fixed-span and single-
32 level movable-span bridge configurations would be similar to those described above.

33 ***Lewis and Clark National Historic Trail***

34 Temporary impacts to the Lewis and Clark National Historic Trail would be the same as those described
35 above for LCRWT.

36 ***Columbia River Renaissance Trail and Discovery Historic Loop Trail***

37 Access under I-5 between downtown Vancouver and the Columbia River would be maintained throughout
38 the duration of construction, though temporary detours and trail realignments would occur. The Columbia
39 River Renaissance Trail would extend directly beneath the construction of the new Columbia River bridges
40 and demolition of the existing Interstate Bridges. Trail users would experience increased levels of noise,
41 changes in views of the Columbia River, glare from construction lighting, emissions from construction
42 equipment, and possibly dust from construction activities.

1 Additionally, during construction at the I-5/SR 14 interchange, connections between downtown Vancouver
2 and SR 14 would be closed for periods of time. Drivers and bicyclists attempting to make this movement
3 would be detoured to enter and exit SR 14 at Exit 1 (Columbia House Boulevard) and would be required to
4 travel along Columbia Way to reach downtown Vancouver. This would temporarily increase traffic levels on
5 this street, which is adjacent to the Columbia River Renaissance Trail. This increase in traffic levels could
6 pose a risk to trail users crossing into Old Apple Tree Park or crossing Columbia Way for another reason.

7 ***Fort Vancouver National Historic Site***

8 The Modified LPA would temporarily use approximately 1 acre of the Fort Vancouver NHS, adjacent to the
9 West Barracks and at the west end of Officer's Row, for construction of a retaining wall along I-5. One portion
10 of this temporary construction easement would be along Anderson Street and adjacent to the Post Hospital.
11 The other temporary construction easement would be at the west end of Officer's Row. This area is primarily
12 a commercial area of the Fort Vancouver NHS where businesses are housed; construction is not expected to
13 affect recreation.

14 The Modified LPA with two auxiliary lanes would require temporary disturbance of 0.96 acres of park land at
15 Fort Vancouver NHS. This is an approximately 0.03-acre decrease in temporary impacts from the Modified
16 LPA with one auxiliary lane, because portions of the area of temporary impacts become permanent impacts
17 with the addition of the second auxiliary lane. Compared to the double-deck fixed-span bridge configuration,
18 the wider structure associated with the single-level fixed-span and single-level movable-span bridge
19 configurations would shift some of the temporary impacts to permanent, resulting in a decrease of less than
20 0.1 acres (approximately 762 square feet) of temporary impacts at Fort Vancouver NHS.

21 The Modified LPA with the removal of the existing C Street ramps at the SR 14 interchange would temporarily
22 affect approximately 0.98 acres of the Fort Vancouver NHS, which would be adjacent to the West Barracks
23 and at the west end of Officer's Row, for construction of a retaining wall along I-5. This would represent a
24 minimal decrease (less than 0.02 acres) in temporary impacts compared to the Modified LPA. The westward
25 shift of the I-5 mainline would also reduce the temporary impacts by approximately 0.02 acres.

26 Construction at the I-5/SR 14 interchange and along I-5 would temporarily increase noise, vibration, and dust
27 that would distract from recreational activities, particularly for those seeking quiet.

28 ***Old Apple Tree Park***

29 The Modified LPA would temporarily use approximately 0.2 acres of Old Apple Tree Park during construction
30 of the new I-5 northbound to SR 14 westbound off-ramp. Demolition of the existing ramp and construction of
31 the new SR 14 westbound off-ramp would result in increased levels of noise, glare from construction lighting,
32 additional dust, and possibly debris entering the park. Temporary increases in traffic levels along Columbia
33 Way, as described above, may make it more challenging for trail users to leave or enter Old Apple Tree Park.

