

3.3 Property Acquisitions and Displacements

This section identifies, describes, and evaluates short-term and long-term reasonably foreseeable property and property rights effects for the proposed Modified LPA. It also describes measures to help avoid, minimize, or mitigate reasonably foreseeable adverse effects. The information presented in this section is based on the analysis described in the Acquisitions Technical Report (as listed in Appendix H), which provides information about each property acquisition and displacement.

The assessment of reasonably foreseeable effects in this section is based upon the geographic and temporal proximity parameters detailed in the Chapter 3 introduction.

3.3.1 Changes or New Information Since 2013

The Columbia River Crossing (CRC) Selected Alternative identified in the 2011 Record of Decision (ROD), as revised by the 2012 and 2013 re-evaluations, is referred to as the CRC Locally Preferred Alternative (LPA). Over the past 10+ years since the CRC LPA was identified, the physical environment near the Interstate Bridge, community priorities, and regulations have changed, which necessitated design revisions and resulted in the proposed IBR Program Modified LPA (see Section 2.5.2). Evaluation of reasonably foreseeable effects associated with property acquisitions and displacements has been updated in this Final SEIS to include:

- Changes in land use as a result of new development and redevelopment in the area (e.g., closure of the Safeway on Hayden Island, new residential development, and development at the Vancouver Waterfront).
- Changes in the project footprint necessitated by changed conditions resulted in shifting the LRT alignment and modifying interchange designs.

3.3.2 Existing Conditions

This section describes vacancy and rental rates for residential, commercial, and industrial properties in the primary study area (Figure 3.3-1), which are indicators of the potential for finding viable sites for relocating displaced residents and businesses. The data provided in this section represent a point in time; real estate data will be updated as part of the proposed IBR Program's Relocation Plan.

Portland-Vancouver Area

According to the Regional Multiple Listing Service, July 2023 the Portland area (including Oregon suburbs but excluding communities in Washington) had a 2.5-month supply of homes for sale and a year-to-date median home sale price of \$532,000. In the same month, Clark County had a 1.7-month home supply and a year-to-date median home sale price of \$515,000.

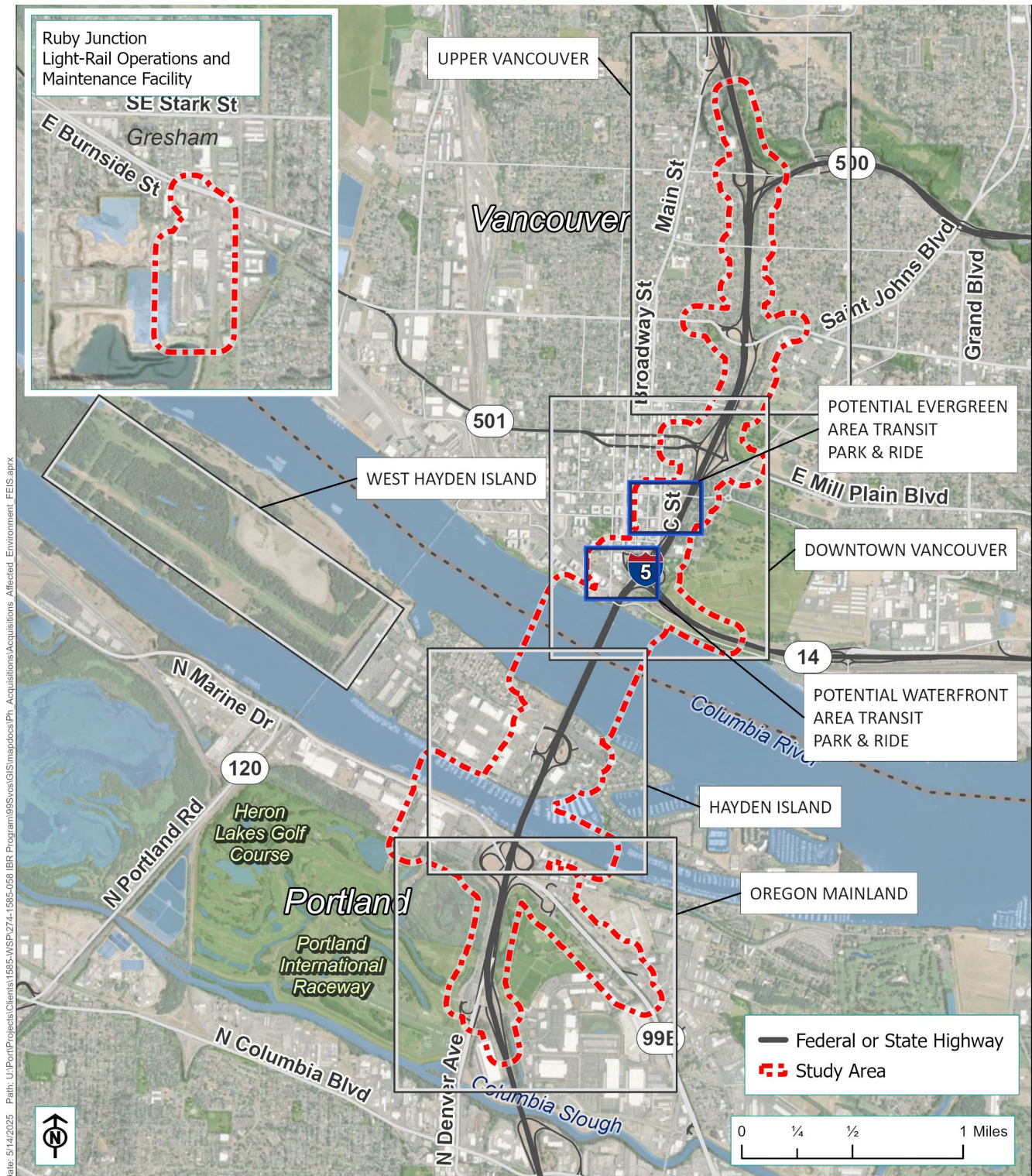
In the second quarter of 2023, Vancouver had a 6.2% multifamily residential vacancy rate, with a rental rate averaging \$1.81 per square foot per month (CoStar 2023). North Portland had a vacancy rate of 8.5% for multifamily residential rental units and a rental rate averaging \$2 per square foot per month, while Northeast Portland had a vacancy rate of 6.9% and a \$2.41 average rental rate per square foot per month.

