HAAB MEETING
MARCH 12, 2024
RESPONSES TO QUESTIONS

ODOT has ownership over land on the cover, how will that work?

ODOT will construct the highway cover as part of the Project, and the City of Portland will lead the process to define what is ultimately built on the new land created by the Project's highway cover and will lead the future highway cover land use programming and development processes. New land created on the highway cover will remain under ODOT ownership. Future air-right leases are the planned mechanism to convey the right to build on the cover. Any future real estate or open space development on top of the cover would require executing long-term air rights and lease agreements, and any such actions or decisions would be subject at all times to applicable local, state, and federal laws.

In addition to the land on the highway cover, there is land adjacent to the highway cover that ODOT does not currently own but will purchase for the construction staging of the project. When project construction is complete, some of this land, plus some land currently owned by ODOT, may become surplus. Surplus land off the highway cover has the potential for transfer of ownership to other public agencies or private entities, following federal and state procedures.

On March 14, 2024 the Oregon Transportation Commission passed a resolution that directed ODOT to establish and implement a work plan, in collaboration with Albina Vision Trust, to explore options for the future highway cover governance and future ownership. This work plan also will be informed by the Historic Albina Advisory Board.

Governance tools and agreement mechanisms will be a separate work activity that will require extensive coordination between ODOT (as advised by the HAAB), the City, and other project partners.

Will the cover be earthquake-proof?

The new cover is designed to meet modern earthquake standards, which would make it more resilient than existing bridges to large quakes, including a Cascadia Subduction Zone earthquake.

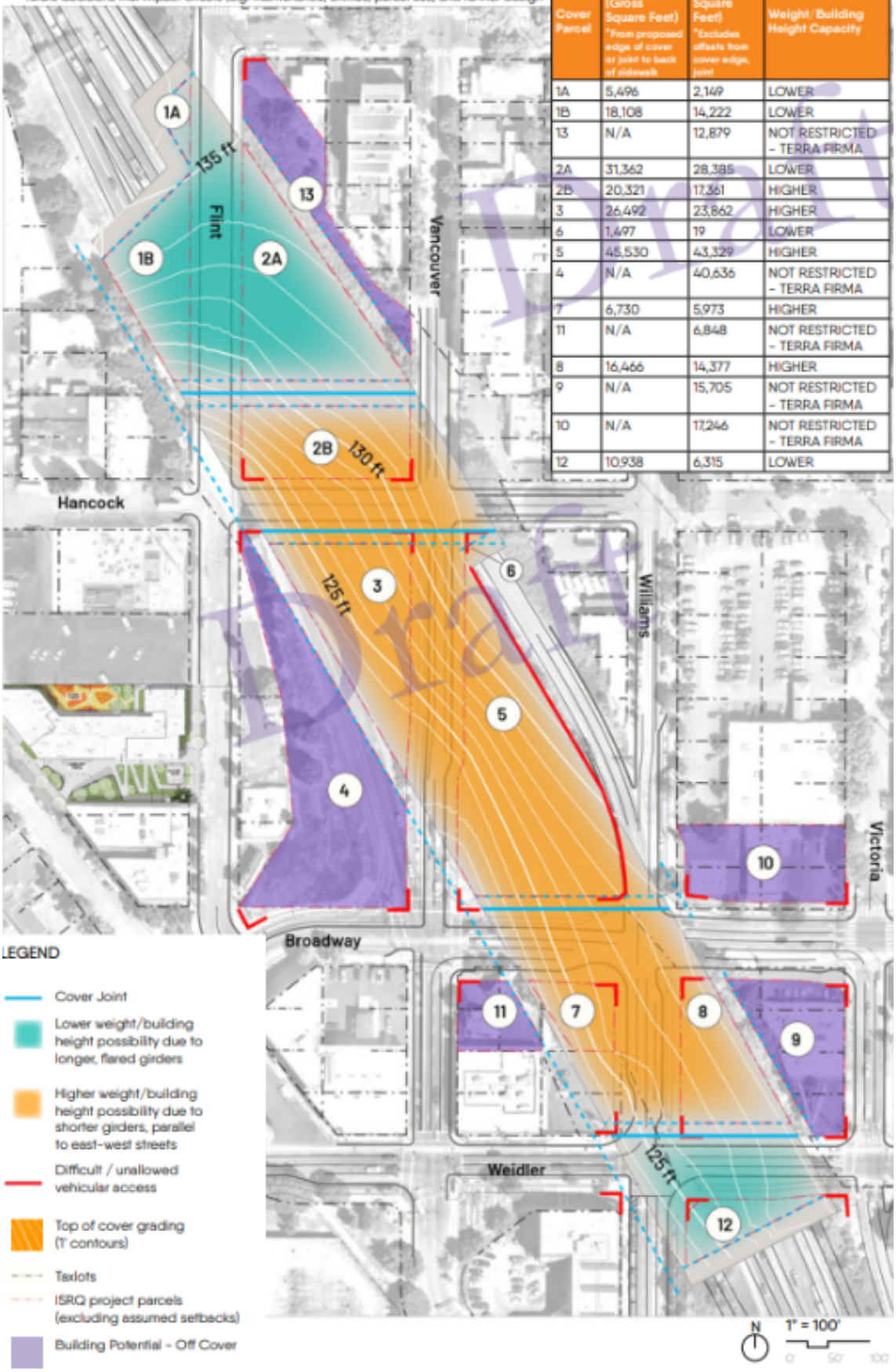
What would be the estimated number and height of buildings that could be built on the cover? What is the developable square footage for the 1 and 3 story portions of the cover?