34 ***Marshall Community Center, Luepke Senior Center, and Marshall Park***

35 The Modified LPA would require realigning the accesses to Marshall Community Center, Luepke Senior
36 Center, and Marshall Park along McLoughlin Boulevard. This would result in temporary construction-related
37 effects to approximately 0.4 acres along the western boundaries of the parcel. Access to and from the
38 Marshall Community Center would be maintained during the duration of construction. One of the two access
39 points may need to be closed for short periods to complete construction. During potential access closures,
40 the one-way access between the two main parking lots would likely be signed for two-way traffic to allow for
41 full use of the parking facility, which would likely require flaggers because this access is only one lane. Access
42 closures would be coordinated with VPR&C.

Interstate Bridge Replacement Program

1 Users of Marshall Community Center, Luepke Senior Center, and Marshall Park would likely experience
2 increased levels of noise and glare from lighting for construction of the I-5 northbound exit ramp to Fourth
3 Plain Boulevard.

4 **Clark College Recreation Fields**

5 Approximately 4.5 acres adjacent to the Clark College recreational fields would be temporarily used for
6 construction of the Modified LPA, which would affect landscaping (including grass and small trees) in this
7 area. This temporary easement would occur west of the fields and is not expected to affect the recreational
8 experience of users.

9 Similar to Marshall Community Center and Park, users of this facility would likely experience increased levels
10 of noise and glare from construction lighting. Additionally, users attempting to access this facility from
11 McLoughlin Boulevard may experience delays as they navigate through the construction on this street.

12 **Arnada Park**

13 Less than 0.1 acres of Arnada Park would be temporarily used for construction of the Modified LPA, which
14 would affect landscaping (including grass and small trees). Users of this facility would likely experience
15 increased levels of noise and glare from construction lighting.

16 **Kiggins Bowl Sports Fields and Stadium**

17 Construction of the retaining wall along the access to Kiggins Bowl Sports Fields and Stadium would require
18 the temporary use of less than 0.01 acres of the property. Construction is not expected to limit access by
19 passenger vehicles, bicyclists, or pedestrians. The movement of heavier trucks and buses along this road
20 could be restricted during installation of the underground tiebacks for the retaining wall. Every effort would
21 be made to minimize closures of this access to large vehicles during times that have been identified by
22 Vancouver Public Schools as high use times (e.g., September 1 through November 15). If closures are
23 unavoidable and access to the stadium or fields is needed, an appropriate detour route would be
24 established. This detour would be signed and would direct users to the northern access point from Main
25 Street. The contractor would be directed to coordinate with the Vancouver Public Schools on planned access
26 closures.

27 Construction along I-5 would temporarily increase noise, vibration, and dust that would distract from
28 recreational activities, particularly for those seeking quiet.

29 **3.7.5 Indirect Effects**

30 The Modified LPA would include improved bicycle, pedestrian, highway, and transit access in North Portland
31 and Vancouver, which could make access to parks and recreation resources easier and result in additional
32 park users. New light-rail stations located within walking distance to the Fort Vancouver NHS would also
33 improve access to nearby parks and recreation facilities.

34 Transit-oriented development may occur along the new LRT line, consistent with local land use plans. Such
35 development is frequently relatively high-density, with limited space devoted to yards or communal
36 greenspace; residents of these developments may therefore have a greater per-capita demand for off-site
37 recreational facilities. Greater demand, if it occurred, could result in increased use of existing parks and
38 recreational facilities, which could potentially result in overcrowding at facilities that are already highly used.

39 **3.7.6 Analysis of Federally Protected Parkland**

40 Several parks within the study area are protected by federal programs, often tied to previous funding used to
41 purchase or improve the facilities. These programs include Section 6(f) of the LWCF Act and the FLP.

1 Parks within the study area that are protected by these programs are shown on Figure 3.7-2. Resources
2 protected under Section 4(f) are discussed in Chapter 5, Section 4(f) Evaluation, of this Draft SEIS.

