

WELCOME!

HISTORIC ALBINA ADVISORY BOARD (HAAB) MEETING

- *Choose your phone or computer speakers/microphone for audio. If you use your phone, please mute your computer speakers to prevent sound feedback.*
- *HAAB members will be muted at the start of the meeting and when not speaking.*
- *This meeting is being live captioned. Public observers will remain muted. To provide public comment, please be ready to dial: (971) 247-1195.*
- *If you experience technical difficulties, call or text (503) 479-8674 and assistance will be provided as soon as possible. Thanks!*





Agenda

- » Welcome, Introduction, Agenda Review
- » Public Comment
- » Committee Updates
- » Independent Cover Assessment: Workshop #2 Outreach and Online Open House
- » Project Updates
 - » Air Quality Recap
 - » Planning History – The Baseline Explained
- » Project Brand Identity Options
- » Next Steps



7 Principles of Agreement

1. Your voice matters
2. Speak your truth
3. Listen for understanding
4. Deal with issues not with people
5. Experience discomfort
6. Remain respectfully engaged
7. Expect & accept non-closure

PUBLIC COMMENT





Public Comment

- » Raise your hand if you wish to make a public comment
- » Please mute your computer to avoid background noise
- » Focus your comments on today's meeting topics
- » Speakers will have up to 1 minute for their comment and muted at "time"
- » To provide more extensive comments, see options on page 1 of your agenda

To make a live comment via phone, dial: 971-247-1195

Meeting ID:

821 7083 5536

Passcode: 147631

1. Dial *9 to raise your hand.
2. After you are invited to speak, dial *6 to unmute yourself.

COMMITTEE UPDATES





Community Oversight Advisory Committee

- Diversity Plan
 - Review schedule: development in 2021
 - Members will review and comment on plan
- Subcontracting and Workforce Opportunities



Executive Steering Committee

- Project Updates
 - I-5 Mainline Design Overview
 - Air Quality Recap
- Portland Public Schools Update
- Independent Highway Cover Assessment
 - Work Session #1 Recap
 - Work Session #2 Preview

Q&A

DISCUSSION



April 6,
2021

HAAB
Meeting

ODOT // I-5 Rose Quarter Improvement Project

Independent Cover Assessment

ZGF

**INDEPENDENT
COVER ASSESSMENT** **I-5 ROSE QUARTER
IMPROVEMENT PROJECT**

Work Session 1

Goals and Process

- **Goal:** Listen/Assess
- **Theme:** “How can highway covers support the community’s vision for neighborhood revitalization and provide restorative justice for the Historic Albina Community?”
- ICA’s engagement process involves 3 work sessions, each of which includes 2 community workshops, a 2-week online open house, 1 meeting with the HAAB, and 1 meeting with the ESC.

Work Session 1

Community Workshops: Participants

- Outreach to **100+** community organizations, churches, neighborhood businesses, individuals and at large stakeholders
- **48 participants**, of which 41 were Black historic community members, business owners and/or residents

Work Session 1

Community Workshops: Participants

- **8 local business owners**, 6 of whom were Black historic Albina community members
- **30 Black historic community members** recommended by community organizations, churches, individuals
- **6 Black/BIPOC community members** recommended by affordable housing providers
- **3 at-large organizations** from list reviewed with HC3 in Feb
- Group A-8, Group B-30, Group C-6, (**Group D-41**), Group E-4 = 48

Work Session 1

Online Open House Statistics

Who visited our Work Session 1 online open house?

- Had **537 visitors**, of which **203** filled out survey
- **86%** of visitors were **white** or preferred not to answer
- **4%** were **Black**, and an additional **8%** were **BIPOC**
- Over half of the visitors were **under the age of 44 (52%)**
- Only **17%** of visitors **live in the neighborhood**
- **19%** of visitors said they **used to live in neighborhood**

PROJECT UPDATES





Project Updates

- Air Quality Recap
- The Baseline Explained

AIR QUALITY RECAP



ENVIRONMENTAL ASSESSMENT





Environmental Phase

- Lead Federal Agency - Federal Highway Administration (FHWA)
- Lead State Agency - Oregon Department of Transportation (ODOT)

Cooperating Agencies

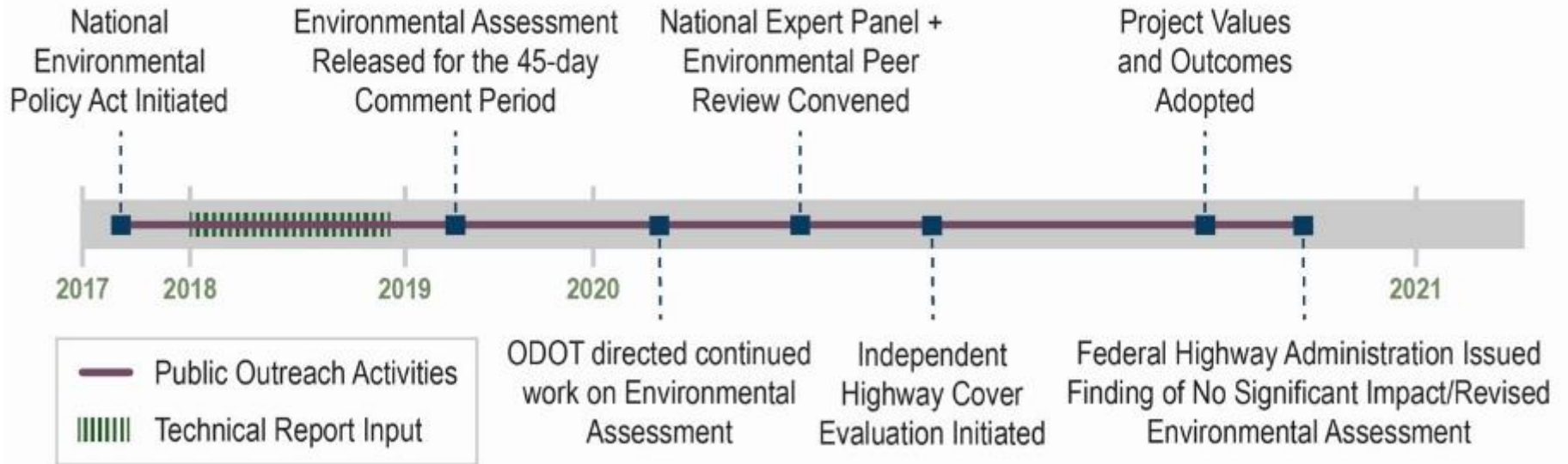
- National Marine Fisheries Services
- United States Corps of Engineers
- United States Coast Guard

Participating Agencies

- Oregon State Office of Historic Preservation
- TriMet
- Metro
- City of Portland (withdrew July 2020)
- Port of Portland
- Portland Streetcar



EA and Peer Review Timeline





Environmental Study Topics

Transportation

- Traffic Operations and Safety
- Bike and Pedestrian
- Transit
- Access Management

Environmental

- **Climate Change**
- Water Resources
- Aquatic Resources

Health

- **Air Quality**
- **Noise**
- Hazardous Materials

Heritage

- Archeological Resources
- Historic Resources
- Section 4(f)

Social

- Socioeconomics
- Environmental Justice

Built Environment

- Land Use
- Right of Way
- Utilities

Transportation

Environmental

Health

Heritage

Social

Built Environment



Environmental Assessment Key Findings

- Air quality and greenhouse gas emissions slightly improve in the area resulting from the I-5 Rose Quarter Project.
- Noise will increase in the area with and without the project.
 - Two sound walls are proposed to reduce noise at Lillis Albina Park, Harriet Tubman Middle School, and residential neighborhoods near I-5.

ENVIRONMENTAL PEER REVIEW

Report Completed May 31, 2020





Panel members



- **Song Bai, Ph.D., P.E.**, Manager, Emissions and Community Exposure Assessment, Bay Area Air Quality Management District



- **Andrew Eilbert, MS**, Physical Scientist, Environmental Measurement and Modeling Division, US Department of Transportation Volpe Center



- **Deborah Jue, MS**, Principal and CEO, Wilson Ihrig Acoustics, Noise and Vibration



Panel members



- **Dr. Beverly Scott, Ph.D.**, CEO, Beverly Scott and Associates



- **Tim Sexton, MS, MPH, AICP, ENV SP**, Assistant Commissioner, Chief Sustainability Officer, Minnesota Department of Transportation



- **Charles Shamoon, J.D.**, Assistant Counsel, New York City Department of Environmental Protection



- Panel was selected and convened by ***Grace Crunican, MBA***, Crunican LLC



Project Partner Participation

- We invited and received active participation from Portland Public Schools, City of Portland and Metro to observe panel deliberations and ask questions.
- Our invitations for active participation from Multnomah County and Albina Vision Trust were declined.