Office space in the greater Portland-Vancouver metropolitan area was more available (22.2% vacancy rate) than either retail (4.5%) or industrial (2.6%) space (CBRE 2023). In the second quarter of 2023, the North Portland subarea, which includes Hayden Island, experienced an estimated 9.7% retail building vacancy rate, while the Vancouver subarea experienced an estimated vacancy rate of 5.8% (CBRE 2023).

Interstate Bridge Replacement Program

Portland-Vancouver metropolitan area vacancy rates were projected to decrease for retail and industrial space through 2025 and to increase for office space (SVN Bluestone & Hockley 2021b). The trend in increasing office space vacancies is likely due to more employees working from home rather than in traditional office settings. Additional office and retail spaces planned and currently under construction along the Vancouver waterfront could shift both vacancy and rental rates for the Vancouver subareas as they are completed.

Figure 3.3-1. Primary Study Area and Subareas



North Portland Harbor, Portland, Oregon

In the North Portland Harbor area, a search of the active Regional Multiple Listing Service listings in August 2023 showed approximately 78 housing units listed for sale in the primary study area. Of that number, 34 were floating homes, 28 were condos, 6 were mobile homes, and 10 were conventional homes.

Gresham, Oregon

An analysis of vacancy rates was also performed for the area around the Ruby Junction Light-Rail Operations and Maintenance Facility (OMF) in Gresham, Oregon (Figure 3.3-1). According to the Regional Multiple Listing Service, in August of 2023, the Gresham-Troutdale subarea had a median year-to-date sale price of \$480,000. In the second quarter of 2023, the area had a 3.8% multifamily residential vacancy rate and an average rental rate of \$1.49 per square foot for rentals (CoStar 2023).

3.3.3 Long-Term Benefits and Reasonably Foreseeable Effects

The geographic proximity and temporal scope described in the Chapter 3 introduction were used to assess long-term benefits and reasonably foreseeable effects to property acquisitions and displacements.

No-Build Alternative

Under the No-Build Alternative, the existing interstate, local roads, and associated infrastructure would remain as they are today, and there would be no temporary or permanent acquisitions of properties.

Modified LPA

Property, including space underground (subsurface)¹ or in the air (airspace),² would be required to accommodate the proposed transportation facilities and their long-term operation and maintenance. Long-term operation and maintenance would require permanent acquisition, where the agency obtains complete ownership of the property, or a permanent easement, where the agency would obtain some rights to the land, air, or subsurface, but not would not assume full ownership. Both full acquisitions, where the IBR Program would purchase an entire property, and partial acquisitions, where the Program would purchase a portion of the property, could result in the displacement of residences, businesses, or public facilities from the parcel. Acquisition of property would typically occur through negotiated purchase or eminent domain.³ All parcels potentially acquired by the IBR Program are included in this analysis, regardless of when the acquisition would occur.

Table 3.3-1 summarizes the reasonably foreseeable effects on acquisitions of the Modified LPA with the Recommended Design Options (Modified LPA with single-level fixed-span bridge configuration, one auxiliary lane, C Street ramps, and centered I-5 design options) and the other Modified LPA design options. Construction and long-term operation and maintenance of the Modified LPA with Recommended Design Options would permanently acquire approximately 129.9 acres of property. This total includes all five park and rides as well as approximately 2.8 acres in permanent subsurface easements, which are required for the potential installation of tie-back anchors associated with retaining walls. The Modified LPA with a double-deck bridge configuration design option would require 0.3 fewer acres of property than the single-level bridge

¹ Subsurface lease requirements are preliminary and will be updated prior to construction.

² Airspace lease requirements are preliminary and will be updated prior to construction.

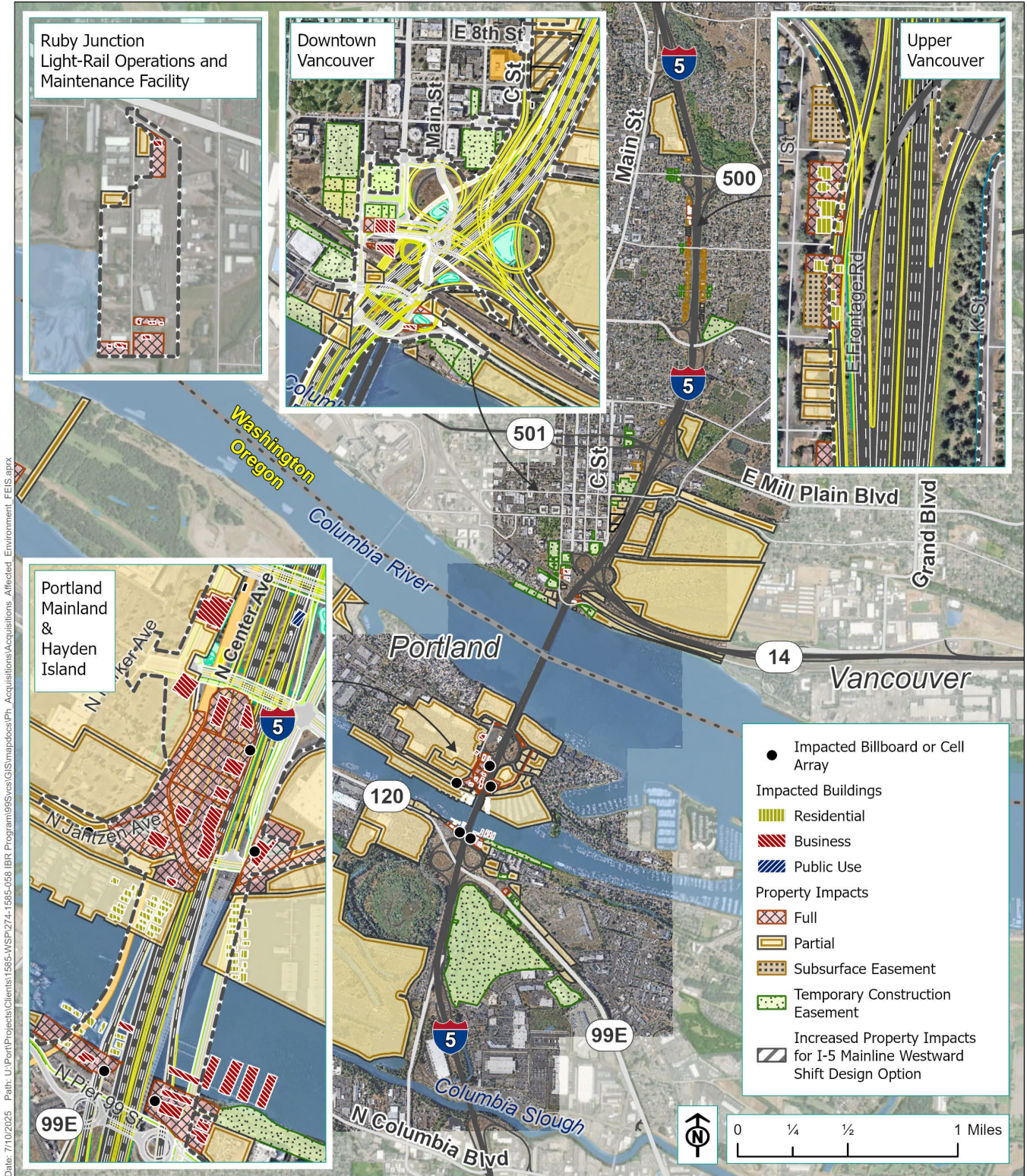
³ In Washington, eminent domain is defined as the right of a government to acquire private property for public purpose following payment of just compensation to the property owner. In Oregon, "an authority may acquire, by the exercise of the power of eminent domain, any real property which it deems necessary for its purposes after adoption by it of a resolution declaring that the acquisition of the real property described therein is necessary for such purposes." Just compensation is required in both states.