3 **Section 6(f), Land and Water Conservation Act**

4 Section 6(f) of the federal LWCF Act prohibits the conversion of property (primarily parks and recreation
5 facilities) acquired or developed with grant funds provided through the act, unless replacement land of at
6 least equivalent property and recreational value is identified, approved, and acquired. Both East Delta Park
7 and the Burnt Bridge Creek Trail have received LWCF grant funds (Barker 2009; Lippincott 2009). As evaluated
8 in Section 3.7.3, approximately 0.1 acres of Section 6(f)-protected land from East Delta Park would be
9 converted to transportation use. The Modified LPA would not affect the Burnt Bridge Creek Trail; therefore,
10 there would be no effect under Section 6(f) to that resource.

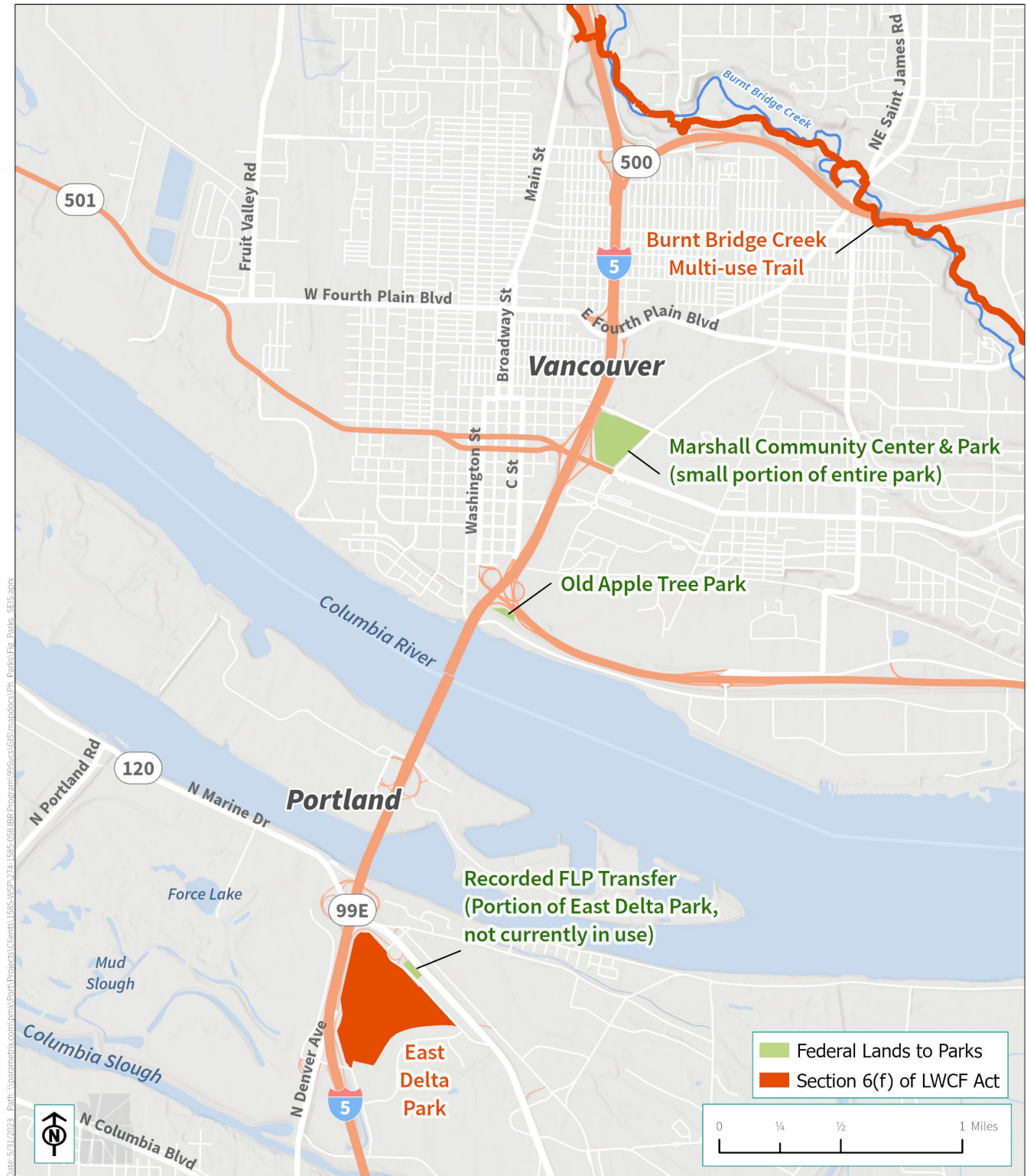
11 Potential temporary or permanent conversion of these resources would require coordination with NPS and
12 the applicable state recreation office (Oregon Parks and Recreation Department [OPRD] or the Washington
13 Recreation and Conservation Office) prior to the completion of the supplemental NEPA process. Consultation
14 would determine if formal review with NPS is required. Only at that time would OPRD determine which, if
15 any, LWCF Section 6(f) compliance processes would be required.

