

### 3.3 Property Acquisitions and Displacements

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

#### 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 (CRC LPA). Over the past 10+ years since the CRC LPA was identified, the physical environment in the study area, community priorities, and regulations have changed, which necessitated design revisions and resulted in the IBR Modified LPA (see Section 2.5.2). Evaluation of potential impacts associated with property acquisitions and displacements has been updated in this Draft 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.

Table 3.3-1 compares the impacts and benefits of the CRC LPA and the IBR Modified LPA. Based on the analysis described in this section, the effects of the Modified LPA would be similar to, but less than, the effects of the CRC LPA. Changes to the design of the CRC LPA have reduced the number of acquisitions and displacements. Key modifications that led to this reduction include replacing the full interchange on Hayden Island with a partial interchange and moving the LRT alignment adjacent to I-5 rather than along local streets in downtown Vancouver.

Table 3.3-1. Comparison of CRC LPA Effects and IBR Modified LPA Effects

| Technical Considerations  | CRC LPA Effects as Identified in the 2011 Final EIS | Modified LPA Effects Identified in this Section <sup>a</sup> | Explanation of Differences  |
|---|---|--|---|
| Total Acquisitions (Full and Partial Acquisitions) <sup>b</sup> | 217 parcels   | Between 178 and 180 parcels                                  | The reduction results from changes in land uses and design modifications necessitated by other changed conditions. Design modifications include replacing the full interchange on Hayden Island with a partial interchange and moving the LRT alignment adjacent to I-5 rather than in downtown Vancouver. One design option (Waterfront Park-and-Ride Site #3 Option) would result in the acquisition of 180 parcels, while the other design options would result in 178 acquisitions. |

| Technical Considerations                     | CRC LPA Effects as Identified in the 2011 Final EIS | Modified LPA Effects Identified in this Section <sup>a</sup> | Explanation of Differences   |
|--|---|--|--|
| Total Residential Displacements <sup>c</sup> | 59 units  | Between 43 and 76 units                                      | See above; one design option (Modified LPA with I-5 mainline westward shift) would result in the loss of 76 residential units, while the other design options would displace 43 units.   |
| Total Commercial Displacements               | 69 businesses                                       | Between 36 and 39 businesses <sup>d</sup>                    | See above; one design option (Modified LPA with I-5 mainline westward shift) would result in the loss of 39 businesses, while the other design options would displace 36 businesses. The Waterfront Park-and-Ride Site #3 Option would result in one additional business displacement. |
| Total Public Use Displacements               | 2 sites   | 1 sites  | The reduction results from changes in land uses and design modifications necessitated by other changed conditions.   |

a Acquisition and displacement totals could vary slightly depending on design option chosen. Refer to Section 3.3.3 for more information.

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

c Does not include the displacement of houseless individuals.

d Does not include the displacement of a billboard and a cellular phone tower.

CRC = Columbia River Crossing; EIS = environmental impact statement; LPA = locally preferred alternative; LRT = light-rail transit

### 3.3.2 Existing Conditions

This section describes vacancy and rental rates for residential, commercial, and industrial properties in the study area (Figure 3.3-1), which are indicators of the potential for finding viable sites for relocating displaced residents and businesses.