Interstate Bridge Replacement Program

configuration design option with either a fixed or movable span. The I-5 westward shift design option would require an additional 1.6 acres of property acquisition compared to I-5 with a centered alignment. The Modified LPA with all five park and rides would require 62 full and 144 partial acquisitions with any combination of design options except the I-5 westward shift option, which would require 64 full acquisitions and 141 partial acquisitions.

Table 3.3-2 and Table 3.3-3 show the breakdown of property acquisitions and displacements between Oregon and Washington. Figure 3.3-2 shows the potential property acquisitions for the Modified LPA in both Oregon and Washington, while Figure 3.3-3 shows a more detailed view of how acquisitions in downtown Vancouver would differ among design options. Acquisitions in Oregon would be the same for all design options. Detailed maps and a list of all properties identified for acquisition are included in Appendix A and Appendix B of the Acquisitions Technical Report (as listed in Appendix H).

Figure 3.3-2. Potential Property Acquisitions (without Park and Rides)



Note: The Modified LPA with any combination of design options would have similar impacts, except the selection of the I-5 westward shift alignment instead of the I-5 centered alignment. The increased property impacts associated with the I-5 westward shift alignment are denoted with a diagonal hatched overlay, as shown in the legend and Downtown Vancouver inset. More detail is visible in Figure 3.3-3.

Figure 3.3-3. Detail of Property Acquisitions in Downtown Vancouver (without Park and Rides)



Note: The Modified LPA with any combination of design options would have similar impacts, except the selection of the I-5 westward shift alignment instead of the I-5 centered alignment. The increased property impacts associated with the I-5 westward shift design option are denoted with a diagonal cross-hatched overlay, as shown in the legend.

Table 3.3-1. Summary of Permanent Property Acquisitions and Displacements for Oregon and Washington ⁱ

0a	0b	1: IBR Program Recommended Design Options	2	3	4	5
Property Acquisitions and Displacements	Type	Modified LPA with Single-Level ^d Fixed-Span Bridge Configuration, One Auxiliary Lane, with C Street Ramps, and All Five Park and Rides, Centered I-5 ^{a,b,d,i}	Modified LPA with <u>Double-Deck Fixed-Span Bridge Configuration</u> , One Auxiliary Lane, with C Street Ramps, All Five Park and Rides, Centered I-5 ^{a,b,i}	Modified LPA with Single-Level Fixed-Span Bridge Configuration, One Auxiliary Lane, <u>without C Street Ramps</u> , All Five Park and Rides, Centered I-5 ^{a,b,i}	Modified LPA with Single-Level Fixed-Span Bridge Configuration, One Auxiliary Lane, with C Street Ramps, All Five Park and Rides, <u>I-5 Westward Shift</u> ^{a,b,i}	Modified LPA with Single-Level Fixed-Span Bridge Configuration, <u>Two Auxiliary Lanes</u> , with C Street Ramps, All Five Park and Rides, Centered I-5 ^{a,b,i}
Parcels (count)	Full Acquisitions	50 (62)	50 (62)	50 (62)	52 (64)	50 (62)
	Partial Acquisitions ^e	143 (144)	143 (144)	143 (144)	140 (141)	143 (144)
	Total	193 (206)	193 (206)	193 (206)	192 (205)	193 (206)
Displacement: Residential (number of dwelling units)	Single-family	59 (59)	59 (59)	59 (59)	59 (59)	59 (59)
	Multifamily	0 (0)	0 (0)	0 (0)	33 (33)	0 (0)
Displacement: Commercial (number of businesses)	Retail/Services	45 (45)	45 (45)	45 (45)	48 (48)	45 (45)
	Office/Professional/Healthcare	8 (16)	8 (16)	8 (16)	8 (16)	8 (16)
	Lodging	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)
	Other ^h	5 (5)	5 (5)	5 (5)	5 (5)	5 (5)
Permanent Acquisitions ^c	Area Acquired	120.9 acres (127.1 acres)	120.6 acres (126.8 acres)	120.9 acres (127.1 acres)	122.8 acres (129.0 acres)	120.9 acres (127.1 acres)
Permanent Easements	Airspace Easements ^f	Less than 1 acre	Less than 1 acre	Less than 1 acre	Less than 1 acre	Less than 1 acre
	Subsurface Easements ^g	2.8 acres (2.8 acres)	2.8 acres (2.8 acres)	2.8 acres (2.8 acres)	2.8 acres (2.8 acres)	2.8 acres (2.8 acres)
Total of Permanent Acquisitions and Easements	Total Area Acquired	123.7 acres (129.9 acres)	123.4 acres (129.6 acres)	123.7 acres (129.9 acres)	125.6 acres (131.8 acres)	123.7 acres (129.9 acres)

Note: There would be no property acquisitions or displacements under the No-Build Alternative. The design option combinations shown in columns 1 through 5 are those that would have differing effects on property acquisitions and displacements; other combinations of design options would have the same effects as those described in columns 2 through 5. Underlined design options in each column identify how that particular design option combination differs from the Recommended Design Options.