16 **Federal Lands to Parks**

17 NPS administers the FLP Program under Section 203 (k)(2) of Public Law 91-485, as amended (40 USC 484
18 (k)(2)). The FLP conveys surplus federal land to local jurisdictions for public parks and recreation purposes,
19 usually at no cost. Requirements of this program are similar to those of Section 6(f). If property conveyed
20 under the FLP Program is acquired for a non-park or recreation use, NPS must approve the conversion and
21 replacement property of equal market value and reasonable equivalent recreational utility must be
22 identified and acquired. Additionally, the General Services Administration must concur on conveyance and
23 exchange of property rights. Portions of Marshall Community Park, Old Apple Tree Park, the Burnt Bridge
24 Creek Trail, and a portion of East Delta Park that is not currently in use are protected by the FLP Program (see
25 Figure 3.7-2).

26 As replacement for the approximately 5,096 square feet of FLP Program-protected land used by the Modified
27 LPA in Marshall Community Park, the IBR Program and VPR&C have identified an approximately 0.15-acre
28 portion of WSDOT property located adjacent to the park and contiguous with a portion of the original FLP
29 Program-protected land grant. The Modified LPA may also require replacement lands for East Delta Park and
30 Old Apple Tree Park. Replacement property options have not yet been identified for those properties and
31 would need to be identified before completing the IBR Program's supplemental NEPA process. The Modified
32 LPA would not affect the Burnt Bridge Creek Trail.

1 Figure 3.7-2. Federally Protected and State-Protected Recreation Resources in the Study Area



2
3 Note: This map does not include resources that are afforded protection under Section 4(f) of the U.S. Department of Transportation Act,
4 which are discussed in Chapter 5 of this Draft SEIS.

3.7.7 Potential Avoidance, Minimization, and Mitigation Measures

The following regulatory and project-specific measures are proposed to address long-term and temporary effects on parks and recreation facilities.

Long-Term Effects

Regulatory Requirements

- In the event that tree removal is unavoidable, replace trees in compliance with applicable requirements of Portland City Code (PCC) Title 11, Trees, and Vancouver Municipal Code (VMC) Chapters 12.004, Street Tree Code and 12.770, Tree Conservation Code. Trees may need to be replaced on site and in kind, to the extent feasible (i.e., with like species and substantially similar size class). However, where this is not feasible, appropriate mitigation would require coordination with the Cities of Portland and Vancouver and compliance with applicable standards of each city's respective tree code.
- Evaluate the feasibility and reasonableness of sound walls in accordance with WSDOT or ODOT criteria to shield park visitors and trail users from increased noise levels.
- If, as design progresses, the Modified LPA still requires the permanent conversion of Section 6(f)-protected land from East Delta Park and of FLP-protected land at Marshall Park, identify replacement park land in accordance with the requirements of those acts.

Project-Specific Mitigation

- Coordinate with the City of Vancouver to use vacated state right of way beneath the existing Interstate Bridge landings in Vancouver for park purposes.
- Coordinate with the City of Vancouver to provide access across new state right of way beneath the new bridge alignment to provide a connection between Vancouver Waterfront Park, Waterfront Park, and existing and future waterfront uses west of the new bridges as envisioned in Vancouver's plans.
- If the acquired park land includes play equipment or other amenities, replace those features either in the same park or at one nearby.
- Coordinate specific tree removal permitting process and tree replanting requirements (location and type) for each park with the City of Vancouver Urban Forester, Vancouver Parks Department, and PP&R Urban Forestry.
- To the extent practicable, replant trees in the same or similar location as the removed trees.
- Screen the transportation improvements from view with trees, vegetation, or built screens.
- Explore retaining wall façade treatments to improve the visual quality.

