



# West Hayden Island Work Session

Planning and Sustainability Commission  
February 12, 2013



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# WHI PSC Schedule

## Work Sessions

- 1/22 - project timeline, Port financial structure
- 1/29 - environment, tribal interests, and ownership
- **2/12 - community health, transportation**
- 2/26 - economics, financial
- 3/26 - follow up work session (?)

## Decision Sequence

- 4/5 Release new plan
- 4/9 Briefing
- 5/7, 14th, 28th Hearings/Vote - public testimony taken



# Today's Agenda

- Review packet
- Identify experts and core stakeholders
- Community Health & Transportation recommendations
  - *Discussion*



# Work Session Goal

Receive direction on the Community Health and Transportation recommendations



# What's in the Packet

- Cover Memo - discussion topics, stakeholders/ experts consulted with and staff recommendations
  - Attachment A - Detailed staff responses
  - Attachment B - Technical comments
  - Attachment C - Housing Bureau Memo
  - Attachment D - Maps - Routing of Trucks to I-5
  - Attachment E - TPR Letter

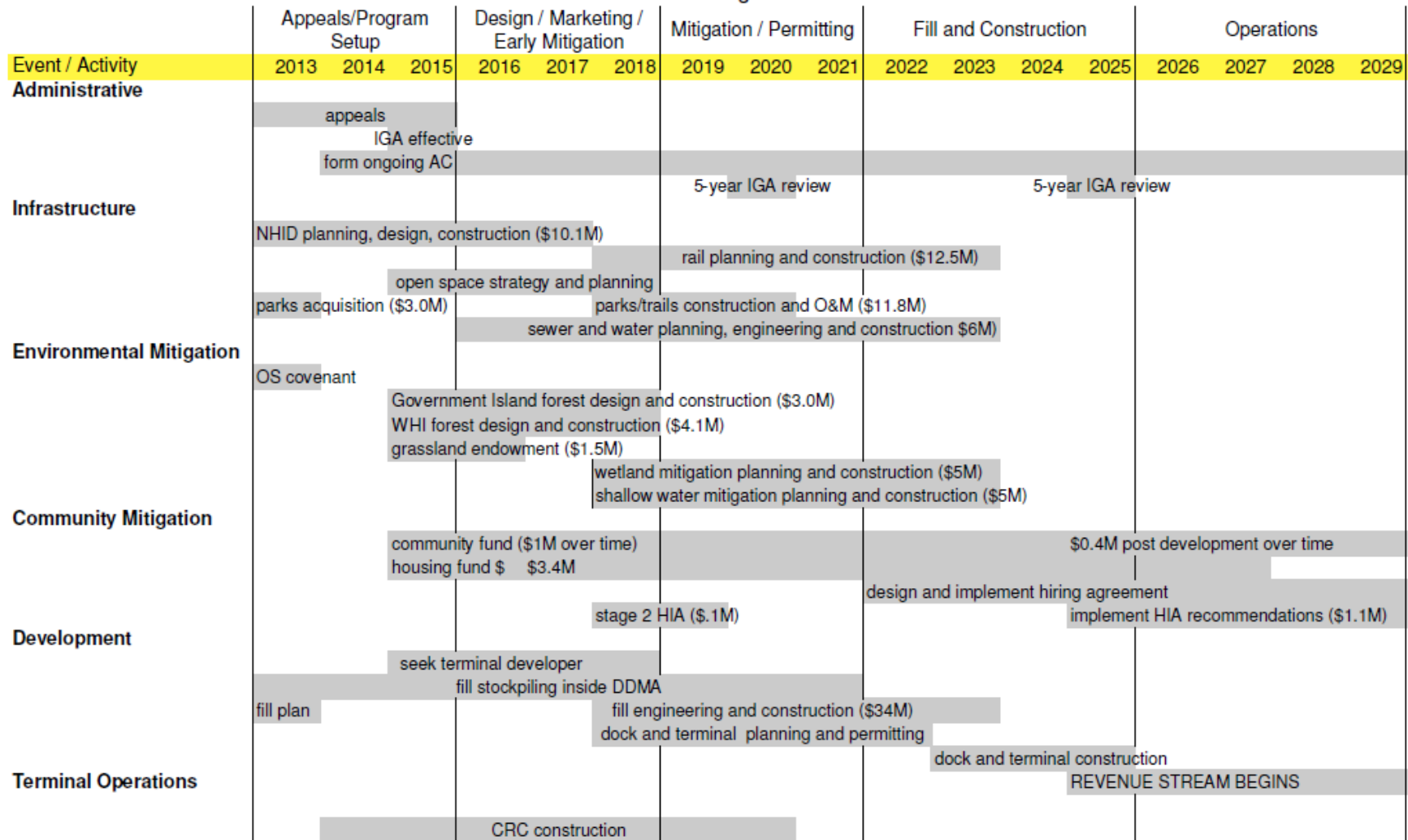


# Community Health & Transportation Recommendations

- HIA Phase 2 - sequencing of permits and timing of study
- Timing of Housing Funds
- Sustainability Policy and BMPs
- Truck Cap
- CRC and NHID improvements
- Construction impacts