#### Portland-Vancouver Area

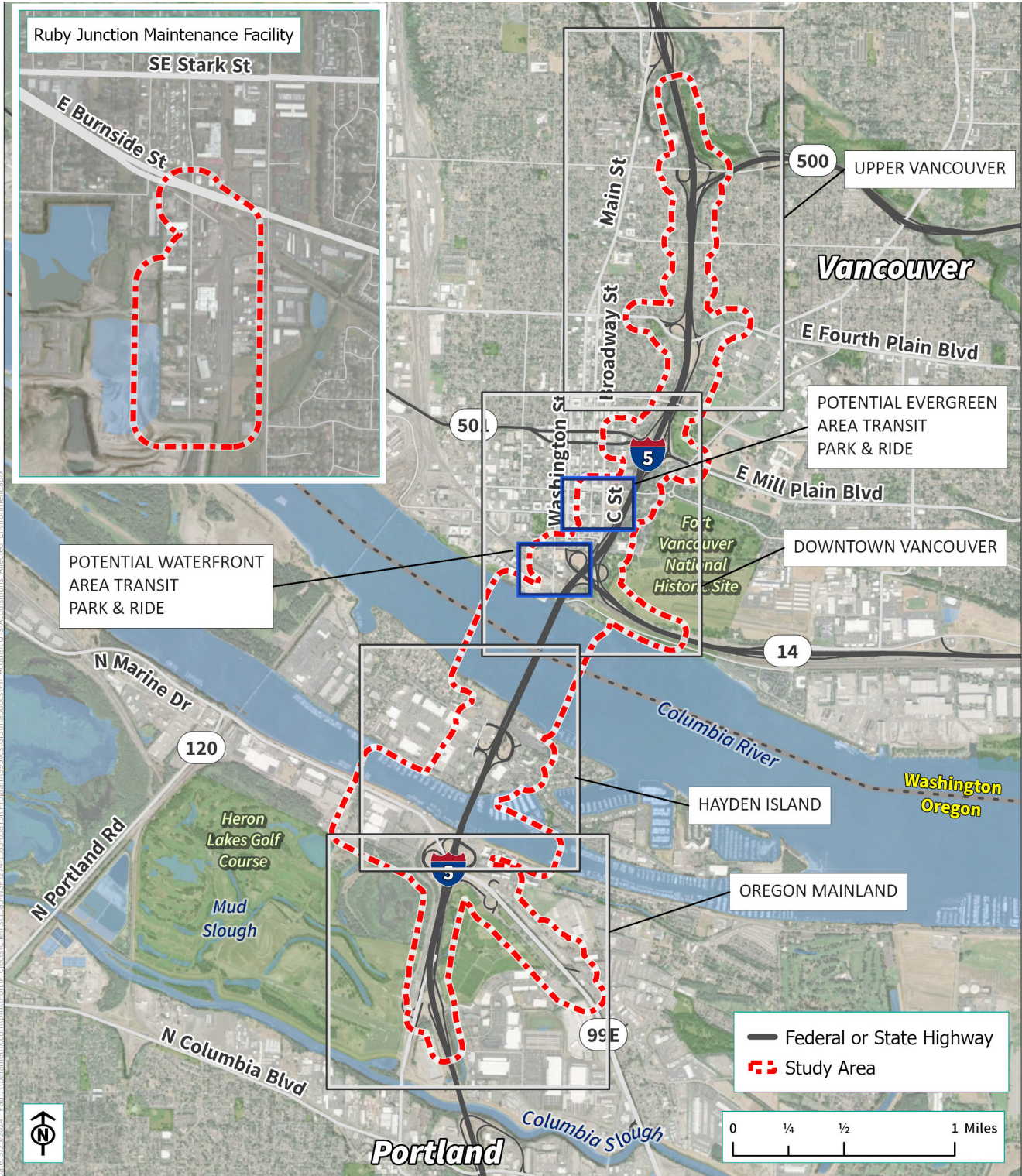
According to the Regional Multiple Listing Service, in July 2023 the Portland area (including Oregon suburbs but excluding communities in Washington) had a 2.5-month supply of homes for sale and a year-to-date median home sale price of \$532,000. In the same month, Clark County had a 1.7-month home supply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



Figure 3.3-1. Primary Study Area and Subareas



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.

## 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 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 Maintenance Facility 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 Effects

#### 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)<sup>1</sup> or in the air (airspace),<sup>2</sup> 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 and partial acquisitions 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.<sup>3</sup>

Construction and long-term operation and maintenance of the Modified LPA, including all design options, would permanently acquire approximately 47 acres of property, including approximately 4.3 acres in permanent subsurface easements, which are required for the potential installation of tie-back anchors associated with retaining walls. Under the Modified LPA with all design options, except the I-5 westward shift, this permanent property acquisition would be from a total of 178 parcels, with 46 full acquisitions and 132 partial acquisitions (Table 3.3-2 and Table 3.3-3). The I-5 westward shift would result in one less total acquisition. 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.