Peer Review Panel Process

1. Convened to receive briefing with Q&A from ODOT (*Project partners observed panel discussions*)
2. Provided Environmental Assessment (EA) and supporting technical reports for review
3. Ongoing Q&A during review of Environmental Assessment materials
4. Second meeting held to ask questions, get clarification and hold Panel discussion (*Project partners observed panel discussion and asked questions*)
5. Panel reached consensus on assessment and findings
6. Report drafted by Crunican and redrafted/edited by all panel members



Panel Process

Peer review guided by three key questions:

1. What was the panel's assessment of the Environmental Assessment **METHODOLOGY** used by ODOT?
2. Was the Environmental Assessment **ANALYSIS** conducted by ODOT appropriate?
3. Did the **MITIGATION** measures proposed in the Environmental Assessment adequately address the impacts identified in the analysis?

In addition, the Panel offered some unsolicited advice.



Scope of Peer Review

1. Air Quality analysis
2. Noise analysis
3. Greenhouse Gas (GHG) analysis
4. Other considerations provided by Panel



Consensus Panel Findings

1. ODOT's Environmental Assessment accurately and adequately addressed requirements for Noise and Air Quality under the National Environmental Policy Act (NEPA).
2. NEPA has no specific requirements for project-level greenhouse gas (GHG) analysis.
3. The Peer Review Panel is concerned that the construction impacts haven't been addressed yet by either ODOT or the community partners.
4. Though the process has not included construction yet, it is not too early to get those impacts documented and mitigation negotiated.
5. The panel noted several actions that could begin to address the restorative justice process and reconnect the community.



Air Quality Findings

1. ODOT properly followed US Environmental Protection Agency (EPA) and NEPA methodology.

Portland is in air quality attainment status (for CO and PM) & project-level conformity (hot-spot) analysis is not required.

- a. Because diesel particulate matter (DPM) is a serious health consideration, ODOT should have included diesel particulate matter statistics in the Environmental Assessment, though it would not have changed the conclusions.
- b. Peer reviewers recommend that ODOT evaluate diesel particulate matter impacts from construction activities.



Air Quality Findings (continued)

2. ODOT correctly analyzed long term air quality impacts.
3. ODOT properly concluded that no mitigation was required.



Noise Findings

1. The Environmental Assessment noise analysis methodology was correct.
2. The noise analysis was properly conducted, however:
 - a. ODOT could have made the report easier for a layperson to understand.
 - b. Construction noise (as opposed to the long-term noise impact of the project) has yet to be evaluated and there are many innovations in the industry that should be examined to protect the local community from construction impacts.



Noise Findings (continued)

3. The Environmental Assessment mitigation proposed for Harriet Tubman Middle School, Lillis Albina Park and the surrounding neighborhoods (sound walls 2B and 4B) are feasible and reasonable.

Suggestions to ODOT:

- a. Sound wall 2B moved closer to Harriet Tubman Middle School will provide even more protection (it would be in coordination with Portland Public Schools).
- b. Sound wall 1 was shown to reduce noise but was not cost effective. The panel suggested that an updated cost effectiveness analysis might yield another mitigation.



Noise Findings (continued)

The construction analysis provides a great opportunity for ODOT and the community to work together and consider possible mitigation opportunities, including use of:

1. The New York City noise ordinance as a guide
2. National Cooperative Highway Research Program (NCHRP) best practices
3. Quiet pavement
4. Sound attenuating drapes and cantilevered plywood tops with blankets
5. Special provisions of Section 8 of ODOT noise manual
6. Evaluation and monitoring of reflective noise
7. Permanent walls with top edge and sound absorption features



Greenhouse Gas Findings

1. ODOT went above the legal requirements of NEPA when it took greenhouse gas emissions issues into consideration.
 - The use of the MOVES model and the Infrastructure Carbon Estimator (ICE) was a good step toward capturing the greenhouse gas emissions impacts. There are no standards to follow.
2. Much of the greenhouse gas emissions analysis stems from the air quality analysis. There is no actual hard data to tie suggested actions to air quality changes.
3. No Mitigation was proposed by the panel.



Other Considerations

1. The issues raised by the partner agencies and community members need to be addressed by ODOT sitting down with these groups and working through mutual and competing goals.
2. Mitigating construction activity is critical for the community to be protected from the noise and diesel particulate matter effects of project construction.
3. Steps toward restorative justice should be taken.

Q&A

DISCUSSION



THE BASELINE EXPLAINED





Major Project Elements: Orientation



Highway Covers



Hancock Extension



Multimodal Local Street Improvements



Clackamas Pedestrian and Bicycle Crossing



Highway Zone Improvements



Highway Undercrossings



Design Team
(Tonight)



Design Team
(Tonight)

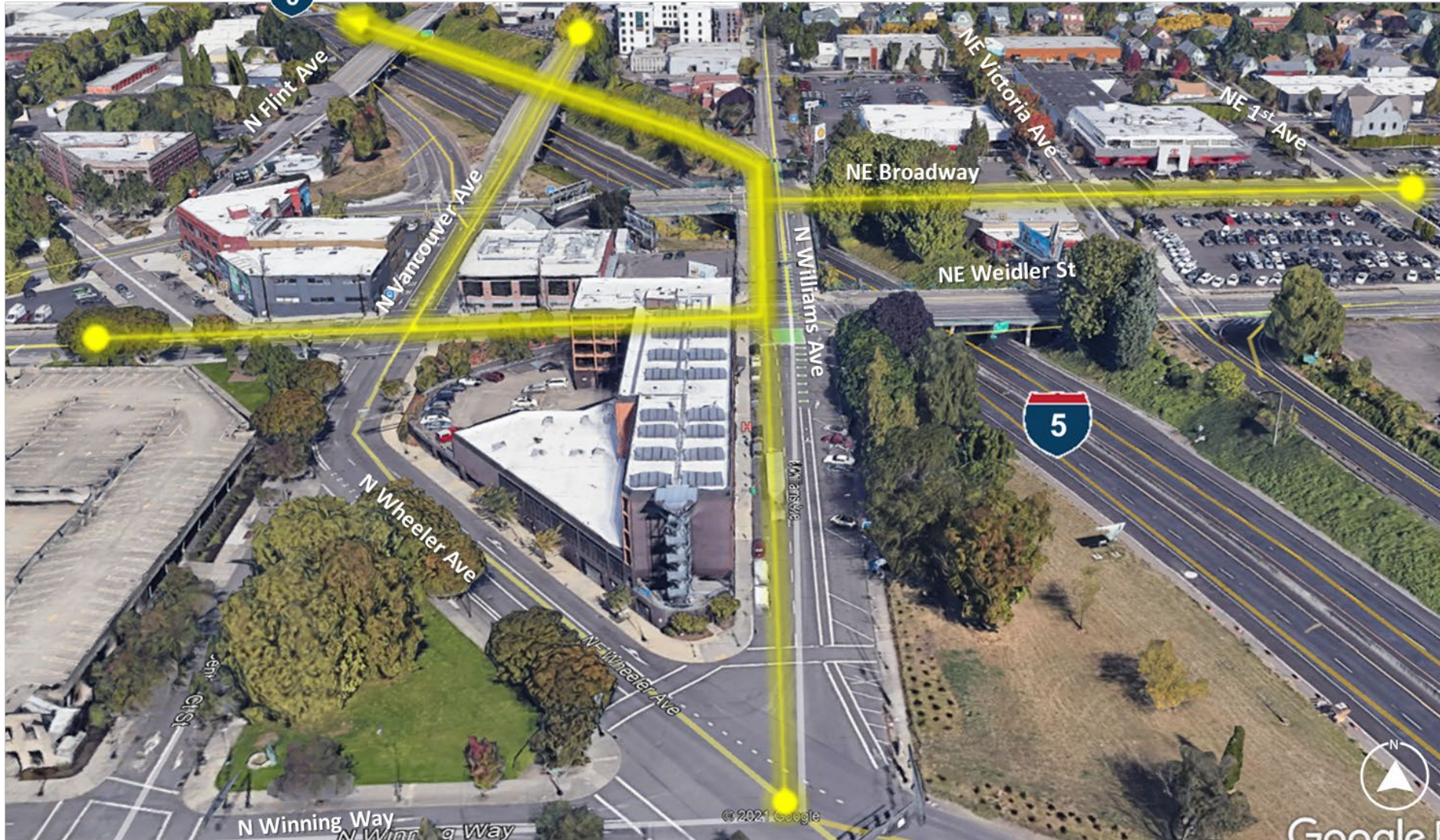
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HOW DOES THE STREET SYSTEM CHANGE IN THE BASELINE CONCEPT?