a Parcel impacts, displacements, or total acreage are only counted once when more than one mode (highway, transit, or bicycle and pedestrian) results in the same or overlapping acquisitions.

b Does not include WSDOT or ODOT-owned property or right of way, City-owned right of way, or in-water leases.

c A single-level fixed-span or movable-span bridge configuration design option would require partial acquisition of 0.3 acres from properties (IBR Program ID# 502250000, 986049315, and 986049327) at the bridge approaches that would not be acquired with a double-deck bridge configuration design option.

d Reflects impacts for both the single-level fixed-span and movable-span bridge configuration design options, regardless of bridge type.

e Properties requiring subsurface easements are included in the count of partial acquisitions.

f Airspace easements have been rounded up to 1 acre.

g Subsurface easement requirements are preliminary and will be updated prior to construction.

h Includes three billboards and two cell-phone towers in Oregon.

i Totals shown in parentheses include all five park and rides. These totals could decrease if fewer park and rides are selected.

I-5 = Interstate 5; IBR = Interstate Bridge Replacement; LPA = Locally Preferred Alternative; ODOT = Oregon Department of Transportation; WSDOT = Washington State Department of Transportation

Table 3.3-2. Summary of Permanent Property Acquisitions and Displacements for the Modified LPA in Oregon (All Design Options)

Property Acquisition and Displacements	Type	Modified LPA Totals ^{a,b,f}
Parcels (count)	Full Acquisitions	30
	Partial Acquisitions	41
	Total	71
Displacement: Residential (number of dwellings)	Single-family	48
	Multifamily	0
Displacement: Commercial (number of businesses)	Retail, Services	45
	Office, Professional, Healthcare	1
	Lodging	0
	Other ^c	5
Permanent Acquisitions	Area Acquired	113 acres
Permanent Easements	Subsurface Easements ^d	0.1 acres
Total of Permanent Acquisitions and Easements in Oregon	Total Area Acquired	113.1 acres

a Parcel impacts, displacements, or total acreage, are only counted once when more than one mode (highway, transit, or bicycle and pedestrian) would result in the same or overlapping acquisition.

b Does not include ODOT-owned property or right of way, City-owned right of way, or in-water leases.

c Includes three billboards and two cell-phone towers.

d Subsurface easement requirements are preliminary and will be updated prior to construction.

e Airspace easements have not been determined but will be identified prior to construction.

f Includes West Hayden Island mitigation property acquisitions (65.1 acres).

LPA = Locally Preferred Alternative; ODOT = Oregon Department of Transportation

Table 3.3-3. Summary of Permanent Property Acquisitions and Displacements for the Modified LPA in Washington

Property Acquisitions and Displacements	Type	IBR Program Recommended Design Options: Modified LPA with Single-Level ^d Fixed-Span Bridge Configuration, One Auxiliary Lane, C Street Ramps, Centered I-5 ^{a, b, d, h}	Modified LPA with <u>Double-Deck Fixed-Span Bridge</u> Configuration, One Auxiliary Lane, C Street Ramps, and Centered I-5 ^{a, b, h}	Modified LPA with Single-Level Fixed-Span Bridge Configuration, One Auxiliary Lane, Centered I-5, <u>without C Street Ramps</u> ^{a, b, h}	Modified LPA with Single-Level Fixed-Span Bridge Configuration, One Auxiliary Lane, C Street Ramps, I-5 <u>Mainline Westward Shift</u> ^{a, b, h}	Modified LPA with Single-Level Fixed-Span Bridge Configuration, <u>Two Auxiliary Lanes</u> , C Street Ramps, Centered I-5 ^{a, b, e, h}
Parcels (count)	Full Acquisitions	20 (32)	20 (32)	20 (32)	22 (34)	20 (32)
	Partial Acquisitions ^e	102 (103)	102 (103)	102 (103)	99 (101)	102 (103)
	Total	122 (135)	122 (135)	122 (135)	121 (134)	122 (135)
Displacement: Residential (number of dwelling units)	Single-family	9 (9)	9 (9)	9 (9)	9 (9)	9 (9)
	Multifamily	0 (0)	0 (0)	0 (0)	33 (33)	0 (0)
Displacement: Commercial (number of businesses)	Retail/Services	0 (0)	0 (0)	0 (0)	3 (3)	0 (0)
	Office/Professional/Healthcare	7 (15)	7 (15)	7 (15)	7 (15)	7 (15)
	Lodging	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)
	Other	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)
Permanent Acquisitions ^c	Area Acquired	7.9 acres (14.1 acres)	7.6 acres (13.8 acres)	7.9 acres (14.1 acres)	9.8 acres (16.0 acres)	7.9 acres (14.1 acres)

Interstate Bridge Replacement Program

Property Acquisitions and Displacements	Type	IBR Program Recommended Design Options: Modified LPA with Single-Level ^d Fixed-Span Bridge Configuration, One Auxiliary Lane, C Street Ramps, Centered I-5 ^{a, b, d, h}	Modified LPA with <u>Double-Deck Fixed-Span</u> Bridge Configuration, One Auxiliary Lane, C Street Ramps, and Centered I-5 ^{a, b, h}	Modified LPA with Single-Level Fixed-Span Bridge Configuration, One Auxiliary Lane, Centered I-5, <u>without C Street Ramps</u> ^{a, b, h}	Modified LPA with Single-Level Fixed-Span Bridge Configuration, One Auxiliary Lane, C Street Ramps, I-5 <u>Mainline Westward Shift</u> ^{a, b, h}	Modified LPA with Single-Level Fixed-Span Bridge Configuration, <u>Two Auxiliary Lanes</u> , C Street Ramps, Centered I-5 ^{a, b, e, h}
Permanent Easements	Airspace Easements ^f	Less than 1 acre	Less than 1 acre	Less than 1 acre	Less than 1 acre	Less than 1 acre
	Subsurface Easements ^g	2.7 acres (2.7 acres)	2.7 acres (2.7 acres)	2.7 acres (2.7 acres)	2.7 acres (2.7 acres)	2.7 acres (2.7 acres)
Total of Permanent Acquisitions and Easements	Total Area Acquired	10.6 acres (16.8 acres)	10.3 acres (16.5 acres)	10.6 acres (16.8 acres)	12.5 acres (18.7 acres)	10.6 acres (16.8 acres)