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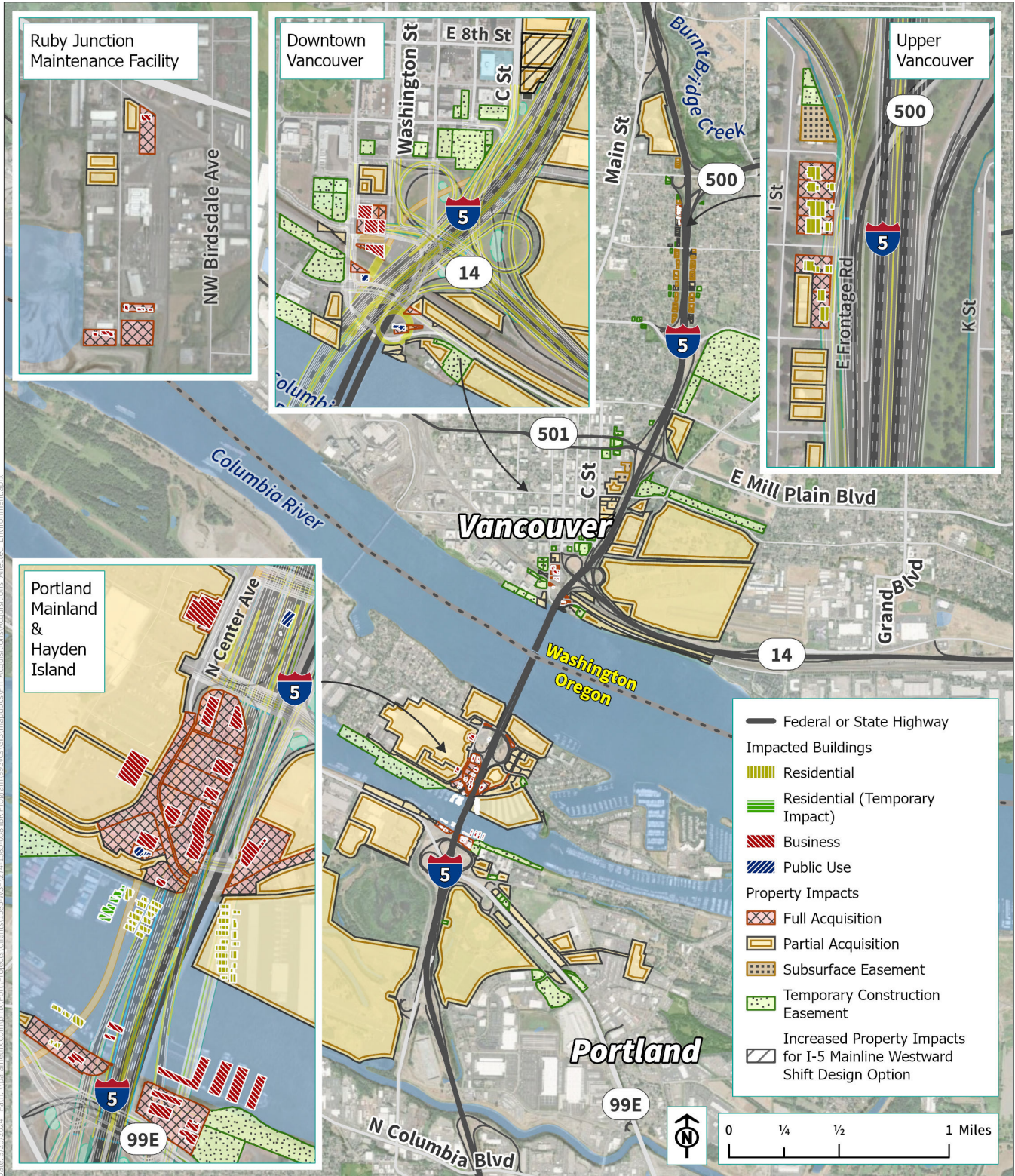
<sup>1</sup> Subsurface lease requirements are preliminary and will be updated prior to construction.

<sup>2</sup> Airspace leases have not been determined but will be identified prior to construction.

<sup>3</sup> 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.