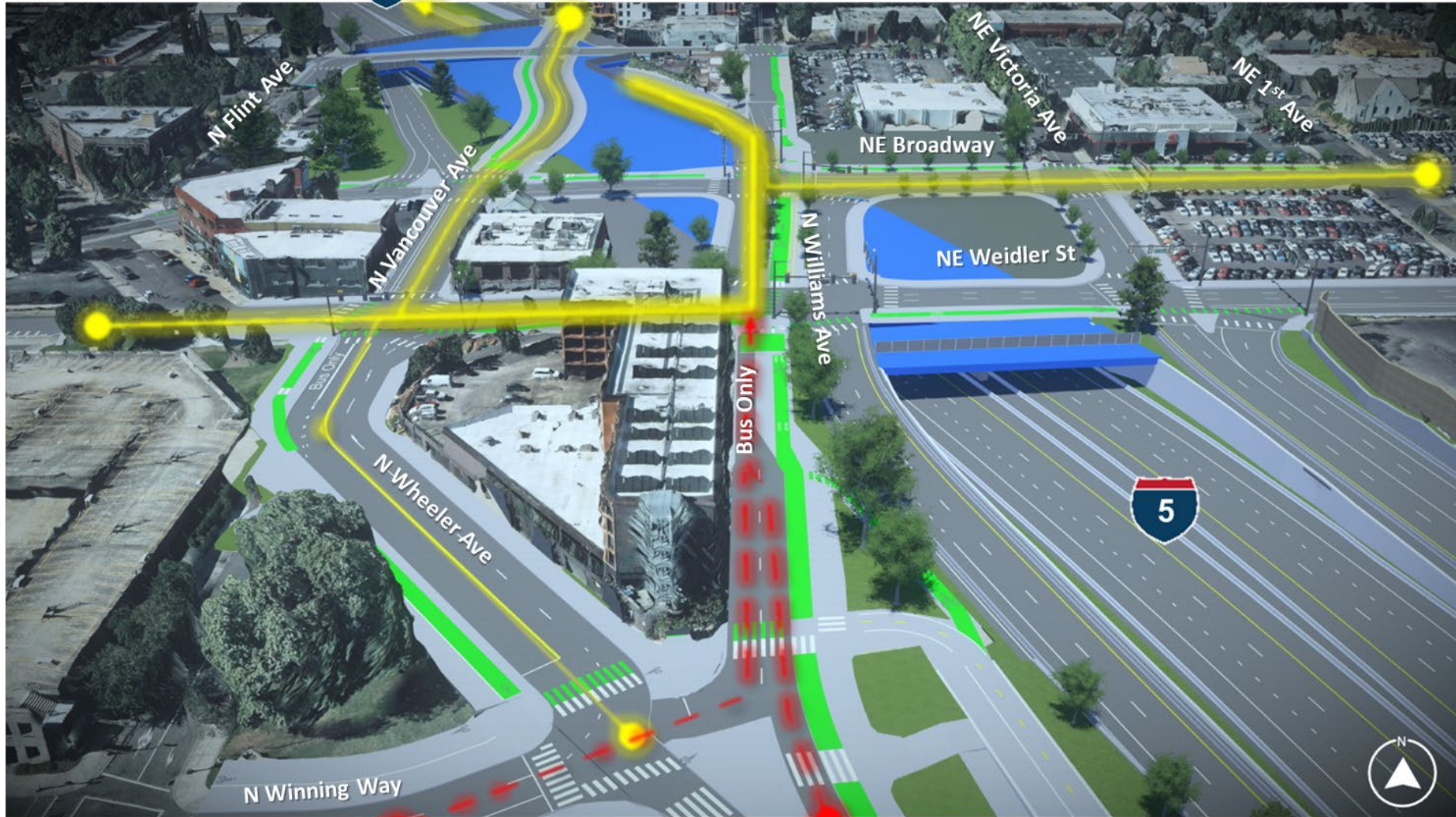
Northbound



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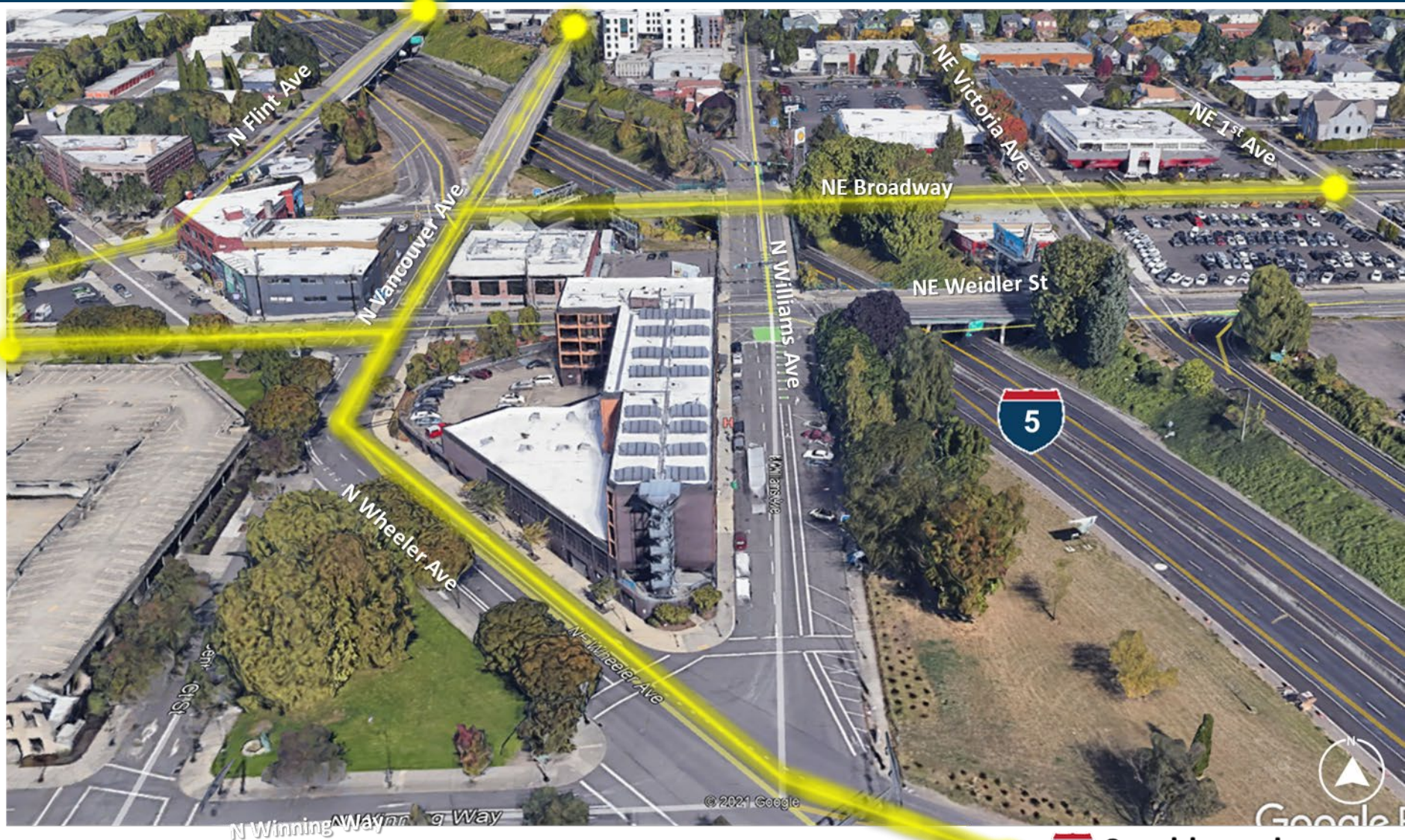
Northbound 



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Existing Condition: To I-5 Southbound



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 **Southbound**



Baseline Project: To I-5 Southbound



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How the Williams Street “Contra-flow” Works