## West Hayden Island Project Timelines for Development and Mitigation 2013 through 2029



This document is a hypothetical sequence of events based on the November 21 draft of the City-Port WHI IGA. The purpose of this document is to enable further PSC discussion of potential timeline and cost sequencing concerns raised by stakeholders.



## HIA Phase 2 - sequencing of permits and timing of study

- Clear trigger for HIA based on likely permitting sequence & trigger for supplemental HIAs with additional facility permits
- Mandate a baseline health study as part of HIA
- HIA practitioner is lead author of HIA





## A) Programmatic EIS Example

The Clean Water Act 404 permit is a federal regulation and triggers NEPA

The US Army Corps of Engineers prepares the EIS with the Port. The EIS must include impacts of full build-out on natural resources and public health. It must consider no-build and reasonable alternatives.

The EIS has to address local regulations (i.e., zoning code).

The ROD can include conditions that meet local regulations. Procedural challenges to the ROD may be filed.

Proposed Action – Wetland Filling

Port applies for CWA 404 Permit

Draft Environmental Impact Statement

Cooperating Agencies Involved

Final Environmental Impact Statement

Record of Decision

Proposed Action – Rail Loop

Prepare NEPA Document

Additional or amended conditions

Proposed Action – Marine Terminal + Dock 1

Prepare NEPA Document

Additional or amended conditions

Proposed Action – Marine Terminal + Dock 2

Prepare NEPA Document

Additional or amended conditions



## Housing Fund Timing

- Changing timeline for the planning and disbursement of funds to align with completion of stage 2 HIA.



# Sustainability Policy and BMPs

- Incorporate Port policy document in IGA
- Including performance standards & non-compliance clauses
- Existing BMP document to be noted as a working document representing best practices at this time.



# Truck Cap

- 205 heavy trucks per day maximum
- Daily cap based on average over one month
- Truck data should be independently verifiable
- Truck cap subject to City code compliance process



# CRC Coordination

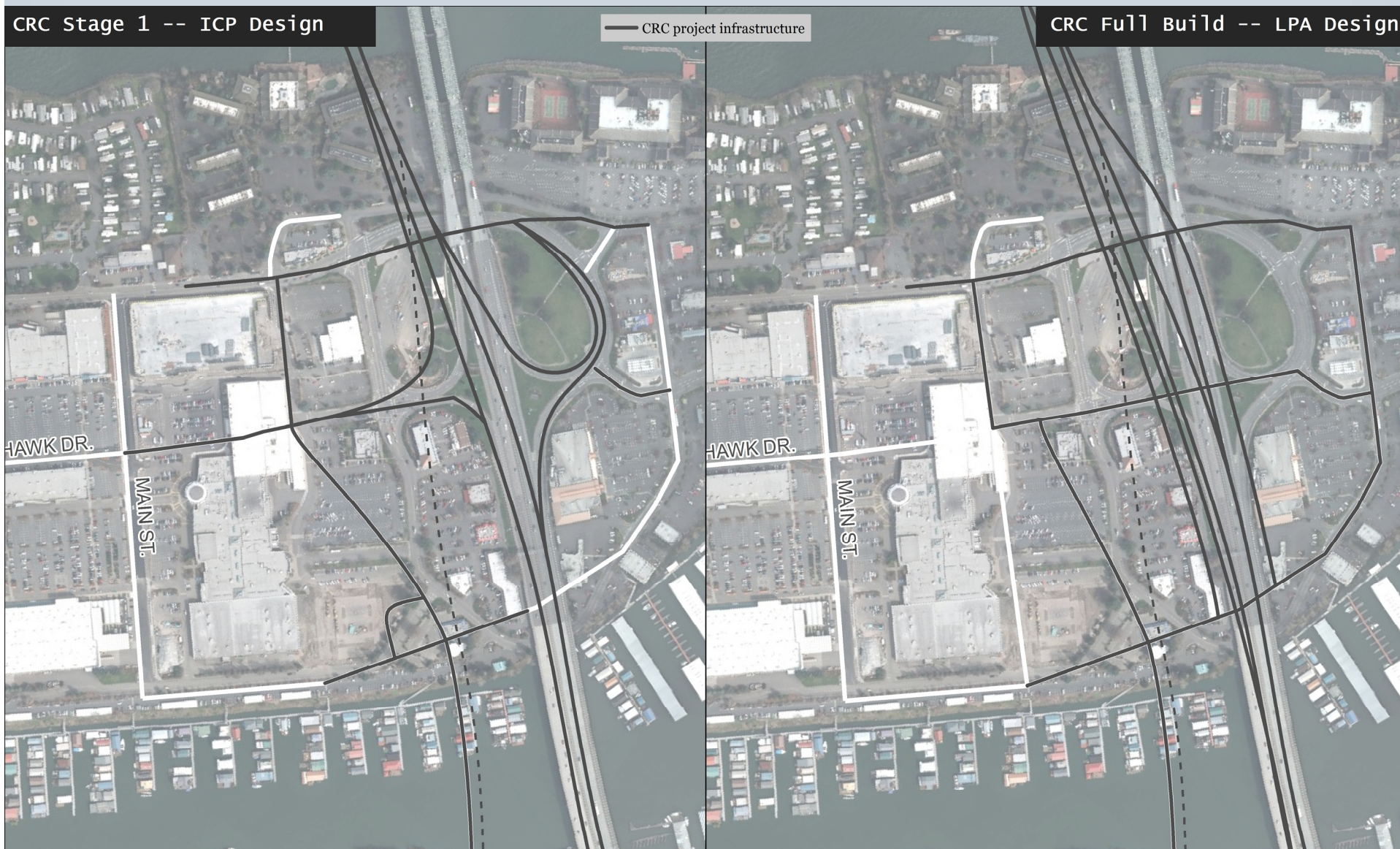
- CRC has a federal Record of Decision
- CRC is part of the Regional Transportation Plan
- Funding being considered in current legislative session
- WHI uses N Hayden Island Drive for access to new CRC ramps