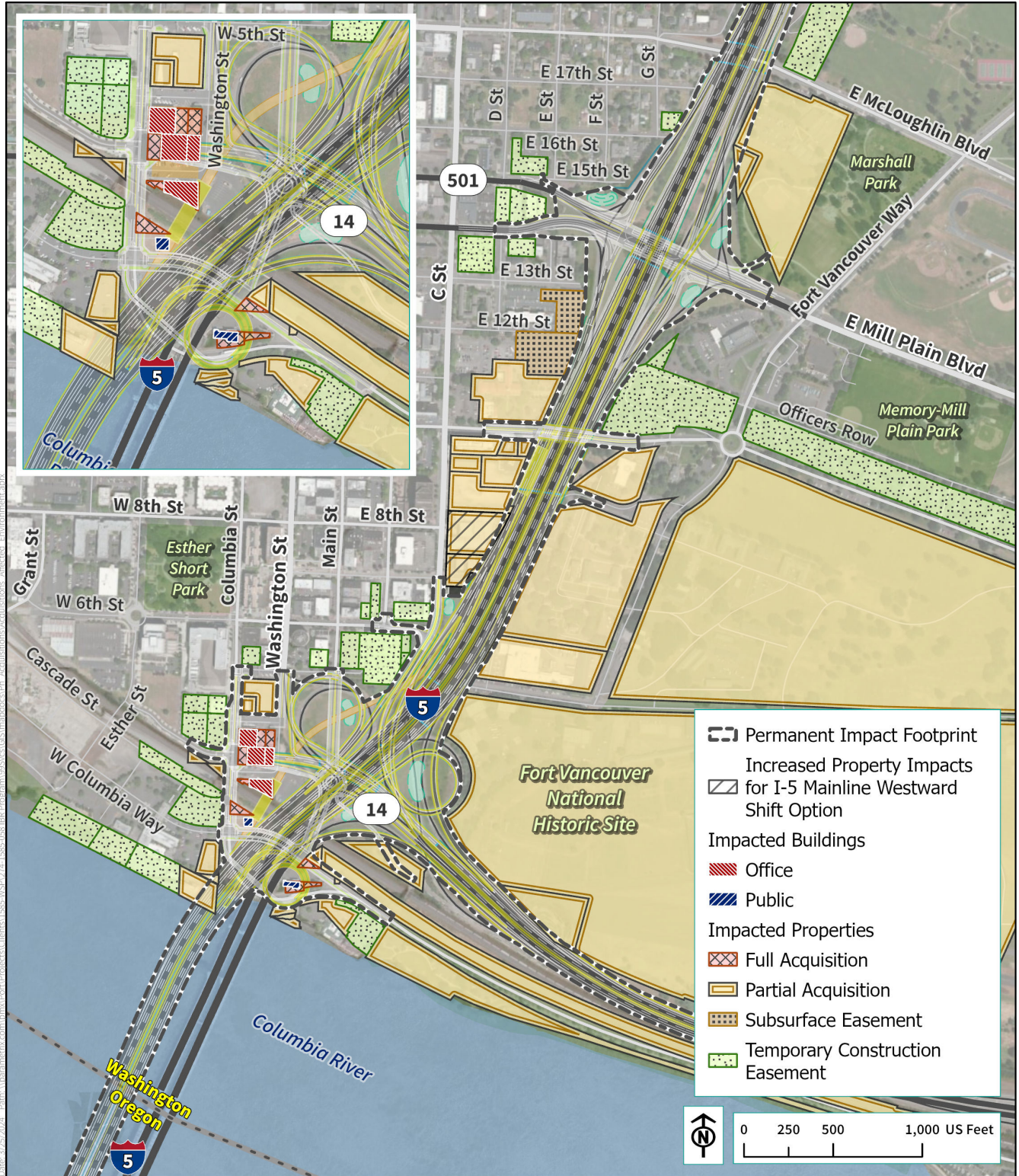
Figure 3.3-2. Potential Property Acquisitions



Note: All design options would have similar impacts except the I-5 westward shift option. The increased property impacts associated with the I-5 westward shift option are denoted with a diagonal cross-hatched overlay, as shown in the legend. More detail is visible in Figure 3.3-3.



Figure 3.3-3. Detail of Property Acquisitions in Downtown Vancouver



Note: All design options would have similar impacts except the I-5 westward shift option. The increased property impacts associated with the I-5 westward shift option are denoted with a diagonal cross-hatched overlay, as shown in the legend.

Table 3.3-2. Summary of Permanent Property Acquisitions and Displacements for the Modified LPA in Oregon