Northbound 

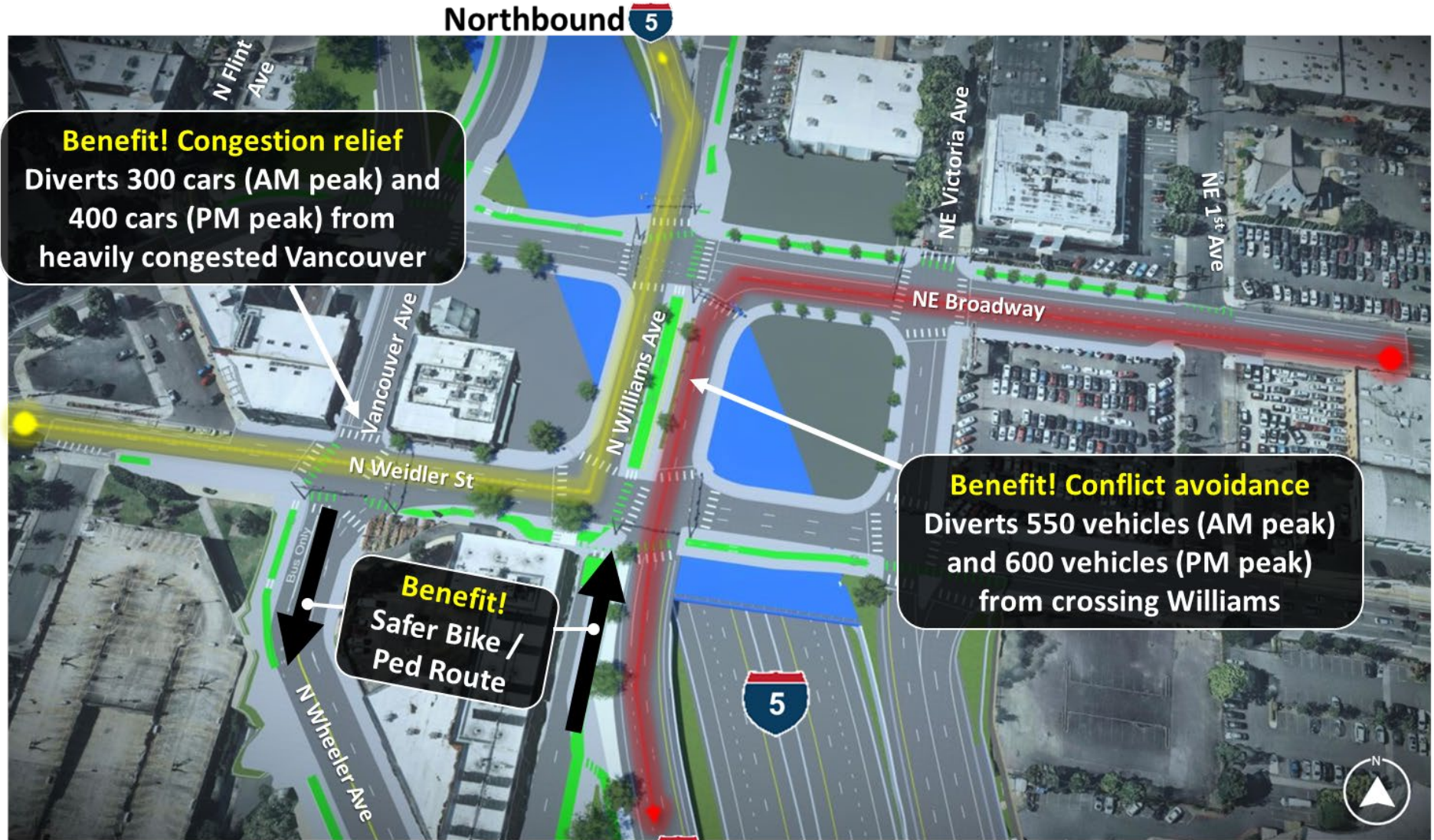


 **Southbound**

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How the Williams Street “Contra-flow” Works



Southbound

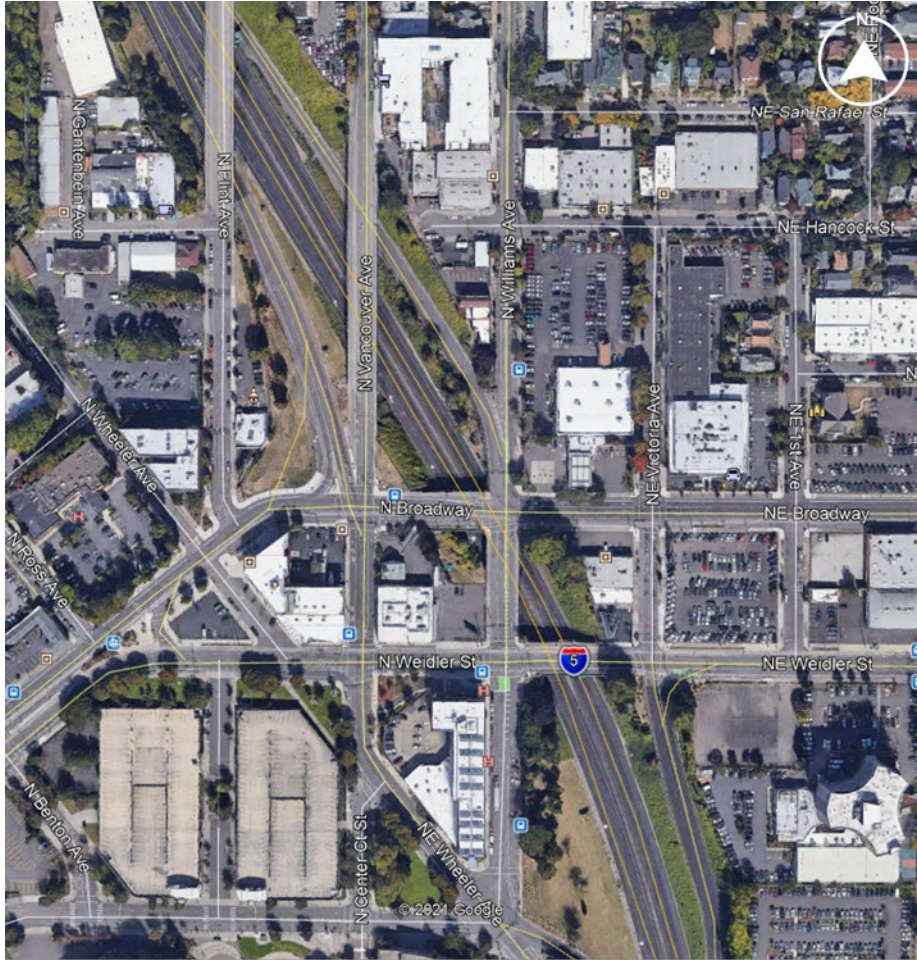
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WHAT SPACE DOES THE BASELINE CONCEPT LEAVE FOR DEVELOPMENT?

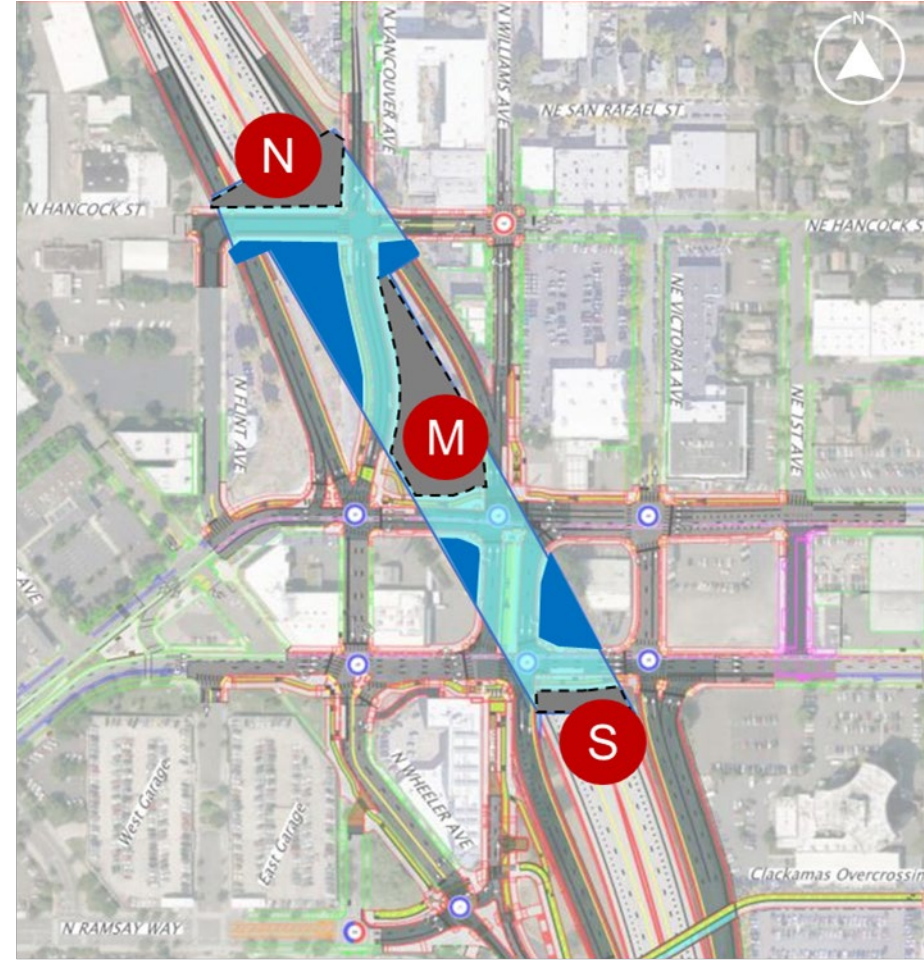




Highway Cover Areas



Existing Condition



Baseline NEPA Concept



-  = Highway Cover Area
-  = Most Feasible Building Areas
-  = Location Designations
-  = Other Areas

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Baseline Concept Highway Cover: Three Main Sites on the Covers

Legend

-  Assumed extent of highway cover areas available for non-transportation uses.
-  Potential project impact areas or adjacent opportunity sites for redevelopment. The Project's actual Right of way impacts will be determined during future design phases.



DISCLAIMER: Concept shown is preliminary and subject to change. Potential covers uses are speculative for the purposes of evaluating potential structural and technical feasibility of discrete highway cover areas.



Concept for Technical Feasibility Only

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Potential Additional Sites on Acquired Adjacent Properties

Legend

-  Assumed extent of highway cover areas available for non-transportation uses.
-  Potential project impact areas or adjacent opportunity sites for redevelopment. The Project's actual Right of way impacts will be determined during future design phases.