CRC Stage 1 -- ICP Design

— CRC project infrastructure

CRC Full Build -- LPA Design



February 11, 2013

The information on this map was derived from City of Portland GIS databases. Care was taken in the creation of this map but it is provided "as is". The City of Portland cannot accept any responsibility for error, omissions or positional accuracy. [http://vgpfiles.sageport.org/PROJECTS/West\\_Hawthorn/Idaho/Map/WHL\\_1maink\\_center\\_122012.mxd](http://vgpfiles.sageport.org/PROJECTS/West_Hawthorn/Idaho/Map/WHL_1maink_center_122012.mxd)



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# Routing to I-5 with LPA Design

West Hayden Island Development : CRC Full Build -- LPA Design

Attachment D



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# Routing to I-5 with ICP Design

West Hayden Island Development : CRC Stage 1 -- ICP Design

Attachment D



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# North Hayden Is. Dr. traffic

## A. NHID traffic at approx. N Fir Ave.

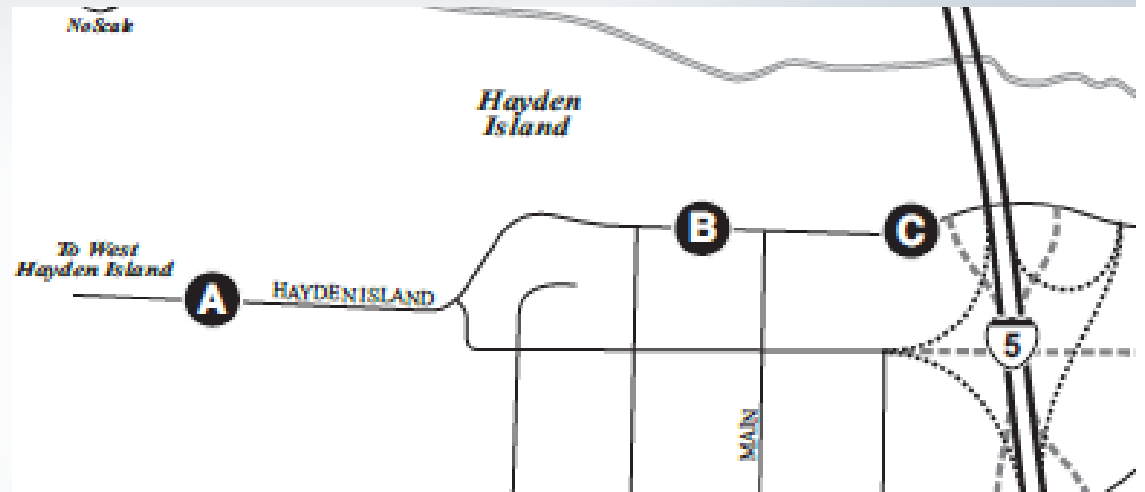
- West Hayden Island 22%
- Other Industrial 78%