| Property Acquisition and Displacements          | Type                              | Modified LPA Totals <sup>a,b</sup> |
|---|-----------------------------------|------------------------------------|
| Parcels (count)                                 | Full Acquisitions                 | 25                                 |
|   | Partial Acquisitions              | 43                                 |
|   | <b>Total</b>                      | <b>68</b>                          |
| Displacement: Residential (number of dwellings) | Single-family                     | 36                                 |
|   | Multifamily                       | 0                                  |
| Displacement: Commercial (number of businesses) | Retail, Services                  | 23                                 |
|   | Office, Professional, Healthcare  | 1                                  |
|   | Lodging                           | 0                                  |
|   | Other <sup>c</sup>                | 2                                  |
| Displacement: Public Use (number of sites)      | Public Service with Employees     | 0                                  |
|   | Religious/Community Center        | 0                                  |
|   | Park, Historic Site, Museum       | 0                                  |
|   | School                            | 0                                  |
| Permanent Acquisitions                          | Area Acquired                     | 36.5 acres                         |
| Permanent Easements                             | Subsurface Easements <sup>d</sup> | 0.1 acres                          |
|   | Property Easements <sup>e</sup>   | 0 acres                            |
| Total of Permanent Acquisitions and Easements   | <b>Total Area Acquired</b>        | <b>36.6 acres</b>                  |

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 or City-owned right of way.

c Includes a billboard at the Marine Drive interchange and a cellular phone tower.

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.

LPA = locally preferred alternative

Table 3.3-3. Summary of Permanent Property Acquisitions and Displacements for the No-Build Alternative and the Modified LPA in Washington

| Property Acquisitions and Displacements              | Type                              | No-Build | Modified LPA with Double-Deck Fixed-Span Configuration, One Auxiliary Lane, C Street Ramps, Centered I-5 <sup>a,b</sup> | Modified LPA with Double-Deck Fixed-Span Configuration, One Auxiliary Lane, Centered I-5, without C Street Ramps | Modified LPA with Double-Deck Fixed-Span Configuration, One Auxiliary Lane, C Street Ramps, I-5 Westward Shift <sup>a,b</sup> | Modified LPA with Double-Deck Fixed-Span Configuration, Two Auxiliary Lanes, C Street Ramps, Centered I-5 <sup>c</sup> | Modified LPA with Single-Level <sup>d</sup> Fixed-Span or Movable-Span Configuration, One Auxiliary Lane, C Street Ramps, Centered I-5 <sup>e</sup> |
|--|-----------------------------------|----------|---|--|---|--|---|
| Parcels (count)                                      | Full Acquisitions                 | 0        | 21  | 21   | 23  | 21   | 21  |
|  | Partial Acquisitions <sup>f</sup> | 0        | 89  | 89   | 86  | 89   | 89  |
|  | <b>Total</b>                      | <b>0</b> | <b>110</b>  | <b>110</b>   | <b>109</b>  | <b>110</b>   | <b>110</b>  |
| Displacement: Residential (number of dwelling units) | Single-family                     | 0        | 7   | 7  | 7   | 7  | 7   |
|  | Multifamily                       | 0        | 0   | 0  | 33  | 0  | 0   |
| Displacement: Commercial (number of businesses)      | Retail/Services                   | 0        | 0   | 0  | 3   | 0  | 0   |
|  | Office/ Professional/ Healthcare  | 0        | 10  | 10   | 10  | 10   | 10  |
|  | Lodging                           | 0        | 0   | 0  | 0   | 0  | 0   |
|  | Other                             | 0        | 0   | 0  | 0   | 0  | 0   |
| Displacement: Public Use (number of sites)           | Public Service with Employees     | 0        | 1   | 1  | 1   | 1  | 1   |
|  | Religious/Community Center        | 0        | 0   | 0  | 0   | 0  | 0   |
|  | Park/Historic Site/ Museum        | 0        | 0   | 0  | 0   | 0  | 0   |
|  | School                            | 0        | 0   | 0  | 0   | 0  | 0   |
| Permanent Acquisitions                               | Area Acquired                     | 0        | 5.4 acres   | 5.4 acres  | 6.3 acres   | 5.5 acres  | 5.7 acres   |