- a Parcel impacts, displacements, or total acreage, are only counted once when more than one mode (highway, transit, or bicycle and pedestrian) result in the same or overlapping acquisition.
 - b Does not include WSDOT-owned property or right of way, City-owned right of way, or in-stream leases.
 - c A single-level fixed-span or movable-span bridge configuration design option would require partial acquisition of 0.3 acres from properties (IBR Program ID# 502250000, 986049315, and 986049327) at the bridge approaches that would not be acquired with a double-deck bridge configuration design option.
 - d Reflects impacts for both the single-level fixed-span and movable-span bridge configuration design options, regardless of bridge type.
 - e Properties requiring subsurface easements are included in the count of partial acquisitions.
 - f Airspace easements have been rounded up to 1 acre.
 - g Subsurface easement requirements are preliminary and will be updated prior to construction.
 - h Totals shown in parentheses include all five park and rides. These totals could decrease if fewer park and rides are selected.
- I-5 = Interstate 5; IBR = Interstate Bridge Replacement; LPA = Locally Preferred Alternative; WSDOT = Washington State Department of Transportation;

Table 3.3-2 summarizes the permanent property acquisitions and displacements required for the Modified LPA in Oregon, and Table 3.3-3 summarizes permanent property impacts and displacements for the Modified LPA design options in Washington. The reasonably foreseeable effects of the design options within Washington would differ slightly, as follows:

- The Modified LPA with a double-deck bridge configuration design option, with one or two auxiliary lanes, with or without the C Street ramps, and with centered I-5 would result in a total of 10.3 acres of permanent acquisitions and subsurface easements in Washington.
- The Modified LPA with a single-level fixed-span or movable-span bridge configuration design option (and all other Recommended Design Options), regardless of bridge type, would require partial acquisition of 0.3 acres from properties at the bridge approaches that would not be acquired with a double-deck bridge configuration design option. Total permanent acquisitions and subsurface easements in Washington for this design option would be 10.6 acres.
- In downtown Vancouver, the Modified LPA with the I-5 mainline shifted west would require the permanent acquisition of additional properties and associated displacements beyond those identified for the centered I-5 design option. The shift would result in the full displacement of a multifamily property with 33 residential units on the northeast corner of E 7th Street and C Street. The property directly north of the apartment complex, which includes three commercial businesses, would also be fully acquired and the three businesses would be displaced. Total permanent acquisitions and easements would be 12.2 acres, which is the highest for all design options in Washington.
- Impacts in Upper Vancouver would be identical for all design options.

As described in Chapter 2, there are three options for a new park and ride near the proposed Waterfront Station. Two of these sites, 1b and 1c, would require the acquisition of additional property beyond that needed for the highway and transit facilities. Site 1a would be built within WSDOT right-of-way and property and would not require additional property acquisition or displacements. Site 1b would require full acquisition of three parcels and would displace seven businesses; Site 1c would require full acquisition of four commercial parcels and displacement of one business. Property impacts associated with the Waterfront Station park and rides are shown in Table 3.3-4; these totals are also reflected in Table 3.3-1 and Table 3.3-3. Figure 3.3-4 shows the potential park and rides at the Waterfront Station.

Two site options are being considered for a new park and ride near the proposed Evergreen Station. Site 2a would require the full acquisition of five properties adjacent to the Vancouver Community Library, including one vacant property and the existing library parking lot (four parcels) but would not impact the library building and would result in no displacements. Site 2b would make use of an existing parking structure. Specifics of the design and agreements regarding Site 2b have not been determined. Depending on the design and agreements, the Program would be required to compensate parties with rights to the garage for impacts to their current parking or property use. Property acquisitions associated with the Evergreen Station park and rides are shown in Table 3.3-5; these totals are also reflected in Table 3.3-2 and Table 3.3-3. Figure 3.3-5 shows the park and rides at Evergreen Station.