Once built, the highway cover will be able to support development opportunities and buildings from one to three stories, depending on the final design. The total number of buildings the cover could accommodate is not known at this time as plans for development on top of the cover will occur at a later phase of the project. The number of buildings will be determined by multiple factors including proposed building footprints and zoning regulations at the time of development.

The cover capacity illustration below shows potential parcels and square footage. This is an estimated area based on initial assumptions and recommendations and is subject to change as design progresses. The 3rd column in the table (estimated area, net square feet) shows the square footage area where buildings could theoretically be placed within the constraints described and considered to date, if those areas were completely covered with buildings. Permitting and land use requirements may dictate if each parcel could be built out to its maximum – this would be determined in the future building development process led by the City of Portland.

*Estimated area based on initial assumptions and recommendations, subject to change based on future decisions that impact offsets (e.g. maintenance, utilities, parcel use) and further design

Cover Parcel	Estimated Area (Gross Square Feet) *From proposed edge of cover or joint to back of sidewalk	Estimated Area (Net Square Feet) *Excludes offsets from cover edge, joint	Weight/Building Height Capacity
1A	5,496	2,149	LOWER
1B	18,108	14,222	LOWER
13	N/A	12,879	NOT RESTRICTED - TERRA FIRMA
2A	31,362	28,385	LOWER
2B	20,321	17,361	HIGHER
3	26,492	23,862	HIGHER
6	1,497	19	LOWER
5	45,530	43,329	HIGHER
4	N/A	40,636	NOT RESTRICTED - TERRA FIRMA
7	6,730	5,973	HIGHER
11	N/A	6,848	NOT RESTRICTED - TERRA FIRMA
8	16,466	14,377	HIGHER
9	N/A	15,705	NOT RESTRICTED - TERRA FIRMA
10	N/A	17,246	NOT RESTRICTED - TERRA FIRMA
12	10,938	6,315	LOWER



LEGEND

- Cover Joint
- Lower weight/building height possibility due to longer, flared girders
- Higher weight/building height possibility due to shorter girders, parallel to east-west streets
- Difficult / unallowed vehicular access
- Top of cover grading (1' contours)
- Taxlots
- I5RQ project parcels (excluding assumed setbacks)
- Building Potential - Off Cover

Draft

I-5 ROSE QUARTER IMPROVEMENT PROJECT

What is the percentage of greenspace versus buildings on the cover?

The percentage and types of greenspace and buildings on the cover have not yet been determined. The process of designing the highway cover – including near- and long-term land uses – will continue to incorporate input from the Black and historic Albina community through guidance from the Project's Historic Albina Advisory Board.

Would narrowing the highway shoulder or eliminating the auxiliary lanes reduce the cost and complexity of the cover?

The purpose of the I-5 Rose Quarter Improvement Project is to improve safety and congestion where three major interstates converge, with a goal to support reconnection of the Albina neighborhood through the construction of a highway cover over a portion of I-5. The project's auxiliary lanes and shoulders are key to achieving this purpose and are part of the project for which the Federal Highway Administration approved during the environmental review phase. In 2021 (during the Independent Cover Assessment process), the proposed I-5 shoulder widths were reduced as part of the "Hybrid 3" cover concept, which was determined best to meet community goals.

Further reducing the shoulder widths and eliminating the auxiliary lanes would degrade the safety and operational benefits of the project and would no longer achieve the project's federally-approved purpose. As the project includes all elements (e.g., the I-5 mainline improvements and the highway cover), the project team has not prepared a cost estimate that further reduces the shoulders or eliminates the auxiliary lanes. While it's possible this could reduce the cost of the highway cover, it would not be expected to result in an order of magnitude cost reduction because the highway cover structure would still need to be built with the same girders and foundations to support future buildings on top, and the complexity to build the highway cover in the highly urban environment would still remain.

What type of advanced technologies will be considered during this project?

We've heard interest in advanced technologies such as kinetic energy capture in the bridges and pavement. Typically, these types of emerging technologies provide benefits and also come at an additional cost. This will need further discussion as design progresses and would be part of a post 30% design level.