| Property Acquisitions and Displacements                    | Type                              | No-Build | Modified LPA with Double-Deck Fixed-Span Configuration, One Auxiliary Lane, C Street Ramps, Centered I-5 <sup>a,b</sup> | Modified LPA with Double-Deck Fixed-Span Configuration, One Auxiliary Lane, Centered I-5, without C Street Ramps | Modified LPA with Double-Deck Fixed-Span Configuration, One Auxiliary Lane, C Street Ramps, I-5 Westward Shift <sup>a,b</sup> | Modified LPA with Double-Deck Fixed-Span Configuration, Two Auxiliary Lanes, C Street Ramps, Centered I-5 <sup>c</sup> | Modified LPA with Single-Level <sup>d</sup> Fixed-Span or Movable-Span Configuration, One Auxiliary Lane, C Street Ramps, Centered I-5 <sup>e</sup> |
|--|-----------------------------------|----------|---|--|---|--|---|
| Permanent Easements  | Airspace Easements <sup>g</sup>   | 0        | Less than 1 acre  | Less than 1 acre   | Less than 1 acre  | Less than 1 acre   | Less than 1 acre  |
|  | Subsurface Easements <sup>h</sup> | 0        | 4.2 acres   | 4.2 acres  | 3.6 acres   | 4.2 acres  | 4.2 acres   |
|  | Property Easements                | 0        | 0 acres   | 0 acres  | 0 acres   | 0 acres  | 0 acres   |
| Total of Permanent Acquisitions and Easements <sup>i</sup> | <b>Total Area Acquired</b>        | <b>0</b> | <b>10.6 acres</b>   | <b>10.6 acres</b>  | <b>10.9 acres</b>   | <b>10.7 acres</b>  | <b>10.9 acres</b>   |

- 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 or City-owned right of way.
- c If coupled with the I-5 westward shift and a single-level fixed- or movable-span configuration, the two auxiliary lane option could require up to 11.1 acres of permanent acquisitions and easements.
- d A single-level fixed-span or movable-span configuration would require partial acquisition of 0.2 acres from properties at the bridge approaches that would not be acquired with a double-deck bridge configuration.
- e Reflects impacts for both the single-level fixed-span and movable-span configurations, regardless of bridge type.
- f Properties requiring subsurface easements are included in the count of partial acquisitions.
- g Airspace easements have been rounded up to 1 acre.
- h Subsurface easement requirements are preliminary and will be updated prior to construction.
- i The inclusion of the park-and-ride options would result in up to 1.5 additional acres of permanent acquisitions and easements at the Waterfront Park and Ride facility (Site 3) and up to 3.16 additional acres of permanent acquisitions and easements at the Evergreen Park and Ride facility (Site 1).

Aux = auxiliary; LPA = locally preferred alternative

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

- The Modified LPA with double-deck bridge configuration, one auxiliary lane, with or without the C Street ramps, and centered I-5 would result in a total of 10.6 acres of permanent acquisitions and easements.
- The Modified LPA with two auxiliary lanes would require an additional 0.1 acres of permanent acquisition from the Fort Vancouver property on the east side of I-5 beyond what would be needed for the option with one auxiliary lane. The total permanent acquisition and easement area would be 10.7 acres. If coupled with the I-5 westward shift and a single-level fixed-span or movable-span configuration (regardless of bridge type), the Modified LPA with two auxiliary lanes could require up to 11.1 acres of permanent acquisitions and easements, which would be the highest-impact combination of the design options. The inclusion of the park-and-ride options would result in up to 1.5 additional acres of permanent acquisitions and easements at the Waterfront Park and Ride facility (Site 3) and up to 3.16 additional acres of permanent acquisitions and easements at the Evergreen Park and Ride facility (Site 1).
- The Modified LPA with a single-level fixed-span or movable-span configuration, regardless of bridge type, would require partial acquisition of 0.2 acres from properties at the bridge approaches that would not be acquired with a double-deck bridge configuration. Total permanent acquisitions and easements for this option would be 10.9 acres.
- In downtown Vancouver, the Modified LPA with I-5 mainline shift west would require the permanent acquisition of additional properties and associated displacements beyond those identified for the centered I-5 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 10.9 acres.

As described in Chapter 2, there are three site options for a new park and ride facility near the proposed Waterfront Station. Two of these sites (Sites 2 and 3) would require the acquisition of additional property beyond that needed for the highway and transit facilities. Site 2 would require full acquisition of one commercial parcel and no displacements. Site 3 would require full acquisition of four commercial parcels and displacement of one business. Site 1 would not require any acquisitions or displacements. Property impacts associated with the Waterfront Station park-and-ride options are shown in Table 3.3-4 and are in addition to the impacts identified in Table 3.3-3.

Two site options are being considered for a new park-and-ride facility near the proposed Evergreen Station. One of these sites (Site 1) would make use of an existing parking structure through a lease agreement; it would require the full acquisition of five commercial properties adjacent to the Vancouver Community Library, but no displacements. Site 2 would not require any acquisitions or displacements. Property acquisitions associated with the Evergreen Station park-and-ride facility are shown in Table 3.3-5 and are in addition to the impacts identified in Table 3.3-3.