Figure 3.3-4. Waterfront Station Park and Rides

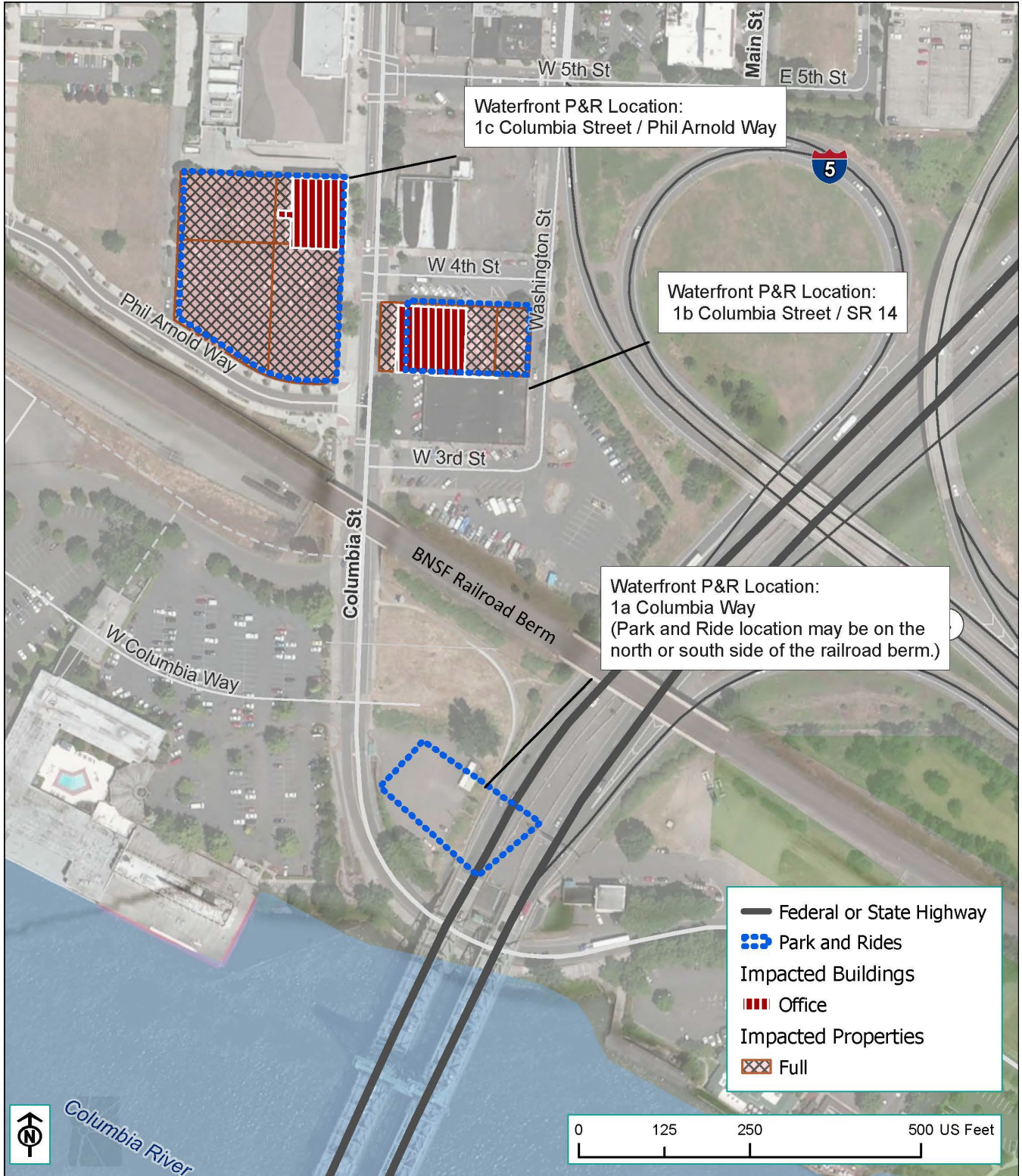
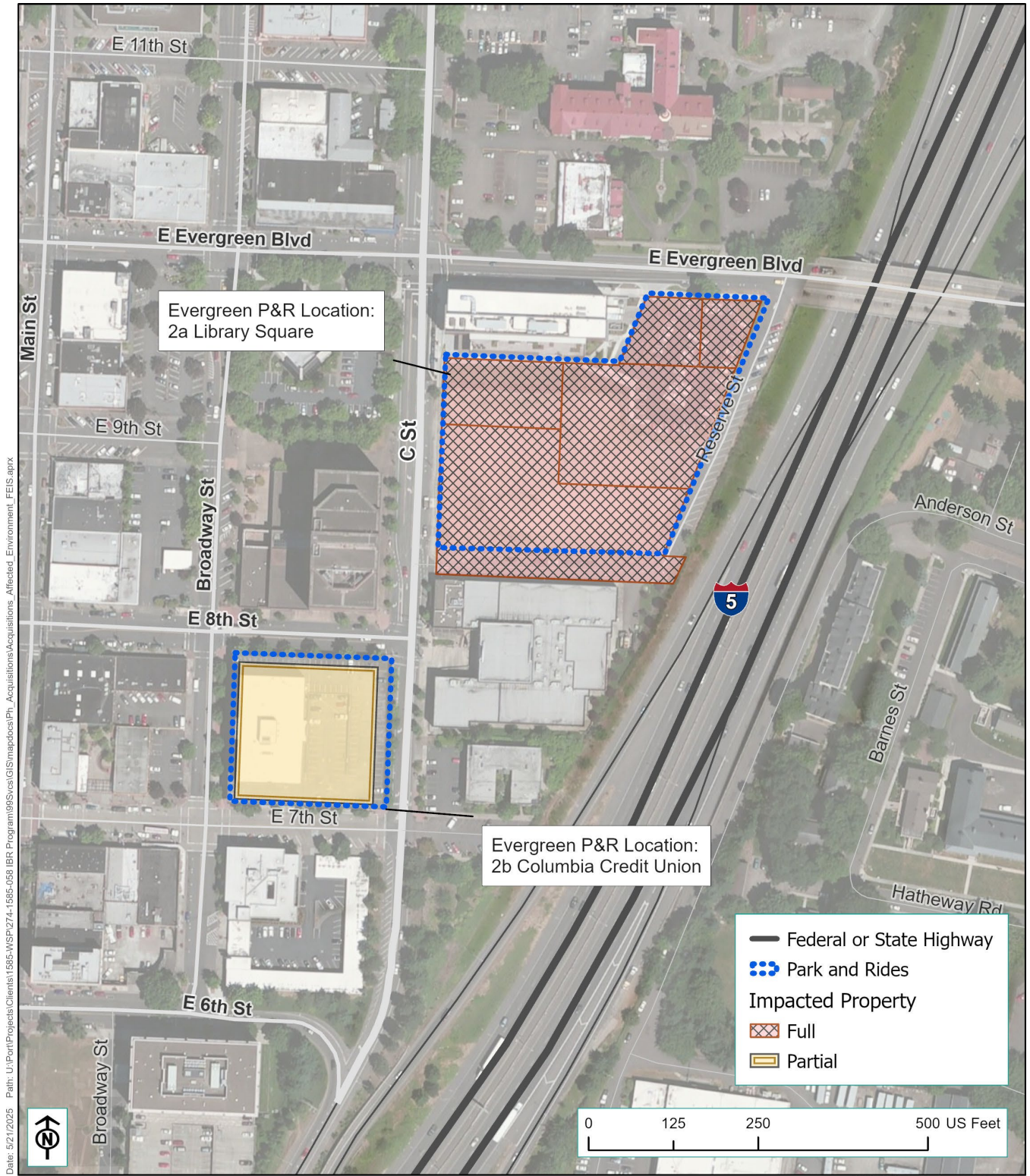


Figure 3.3-5. Evergreen Station Park and Rides



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Table 3.3-4. Summary of Permanent Property Acquisitions and Displacements for the Waterfront Park and Rides in Downtown Vancouver, Washington

Impact Type	Impact	Site 1a ^{a, b}	Site 1b ^{a, b}	Site 1c ^{a, b, e}	All Sites
Parcel Impacts (count)	Full Parcel Acquisitions	0	3	4	7
	Partial Parcel Acquisitions	0	0	0	0
	Total Parcels Impacted	0	3	4	7
Displacement of Use (count)	Residential dwelling units: Single-family	0	0	0	0
	Residential dwelling units: Multifamily	0	0	0	0
	Commercial businesses: Retail/Services	0	0	0	0
	Commercial businesses: Office/Professional/Healthcare	0	7	1	8
	Commercial businesses: Lodging	0	0	0	0
	Commercial businesses: Other	0	0	0	0
Permanent Acquisition (acres)	Area Acquired in Fee	0 acres	0.5 acres	1.5 acres	2 acres
Permanent Easements (acres)	Airspace Easements ^c	0	0	0	0
	Subsurface Easements ^d	0 acres	0 acres	0 acres	0
Area required (acres)	Total Area Acquired	0 acres	0.5 acres	1.5 acres	2 acres

- a Does not double- or triple-count parcel impacts, displacements, or total acreage, when more than one mode (highway, transit, or bicycle and pedestrian) result in the same or overlapping acquisition.
- b Does not include WSDOT-owned property or right of way or City-owned right of way.
- c Airspace easements have not been determined but will be identified prior to construction.
- d Subsurface easement requirements are preliminary and will be updated prior to construction.
- e Includes a building owned by the Vancouver Public Facilities District.