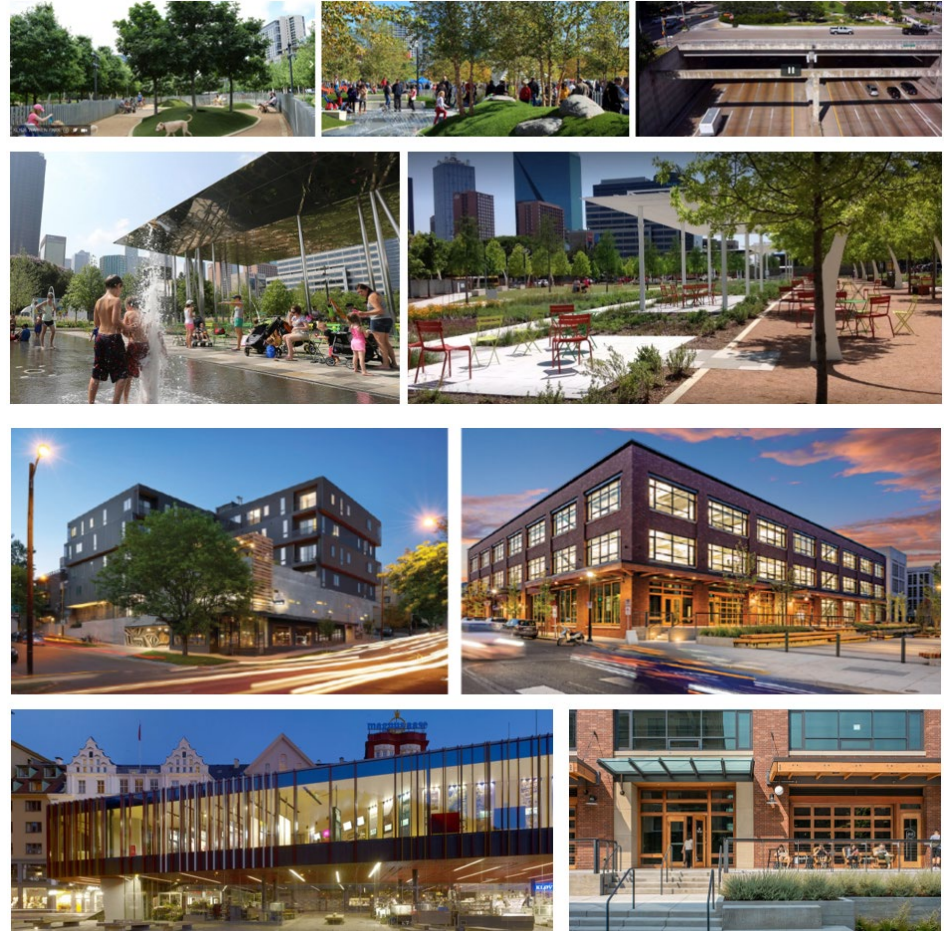
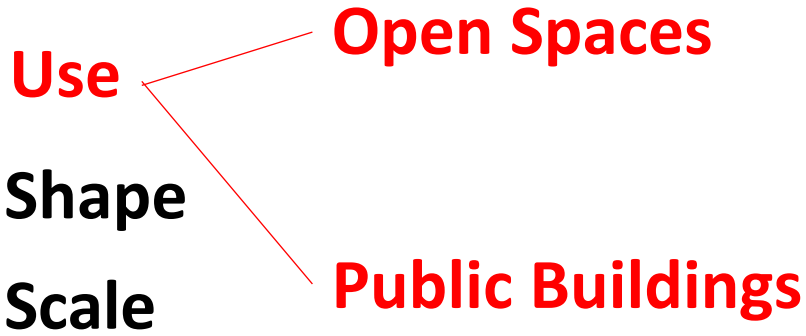
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Concept for Technical Feasibility Only



The design team explored three topics:



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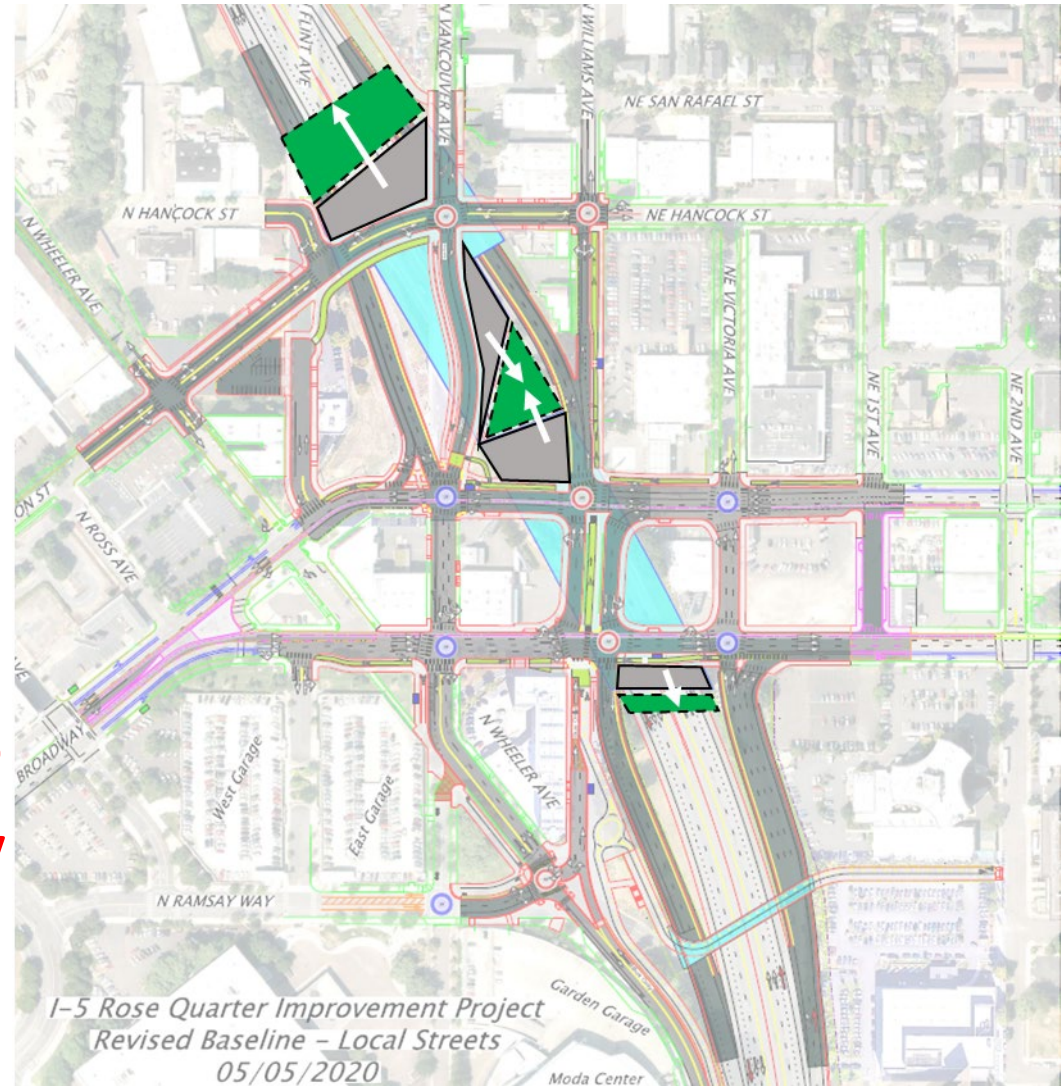
Use

Shape

Scale

Early Cover
Extents

Enlarged for
Opportunity



*I-5 Rose Quarter Improvement Project
Revised Baseline – Local Streets
05/05/2020*

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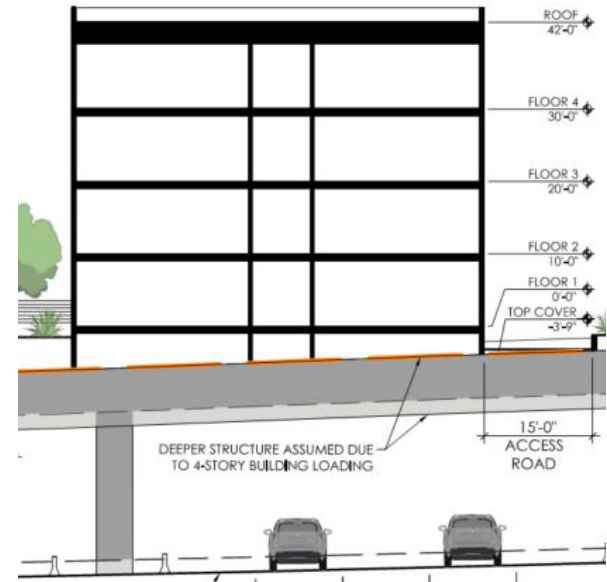
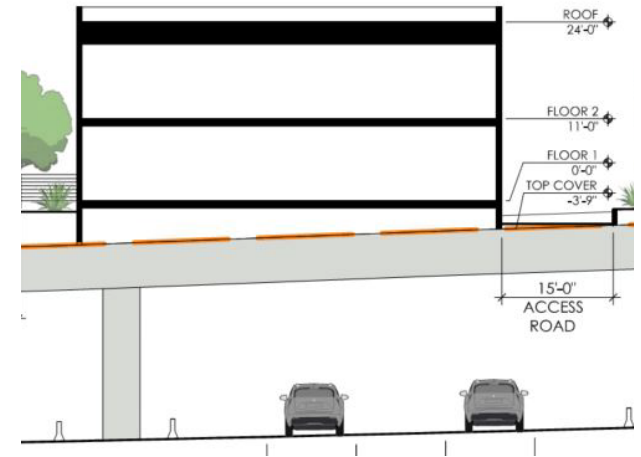