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, Potential Avoidance, Minimization, and Mitigation Measures. Several types of properties or businesses may be difficult to relocate based on location and/or property type. These include small restaurants and taverns on Hayden Island, which rely on local patronage and may be difficult to reestablish elsewhere, as well as marine-oriented businesses adjacent to North Portland Harbor that require a waterfront location. Floating homes may also be difficult to relocate due to limited nearby moorage opportunities.



Table 3.3-4. Summary of Permanent Property Acquisitions and Displacements for the Waterfront Park-and-Ride Facility in Downtown Vancouver

| Property Acquisitions and Displacements       | Type                              | Site 1 <sup>a,b,c</sup> | Site 2 <sup>a,b</sup> | Site 3 <sup>a,b</sup> |
|---|-----------------------------------|-------------------------|-----------------------|-----------------------|
| Parcels (count)                               | Full Acquisitions                 | 0                       | 1                     | 4                     |
|   | Partial Acquisitions              | 0                       | 0                     | 0                     |
|   | <b>Total</b>                      | <b>0</b>                | <b>1</b>              | <b>4</b>              |
| Displacement of Use                           | Residential                       | 0 units                 | 0 units               | 0 units               |
|   | Office/Professional/Healthcare    | 0 businesses            | 0 businesses          | 1 business            |
| Permanent Acquisitions                        | Area Acquired                     | 0 acres                 | 0.1 acres             | 1.5 acres             |
| Permanent Easements                           | Property Easements <sup>d,e</sup> | 0 acres                 | 0 acres               | 0 acres               |
| Total of Permanent Acquisitions and Easements | <b>Total Area Acquired</b>        | <b>0 acres</b>          | <b>0.1 acres</b>      | <b>1.5 acres</b>      |

- 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 or City-owned right of way.
- c Properties associated with Site 1 would be affected by IBR Program roadway and pedestrian improvements regardless of whether the site is developed as a park and ride.
- d Airspace easements have not been determined but will be identified prior to construction.
- e Subsurface easement requirements are preliminary and will be updated prior to construction.

Table 3.3-5. Summary of Permanent Property Acquisitions and Displacements for the Evergreen Park-and-Ride Facility in Downtown Vancouver

| Property Acquisitions and Displacements | Type                              | Site 1 <sup>a,b,c</sup> | Site 2 <sup>a,b,d</sup> |
|---|-----------------------------------|-------------------------|-------------------------|
| Parcels (count)                         | Full Acquisitions                 | 5                       | 0                       |
|   | Partial Acquisitions              | 0                       | 0                       |
|   | <b>Total</b>                      | <b>5</b>                | <b>0</b>                |
| Displacement of Use                     | Residential/Commercial            | None                    | None                    |
| Permanent Acquisitions                  | Area Acquired                     | 3.16 acres              | 0 acres                 |
| Permanent Easements                     | Property Easements <sup>e,f</sup> | 0 acres                 | 0 acres                 |

| Property Acquisitions and Displacements       | Type                       | Site 1 <sup>a,b,c</sup> | Site 2 <sup>a,b,d</sup> |
|---|----------------------------|-------------------------|-------------------------|
| Total of Permanent Acquisitions and Easements | <b>Total Area Acquired</b> | <b>3.16 acres</b>       | <b>0 acres</b>          |

- 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 or City-owned right of way.
- c Properties associated with Site 1 would be developed as a joint venture between the IBR Program and the City of Vancouver.
- d The existing parking structure would be used via lease with the existing owner.
- e Subsurface easement requirements are preliminary and will be updated prior to construction.
- f Airspace easements have not been determined but will be identified prior to construction.

- **Floating Homes in North Portland Harbor.** Up to 35 floating homes in North Portland Harbor would be displaced by the Modified LPA. Floating homes would be treated as personal property and would be relocated to moorages within the area if available. If the relocation study determines that sufficient replacement sites are not available, the floating homes would be purchased at fair market value and the 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 15 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.
- **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.** Three light industrial businesses would be displaced by the Ruby Junction Maintenance Facility 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. As this land is already owned by the DOTs, it is not counted as an acquisition in the total acreage requirements, although the displacement of the publicly owned facilities is included and disclosed in this document.

The Acquisitions and Displacements Technical Report includes more information on relocation considerations for various property types.



### 3.3.4 Temporary 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 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.