Temporary Effects

Regulatory Requirements

- In compliance with the City of Vancouver's tree conservation requirements (VMC 20.770.090, Tree, Vegetation, and Soil Protection During Construction) or City of Portland preservation standards for trees in development situations (PCC 11.50.040, Tree Preservation Standards) and Tree Plan requirements

Work in Progress - Not for Public Distribution

Interstate Bridge Replacement Program

1 (PCC 11.50.020) protect trees on park property that would be close to construction activities from
2 adverse impacts as directed by the Urban Forestry divisions of the VPR&C and PP&R.

- 3 • Employ best management practices, including those outlined in WSDOT and ODOT construction
4 manuals, to minimize increased levels of noise, vibration, glare from construction lights, emissions from
5 construction vehicles, or dust from demolition of existing structures.
- 6 • Comply with local ordinance requirements to provide additional protection for park users.

7 ***Project-Specific Mitigation***

- 8 • Restore landscaping to its original condition once construction is complete.
- 9 • Protect trees on park property that would be close to construction activities but not displaced from
10 adverse impacts as directed by the Urban Forestry divisions of the VPR&C and PP&R and in compliance
11 with the City of Vancouver's tree conservation requirements (VMC 20.770.090, Tree, Vegetation, and Soil
12 Protection During Construction). Restore landscaping to its original condition once construction is
13 complete.
- 14 • Establish detour routes in coordination with the appropriate jurisdictional authority. Appropriately sign
15 detour routes and, if necessary, distribute information regarding these closures to the public
16 beforehand.
- 17 • Schedule construction-related closures at Vancouver Landing at Terminal 1, the Vancouver National
18 Historic Reserve, Marshall and Luepke Centers, the Discovery Historic Loop Trail, and the Columbia River
19 Renaissance Trail to minimize effects on large events.
- 20 • Provide a public information campaign, in coordination with the Lower Columbia River Estuary
21 Partnership and NPS, to alert users of the LCRWT and Lewis and Clark National Historic Trail of the

- 1 temporary limits on recreation in the Columbia River. Distribute informational materials to local boat
2 rental stores and post at popular local boat launch ramp sites and put-ins.
- 3 • Provide signage to notify recreational anglers of temporary restrictions on access to fishing areas, and
4 consider distributing this information for posting at fishing and marine supply stores, marinas, and other
5 businesses serving the fishing community.
 - 6 • Reroute or temporarily close bicycle and pedestrian facilities, or cover with temporary enclosures to
7 minimize safety impacts associated with construction activities.
 - 8 • Provide additional signage and lighting to protect users of Waterfront Park and Old Apple Tree Park who
9 are crossing Columbia Way, depending on the expected increase in traffic levels along Columbia Way
10 during the closures at SR 14.
 - 11 • Design temporary detour facilities that provide separation from traffic and meet City of Portland and City
12 of Vancouver standards.
 - 13 • Where detour routes for bikeways would also carry detouring vehicular traffic, identify locations for
14 traffic calming measures to ensure the speed and volumes of traffic do not exceed neighborhood
15 greenway thresholds.
 - 16 • Address potential bicycle/motor vehicle conflicts through proactive signage, lighting, striping, and signal
17 phasing as applicable.
 - 18 • Provide physical and temporal separation between modes at higher risk intersections (i.e., ramp
19 locations, double turn lanes, weaving bus, and bicycle lanes).
 - 20 • Review and, if necessary, remove adjacent on-street parking to improve stopping and intersection sight
21 distance. Follow the City of Portland's Vision Clearance Guidelines for uncontrolled intersections.
 - 22 • Verify that signal timing at bicycle and pedestrian crossings provides sufficient crossing time.
 - 23 • Provide protection and warning for bicycle and pedestrian movements during contraflow operations.