The design team explored three topics:

Use
Shape
Scale

1-2 Story

3-5 Story



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**WHAT ASSUMPTIONS
GUIDED THE INITIAL
EXPLORATION AND
WHAT WAS LEARNED?**

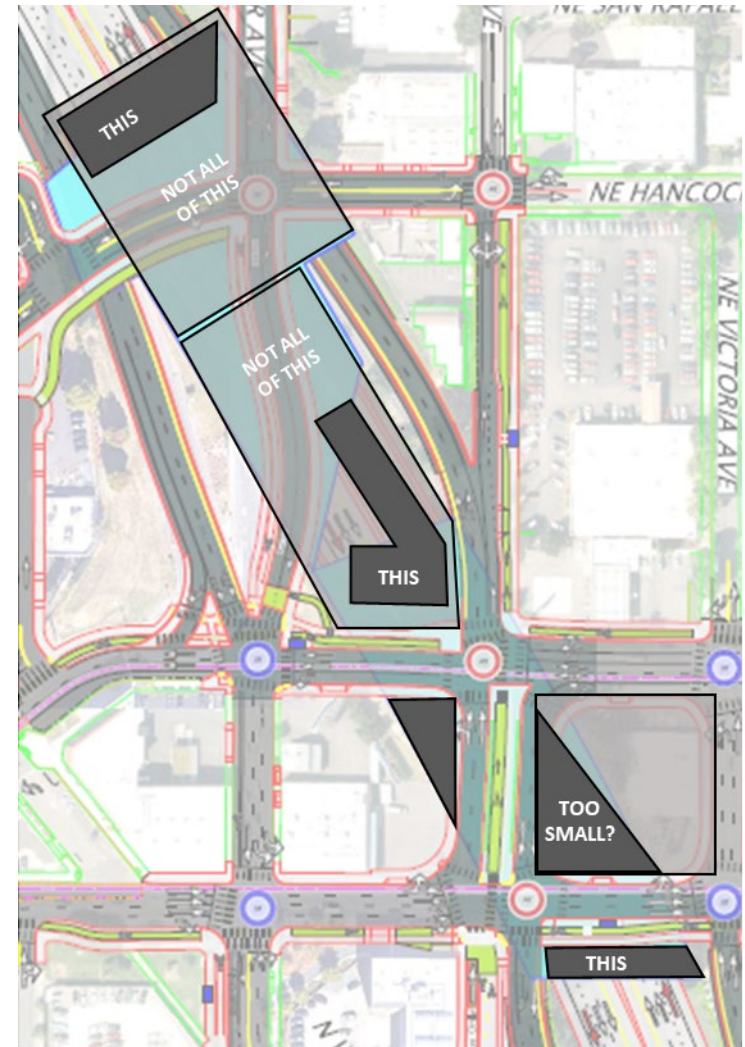




High Level Takeaway: Developable Area

The actual available area for buildings is **only a portion** of the area of the covers and the full area of the grid.

- **No building should straddle the bridge joint.**
- Streets take up room on the covers too.
- Triangular shapes aren't always developable.



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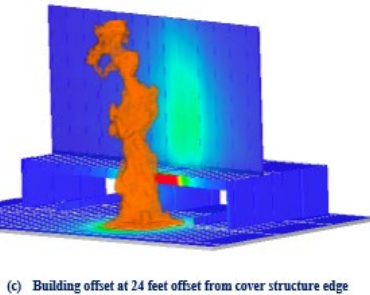
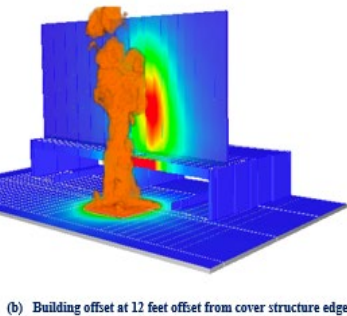
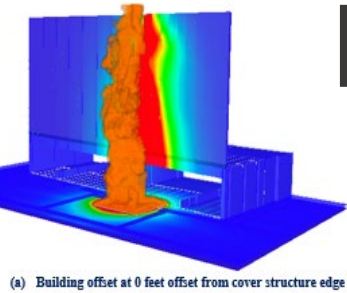
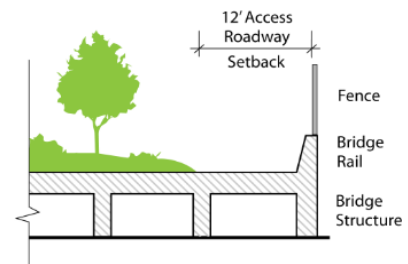
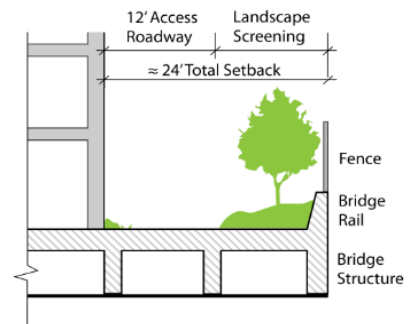
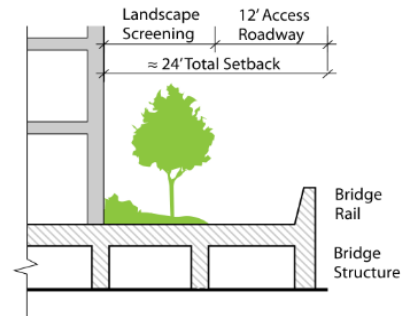


High Level Takeaway: Developable Area

The actual available area for buildings is **only a portion** of the area of covers and the full area of the grid.

- There are Fire, Life and Safety considerations.
- Maintenance offsets are needed from edges.
- Sites need space for access, service and support.
- Some sites have very constrained access.

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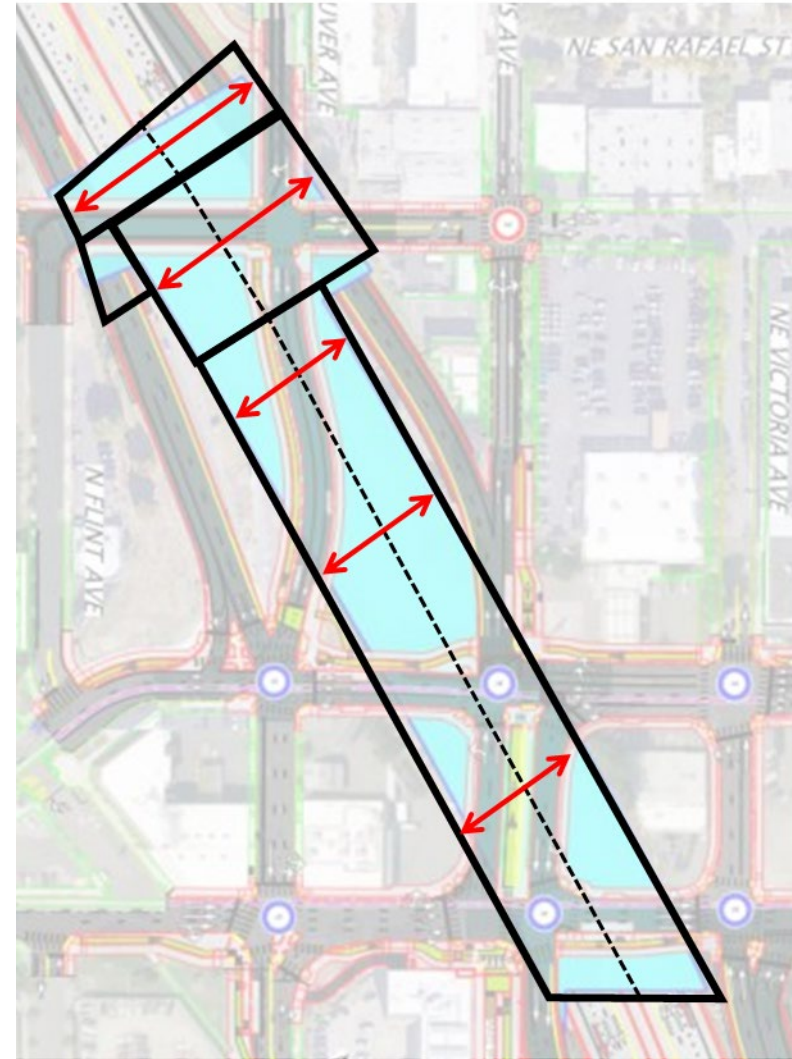




High Level Takeaway: Underneath

The structural system that spans the highway and creates the two “barrels” of northbound and southbound laneways below, matters to what uses can occur, where, on the cover surface.

- The connection between buildings and bridges has implications for ownership, inspection, construction sequencing, and timing of development.
- The heavier the cover use, the more this relationship between above and below matters.