#### 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

##### Construction Easements

Construction easements beyond the permanent acquisitions and displacements reported in Section 3.3.3, Long-Term Benefits and 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. 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

| State               | Residential Properties | Commercial and Industrial Properties | Public Properties | Vacant/Parking Properties | Total Properties |
|---------------------|------------------------|--------------------------------------|-------------------|---------------------------|------------------|
| Oregon <sup>a</sup> | 1                      | 8                                    | 3                 | 3                         | <b>15</b>        |
| Washington          | 35                     | 16                                   | 11                | 9                         | <b>71</b>        |

a Expansion at the Ruby Junction Maintenance Facility would not require temporary construction easements.

##### 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. Two sites have been identified as possible major staging areas, including a former I-5 WSDOT rest area (5 acres) and the vacant Thunderbird Hotel site on Hayden Island (3.5 acres).

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 type 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 Indirect Effects

Regardless of the design options selected, land uses and properties not directly impacted by the Modified LPA could experience indirect effects. Project elements such as realigned streets, active transportation improvements, and the addition of light-rail could change the viability of and demand for uses within and around the project footprint. Examples of such indirect 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 in 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. Indirect impacts to property could also occur during project construction as a result of road closures, noise, or other construction activities. Properties directly adjacent to acquired properties and to areas of active construction would be most likely to experience these types of impacts.

For additional information on potential Program-related indirect effects, see the Land Use and Economic Activity, Visual Quality, Parks and Recreation, and Noise and Vibration sections of this Draft SEIS.

### 3.3.6 Potential Avoidance, Minimization, and Mitigation Measures

#### Long-Term Effects

##### *Regulatory Requirements*

Where property acquisition and residential or business displacements are unavoidable, those affected would receive compensation and relocation assistance from ODOT or WSDOT, depending on location. Property would be purchased at fair market value, and residential occupants displaced by the Modified LPA would be provided decent, safe, and sanitary replacement housing. Displaced households and businesses would be relocated per the Uniform Relocation and Real Property Acquisitions Policies Act of 1970, as amended (see sidebar). The Acquisitions and Displacements Technical Report includes more information on the provisions of the Uniform Act and the processes used to value properties and provide relocation assistance.

The Uniform Act provides measures to minimize the hardships of relocation for the occupants. For example, individuals cannot be displaced from their residences unless a comparable replacement residence is available, and individuals cannot be required to move less than 90 days after an offer to purchase has been made. Homeowners and tenants may receive payments for moving expenses and, if necessary, the increased cost of replacement housing. Businesses are also eligible for moving expenses and certain costs to reestablish their businesses. In addition, displaced individuals are offered advisory services to help them successfully relocate. This includes assistance in determining relocation needs, information concerning replacement properties, and timely written notifications of payment eligibility.

After the issuance of the Record of Decision for the SEIS, a Relocation Acquisition Management Plan would be prepared. The Relocation Acquisition Management Plan would contain a detailed analysis of available replacement properties and means for providing replacement housing for residential occupants displaced by the Modified LPA.

#### Providing Relocation Assistance

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act) provides important protections and assistance for people affected by federally funded projects. Congress enacted it to ensure that people whose real property is acquired, or who have to move as a result of projects receiving federal funds, are treated fairly and equitably and receive assistance in moving from the property they occupy. The IBR Program and all project partners will follow the requirements of this act.



***Program-Specific Mitigation***

No Program-specific mitigation measures are proposed for long-term effects related to property acquisitions and displacements.

**Temporary Effects*****Regulatory Requirements***

There are no specific regulatory requirements for mitigation of temporary property impacts.

***Program-Specific Mitigation***

As design progresses, the IBR Program would develop approaches to managing temporary construction easements as part of the overall right-of-way plan. The plan would identify measures that contractors would take to avoid, minimize, and mitigate impacts to property temporarily used for construction. Program-specific measures that may be included in the plan to minimize and mitigate for temporary effects related to property acquisition and displacements include:

- Mitigation for construction easements could include payment to property owners in exchange for the use of their property during construction. For example, one method for compensation would be to pay the equivalent of a rental based on the property valuation. Site impacts from temporary construction uses would be restored or compensated according to fair market or contributory value.
- Mitigation may be needed in areas where construction of the Modified LPA could block or impede access to residences or businesses. Continued access to properties during construction would be maintained to the extent possible. Specific provisions may include signage to let the public know that businesses are open and conducting construction during non-peak business hours.