## B. NHID traffic west of N Pavilion Ave.

- West Hayden Island 18%
- Other Industrial 41%
- North of NHID 13%
- South of NHID 28%

## C. NHID traffic west of I-5 Ramps

- West Hayden Island 9%
- Other Industrial 35%
- North of NHID 13%
- South of NHID 43%



## Notes:

- Area north of NHID is primarily residential
- Area south of NHID is primarily commercial
- Data assumes CRC project network
- Data is based on 2035 PM peak hour estimates



# North Hayden Island Drive Improvements

- TSP amendments to support NHID role and improvements
- Concept design developed by PBOT
- Street must be reconstructed to support truck traffic
- Street design includes pedestrian and bicycle improvements

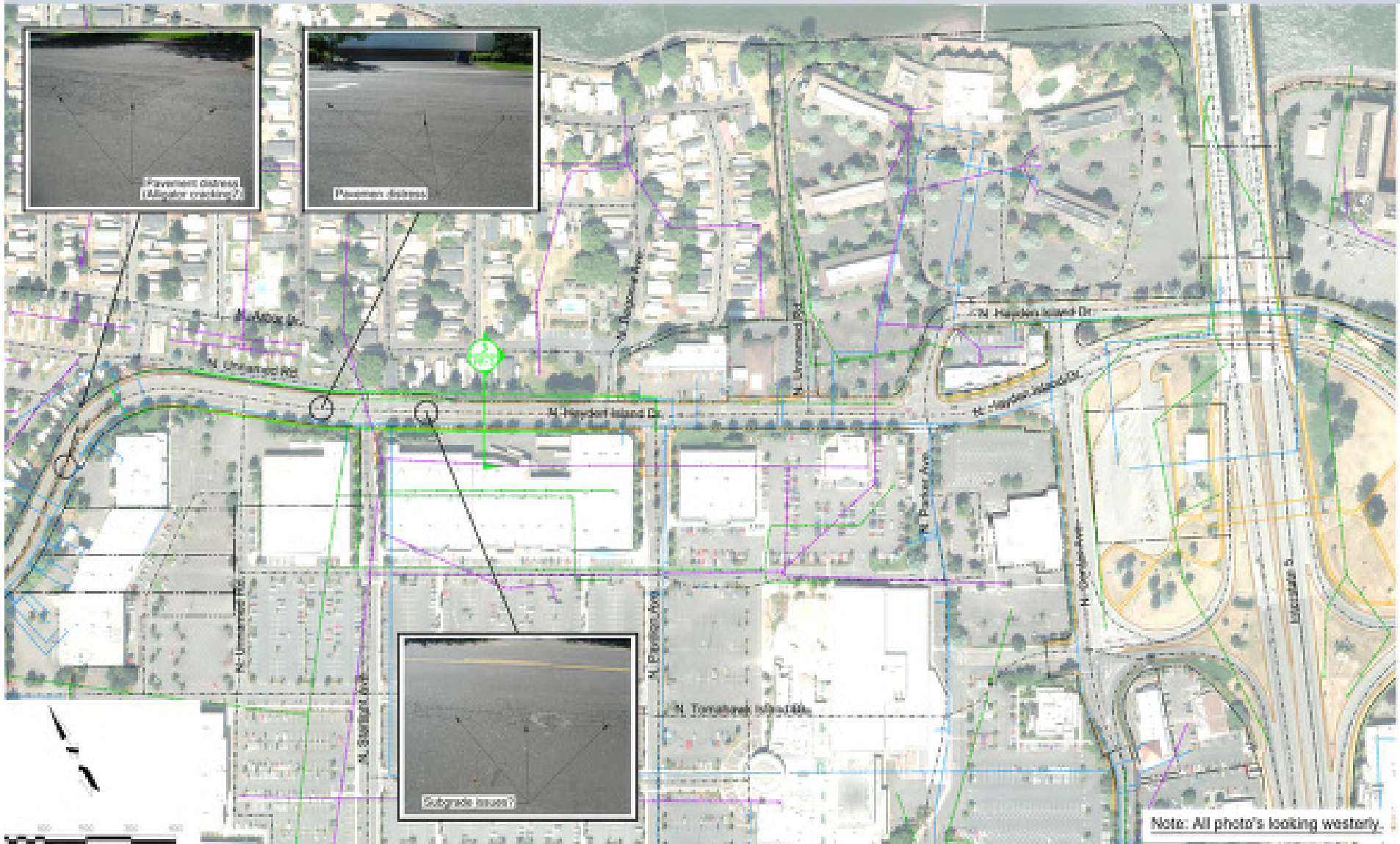


# Construction Impacts

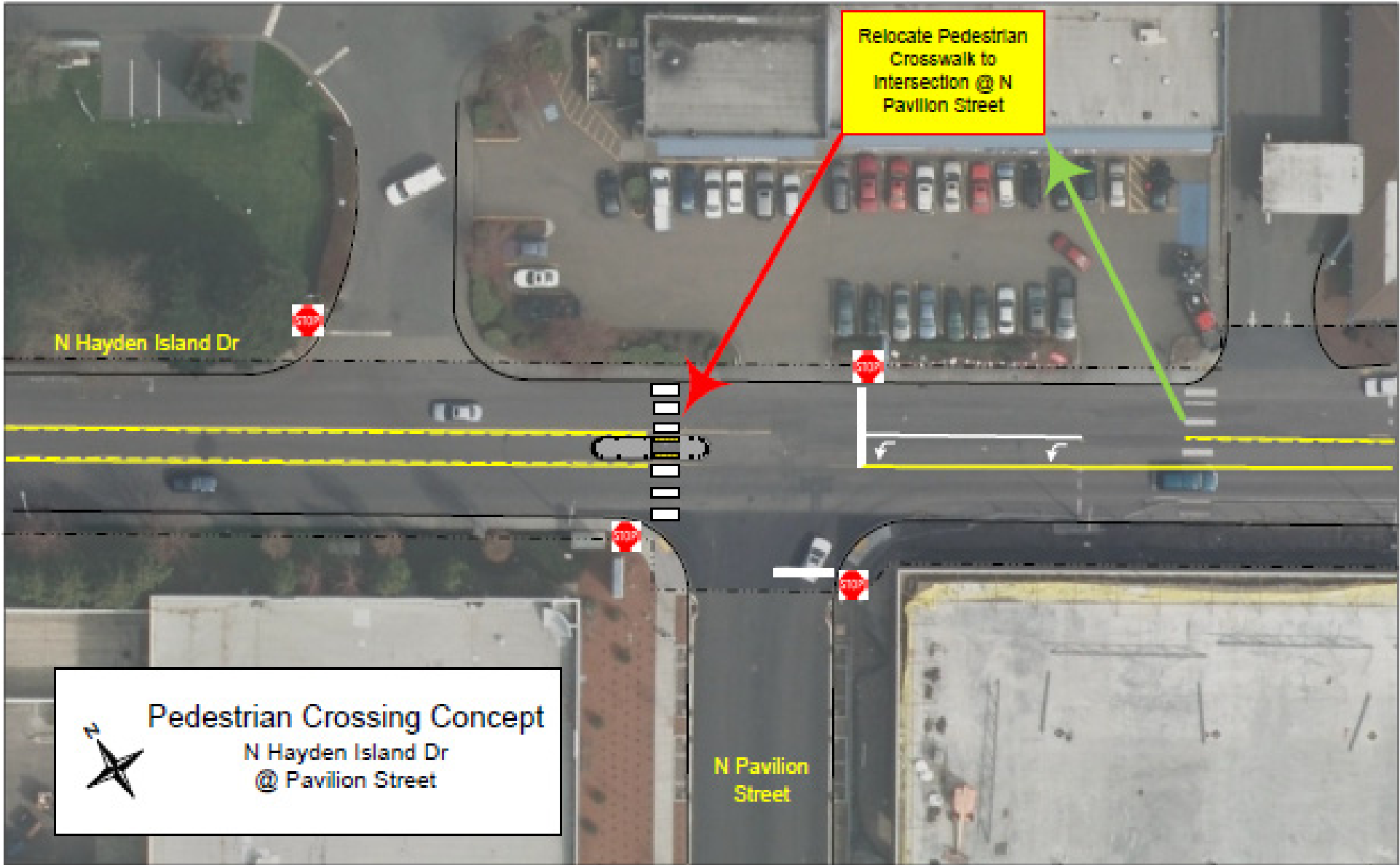
- What we know now
- Existing Code/regulations
- Future Advisory Committee and Good Neighbor agreement











Relocate Pedestrian Crosswalk to Intersection @ N Pavilion Street

N Hayden Island Dr

N Pavilion Street

 Pedestrian Crossing Concept  
N Hayden Island Dr  
@ Pavilion Street



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