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High Level Takeaway: Balance Point

- The heavier the cover, the deeper the structure needed to hold it up.
- The highway can be pushed down ~1 foot to accommodate deeper structures.
- After that, if additional depth is needed, we actually have to “lift” the cover surface and the streets on the covers. Tying them back has greater impacts.

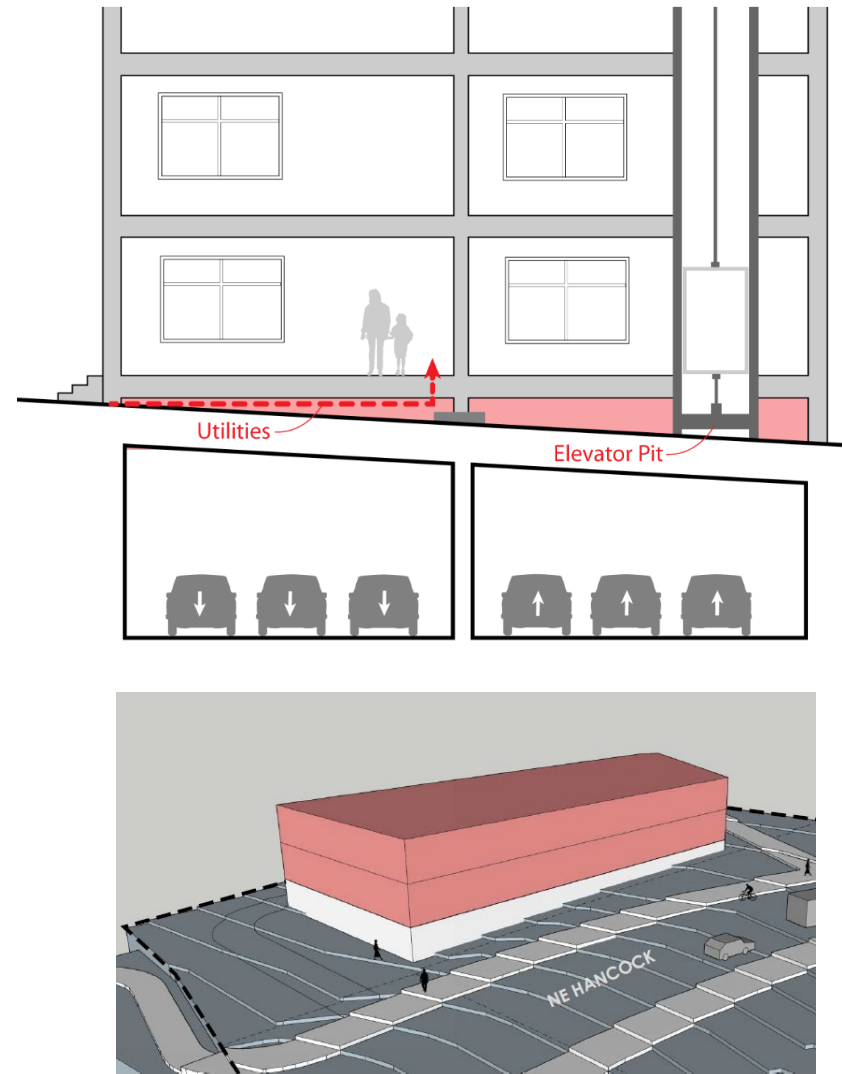


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High Level Takeaway: Building Systems

- For multi-story buildings, accessible vertical circulation systems (elevators) are required.
- Creating space for elevator pits and other building systems and utilities may create an unusual relationship of the building to the street.
- Open concepts have more flexibility for utility routing and do not require elevators.



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High Level Takeaway: Integrated Sites

Concept for Technical
Feasibility Only

- On-cover space can complement adjacent off-cover development to create a more seamless urban environment where the highway below is not readily noticed.



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OPEN SPACE USES ON THE BASELINE CONCEPT

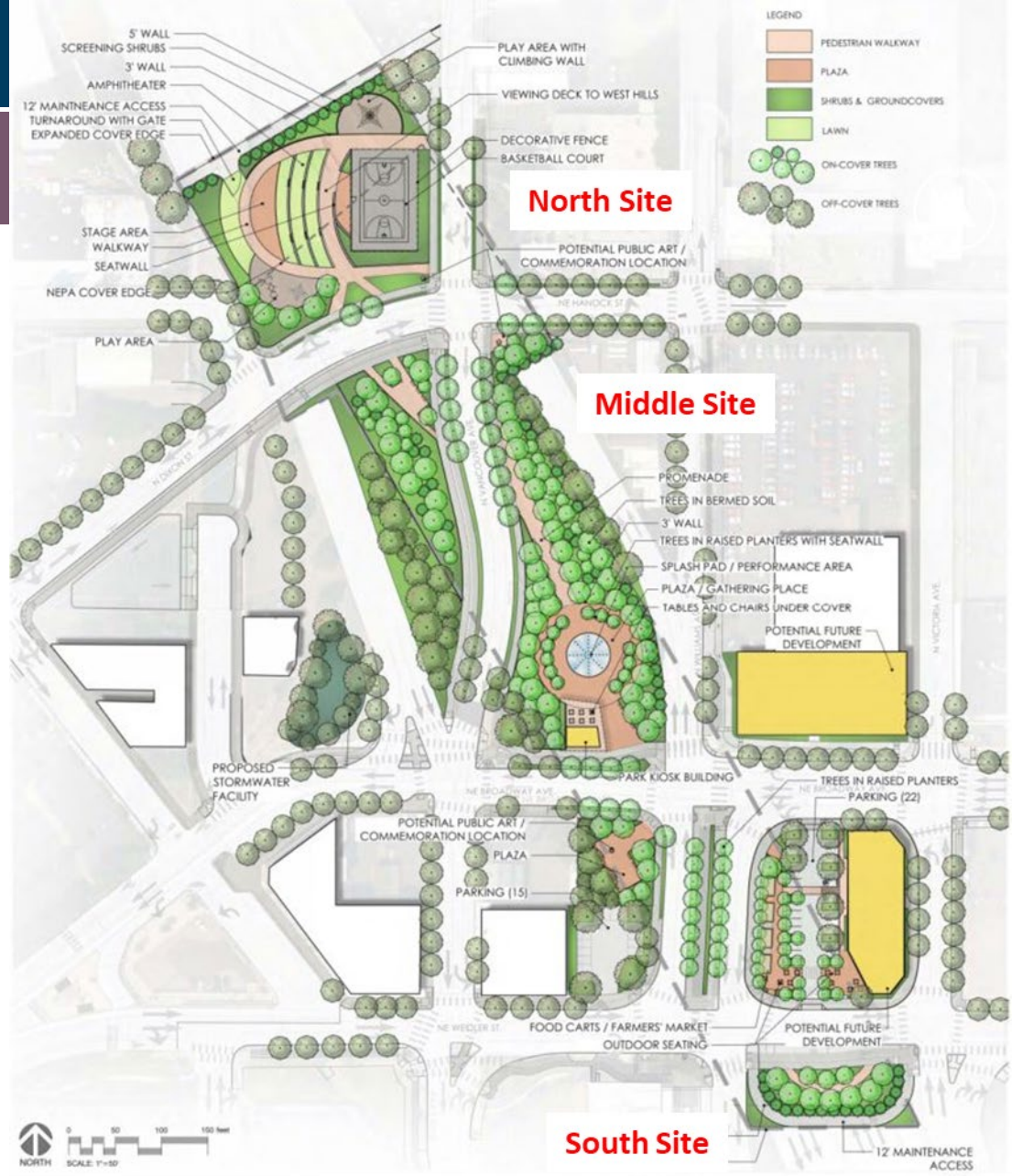




Concept for Technical
Feasibility Only

Open Concept

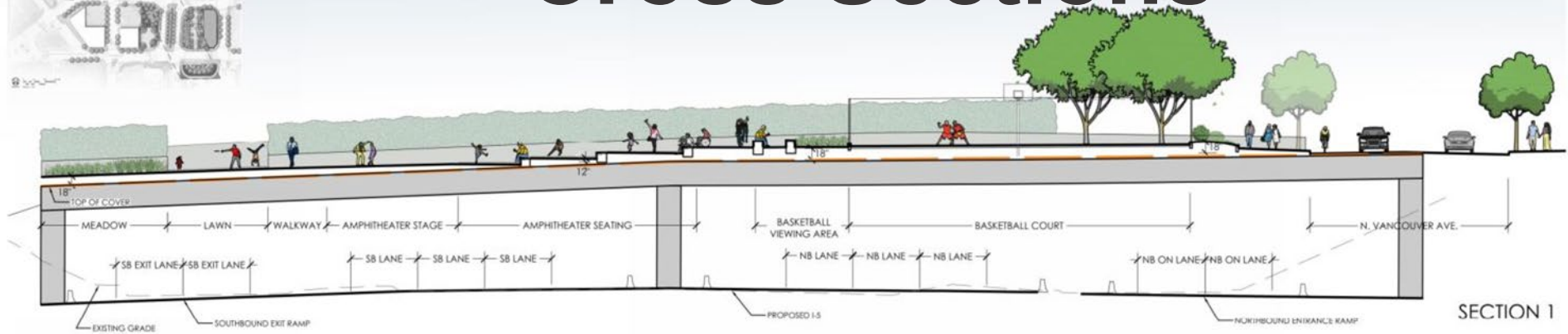
- Limited expansion at north and south ends of the covers
- Enclosed single cover shape at the middle site