WSDOT = Washington State Department of Transportation

Table 3.3-5. Summary of Permanent Property Acquisitions and Displacements for the Evergreen Park and Rides in Downtown Vancouver, Washington

Impact Type	Impact	Site 2a ^{a, b}	Site 2b ^{a, b, e, f}	All Sites
Parcel Impacts (count)	Full Parcel Acquisitions	5	0	5
	Partial Parcel Acquisitions	0	1	1
	Total Parcels Impacted	5	1	6
Displacement of Use (count)	Residential dwelling units: Single-family	0	0	0
	Residential dwelling units: Multifamily	0	0	0
	Commercial businesses: Retail/Services	0	0	0
	Commercial businesses: Office/Professional/Healthcare	0	0	0
	Commercial businesses: Lodging	0	0	0
	Commercial businesses: Other	0	0	0
Permanent Acquisition (acres)	Area Acquired in Fee	3.2 acres	1 acre	4.2 acres
Permanent Easements (acres)	Airspace Easements ^d	0	0	0
	Subsurface Easements ^c	0 acres	0 acres	0 acres
	Property Easements	0 acres	0 acres	0 acres
Area required (acres)	Total Area Acquired	3.2 acres	1 acre	4.2 acres

a Does not double- or triple-count parcel impacts, displacements, or total acreage, when more than one mode (highway, transit, or bicycle and pedestrian) result in the same or overlapping acquisition.

b Does not include WSDOT-owned property or right of way or City-owned right of way.

c Subsurface easement requirements are preliminary and will be updated prior to construction.

d Airspace easements have not been determined but will be identified prior to construction.

e Includes properties recently purchased by the City of Vancouver.

f A shared-use agreement has not been developed for this site, therefore a partial acquisition is included in the acreage calculations as a conservative assumption.

WSDOT = Washington State Department of Transportation

Property owners, business owners, and residents affected by property acquisition and residential or business displacements would receive compensation and relocation assistance, as described in Section 3.3.6, Avoidance, Minimization, and Mitigation. Several types of properties or businesses that may be difficult to relocate based on location and/or property type are discussed below.

- **Floating Homes in North Portland Harbor.** Up to 47 floating homes in North Portland Harbor would be displaced by the Modified LPA.⁴ Floating homes would be moved to moorages within the area or acquired if alternative moorages are not available; nearby moorage opportunities are currently limited. If acquired, the floating homes would be purchased at fair market value. Whether their homes were moved or acquired, eligible occupants would be provided relocation assistance, which may include payments, if necessary, to acquire decent, safe, and sanitary replacement housing.
- **Businesses on Hayden Island.** More than one-quarter of the commercial businesses that would be displaced by the Modified LPA are located on Hayden Island. Although there are multiple vacant buildings on Hayden Island, including those in and around the Jantzen Beach Center, the island has limited capacity to accommodate the 28 businesses that would be displaced. As a result, while some of the displaced businesses would be able to reestablish on Hayden Island or nearby, many may have to relocate outside Hayden Island. Due to natural resource areas and zoning, small restaurants and taverns may not be able to find replacement sites on or near Hayden Island, and those that currently rely on local patronage may have a difficult time reestablishing their businesses.
- **Marine Businesses in North Portland Harbor.** The marine businesses that would be displaced from the south shore of North Portland Harbor may be difficult to relocate given the limited waterfront space available and the in-water infrastructure these businesses need. These businesses may have to relocate to available sites upstream or downstream on the Columbia River or to sites on the Willamette River.
- **Shared Light Industrial and Residential Uses in Ruby Junction.** Nine light industrial businesses would be displaced by the Ruby Junction Light-Rail OMF expansion. Although replacement industrial property is available in the Gresham area, some of these displaced parties may have to relocate outside the Gresham area.

Acquisition of DOT-Owned Property

Construction of the Modified LPA would expand into existing WSDOT and ODOT (DOTs) right of way adjacent to I-5. The highway and transit improvements would also require the transfer of other DOT-owned properties located outside of the I-5 right of way. Because this land is already owned by the DOTs, it is not counted as an acquisition in the total acreage requirements.

Over time, additional reasonably foreseeable effects could result from realigned streets, active transportation improvements, and the addition of light-rail, which could change the viability of and demand for uses within and adjacent to the primary study area. Examples of such reasonably foreseeable effects could include denser, multiuse development around transit stations on Hayden Island and downtown Vancouver and additional commercial uses along newly developed roads near the Marine Drive interchange, on Hayden Island, and downtown Vancouver. As described in Section 3.4, Land Use and Economic Activity, such development would be consistent with current local land use plans, which anticipate and encourage increased density in these areas.

Section 3.2 and Section 7 of the Acquisitions and Displacements Technical Report (as listed in Appendix H) include more information on relocation considerations for various property types.

3.3.4 Temporary Reasonably Foreseeable Effects

Construction of the Modified LPA would include the construction of the new bridges and removal of the existing Interstate Bridge. Constructing the highway, transit, and bicycle and pedestrian facilities of the

⁴ Of this total, 39 of the displaced floating homes are at moorages on Hayden Island; the others are moored on the south side of North Portland Harbor.

Modified LPA would require acquisitions, easement, and leases beyond the permanent right-of-way needs. Temporary rights likely would be required for construction, staging areas, and potentially casting yards. The geographic proximity and temporal scope described in the Chapter 3 introduction are used to assess temporary reasonably foreseeable effects to property acquisitions and displacements.

No-Build Alternative

Under the No-Build Alternative, the existing interstate, local roads, and associated infrastructure would remain as they are today. With no new infrastructure, there would be no temporary impacts to properties.

Modified LPA

Reasonably foreseeable temporary effects on property acquisitions and displacements would not differ among the Modified LPA design options.

Construction Easements

Construction easements beyond the permanent acquisitions and displacements reported in Section 3.3.3, Long-Term Benefits and Reasonably Foreseeable Effects, would be required for the temporary staging of equipment and materials. Property used temporarily during construction would be returned to its owner once construction is complete. The temporary construction easements could have reasonably foreseeable temporary effects, such as detours, road closures, noise, and visual quality changes. Temporary construction impacts to property would be the same regardless of the design options selected.

Table 3.3-6 summarizes temporary construction easements that would be needed in Oregon and Washington. Temporary easements would not differ among the design options.

Table 3.3-6. Summary of Temporary Construction Easements

Project Subarea ^a	Residential Properties	Commercial Properties ^b	Public Properties	Vacant/Parking Properties	Total Properties
Oregon	4	24	10	4	42
Washington	47	34	14	15	110

a Includes properties identified as potentially permanently impacted by either a partial acquisition or subsurface easement that also have temporary construction easement impacts.

b Industrial uses are included in the count of commercial properties.

Staging and Casting Areas

Regardless of the design options selected, staging areas include areas outside of the state or city right of way that could be temporarily acquired for uses such as material or equipment storage, stockpiling soils, or providing employee parking or temporary construction offices. A portion of the Thunderbird Hotel site on Hayden Island has been identified as a possible major staging area. Based on the current level of design and associated construction requirements, the Program would use approximately 3.5 acres of the Thunderbird Hotel site for temporary construction activities. The Thunderbird Hotel site is included in the count of potential properties impacted by temporary construction easements in Table 3.3-6.

Casting yards, if used, would be areas outside the state or city right of way that could be temporarily acquired for pre-casting of concrete segments for construction of the bridges and ramps. These areas would require barge access, in addition to road and/or rail access, and could also be used for storage of materials or equipment. The need for casting yards has not yet been determined and would depend on the bridge

configuration design option and construction methods selected. The need for casting sites would be identified during later phases of project design or by a contractor, and the necessary environmental evaluation and permitting would be completed at that time.

3.3.5 Intentionally Left Blank

3.3.6 Avoidance, Minimization, and Mitigation Measures

Table 3.3-7 lists temporary avoidance and minimization measures. Table 3.3-8 lists temporary and long-term mitigation measures. No long-term avoidance and minimization measures within control of the proposed IBR Program were identified.

Table 3.3-7. Avoidance and Minimization Measures

Temporary or Long-Term	Impact Type	Avoidance and Minimization Measure
Temporary	Temporary property use during construction	In compliance with 23 CFR Part 710 (Right-of-Way and Real Estate); the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (URA), as amended; WSDOT’s Standard Specifications for Road, Bridge, and Municipal Construction (M41-10) and RCW 47; and ODOT’s 2024 Standard Specifications for Construction and ORS 35, ODOT and WSDOT will develop approaches to manage temporary construction easements as part of the overall IBR Program right of way plan. The plan will identify measures that would be required for contractors to avoid, minimize, and/or mitigate for impacts to property temporarily used for construction.
Temporary	Disruption to property access during construction	In compliance with the URA, ODOT and WSDOT will maintain continued access to properties during construction to the extent possible. If continued access cannot be provided, the property owner is entitled under the URA to just compensation for the period of the closure. Depending on the length of the closure, loss of access could also trigger temporary relocation for any occupants. Specific provisions will be detailed in the IBR Program right-of-way plan and/or specifications.

CFR = Code of Federal Regulations; IBR = Interstate Bridge Replacement; ODOT = Oregon Department of Transportation; ORS = Oregon Revised Statutes; RCW = Revised Code of Washington; URA = Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970; WSDOT = Washington State Department of Transportation

Table 3.3-8. Mitigation Measures

Temporary or Long-Term	Impact Type	Mitigation Measure
Temporary	Use of property during construction	In compliance with the URA; WSDOT’s Standard Specifications for Road, Bridge, and Municipal Construction (M41-10) and RCW 47; and ODOT’s 2024 Standard Specifications for Construction and ORS 35, ODOT and WSDOT will mitigate for construction easements through payment to property owners in exchange for the use of their property during construction. Site impacts from temporary construction uses will be restored and property owners compensated according to fair market value.
Long-term	Business and residential displacements before construction	Under the URA, when property acquisition and residential or business displacements are unavoidable, ODOT and WSDOT will provide affected property owners with just compensation, and affected occupants will receive relocation assistance. Properties will be purchased by ODOT and WSDOT at fair market value. Eligible and displaced residential occupants resulting from the Modified LPA will be provided with decent, safe, and sanitary replacement housing.

Temporary or Long-Term	Impact Type	Mitigation Measure
Long-term	Property acquisition before construction	<p>ODOT and WSDOT will notify affected property owners that the IBR Program is planning to acquire their property, following the Program’s schedule for acquisitions.</p>
		<p>In compliance with 23 U.S.C. §§ 107 and 317, ODOT and WSDOT will involve the U.S. General Services Administration in any property acquisition of federally owned property. No other Federal agency landowners would be affected.</p>
		<p>Under the URA, as amended, ODOT and WSDOT will compensate property owners for loss of deeded reservations of access. The amount of compensation will be determined during the appraisal process by analyzing the value of the property with and without comparable access point(s), in compliance with the Uniform Standards of Professional Appraisal Practice. Access points that are not at a deeded reservation location may be closed or relocated through police power if reasonable alternative access is available.</p>
Long-term	Occupant displacement before construction	<p>Under the URA, even though some displaced occupants may choose to leave the area, finding sufficient and affordable housing for those affected by the IBR Program could remain a challenge. If sufficient comparable replacement housing is not available, ODOT and WSDOT will commit to last resort housing in compliance with the URA’s requirements for decent, safe, and sanitary housing.</p>
Long-term	Relocation of floating homes before construction	<p>Under the URA, as amended, floating homes will be provided relocation assistance to relocate the home to a moorage within the area if available, which may include a supplement payment for moorage. If homes are not moved, ODOT or TriMet will purchase the floating homes at fair market value and provide relocation assistance, which may include payments, if necessary, to confirm compliance with the URA’s requirements for decent, safe, and sanitary housing.</p>

IBR = Interstate Bridge Replacement; LPA = Locally Preferred Alternative; ODOT = Oregon Department of Transportation; ORS = Oregon Revised Statutes; RCW = Revised Code of Washington; URA = Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970; U.S.C. = United States Code; WSDOT = Washington State Department of Transportation