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Open Concept Potential Cross Sections



SECTION 1



SECTION 2

SECTIONS

8.18.2020

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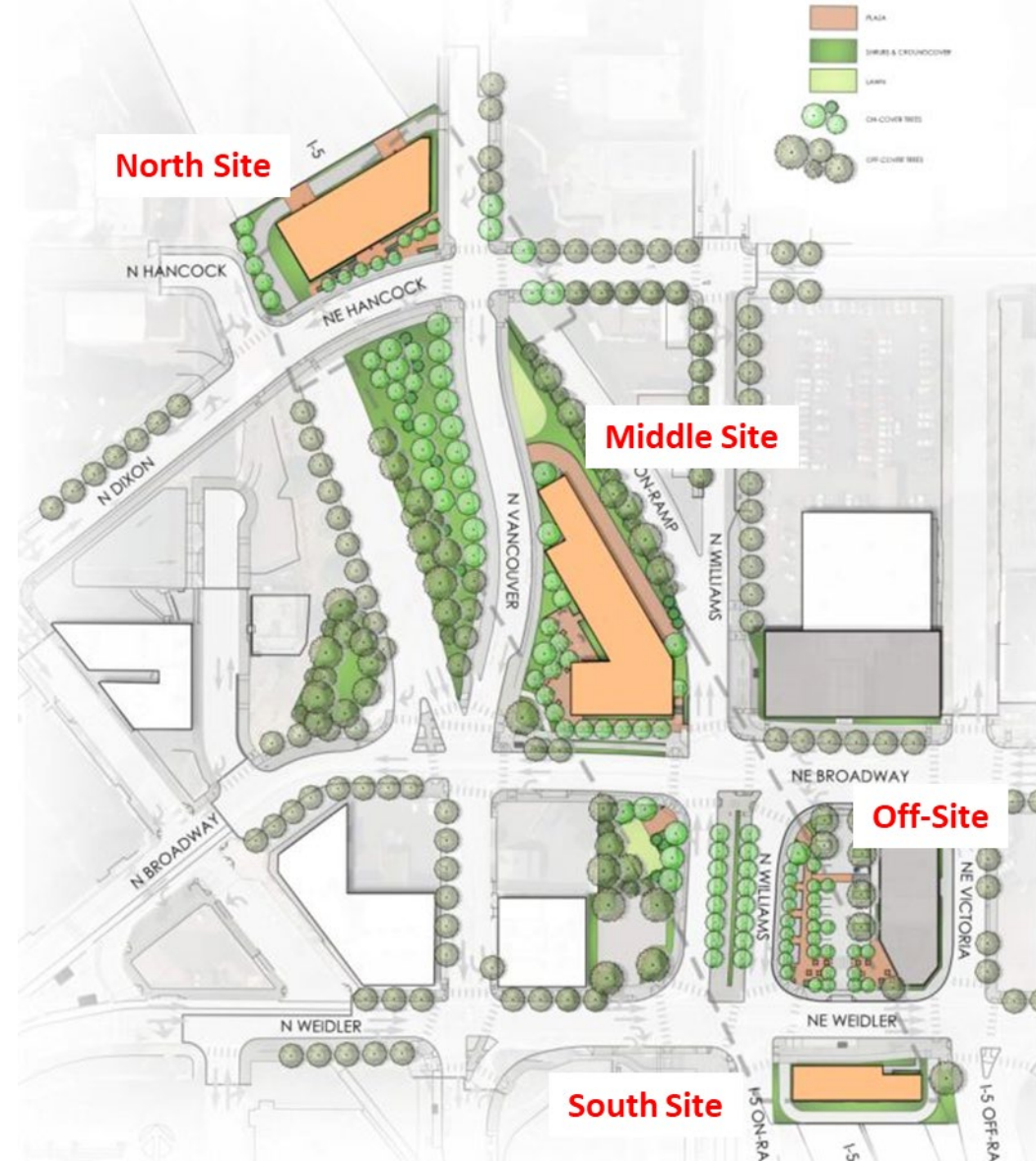
BUILDING USES ON THE BASELINE CONCEPT





Public Buildings

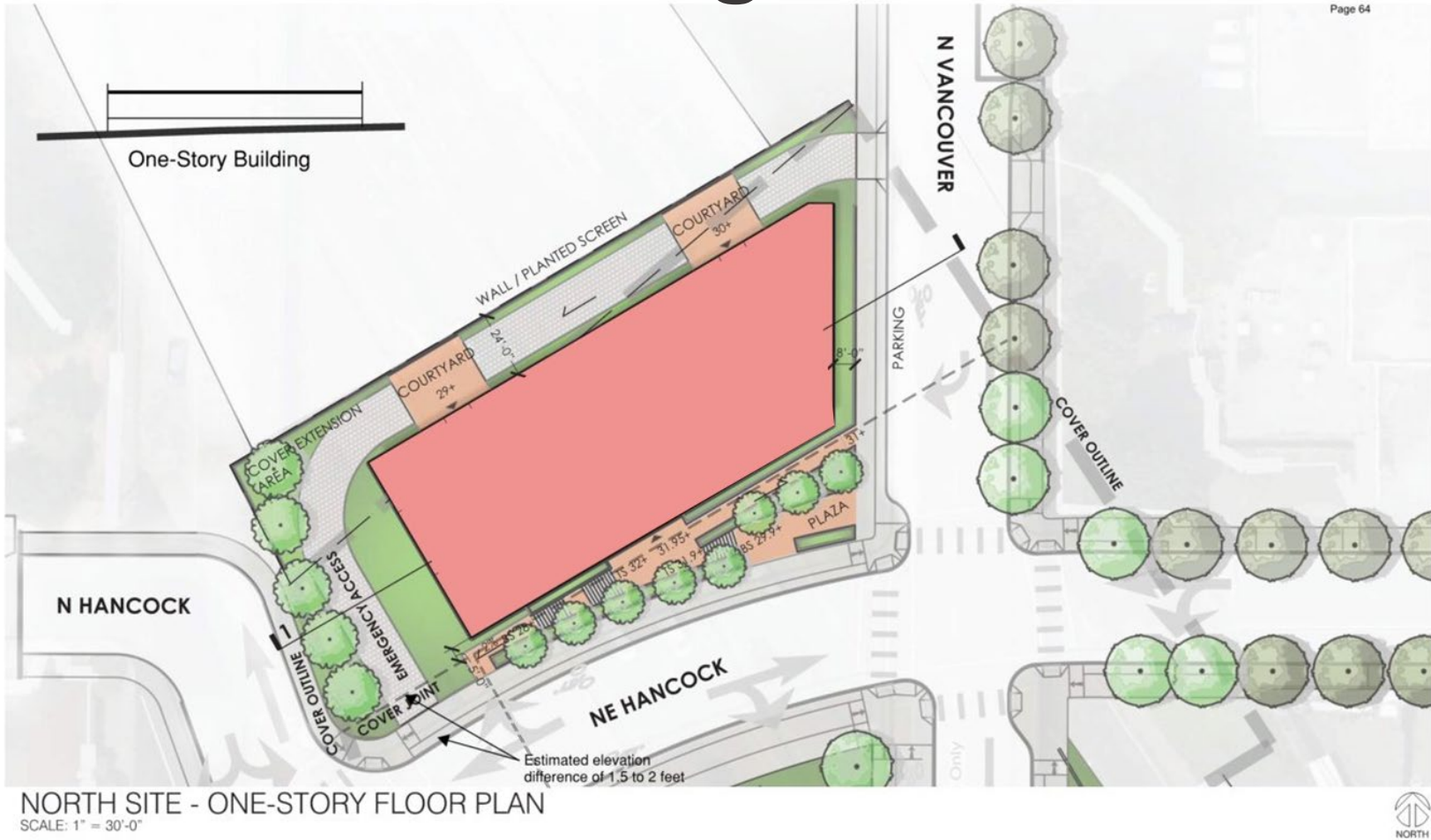
- Requires expansion at north, south and enclosed middle site for feasible development areas
- Tested 1-2 story buildings on all three sites and on cover-adjacent sites



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Potential Building Cross Sections

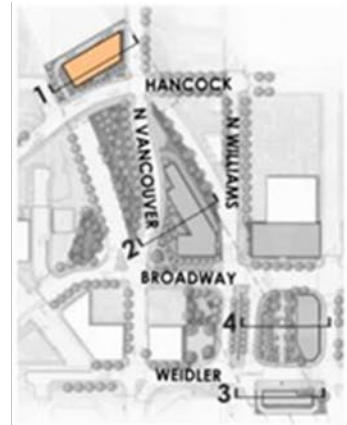


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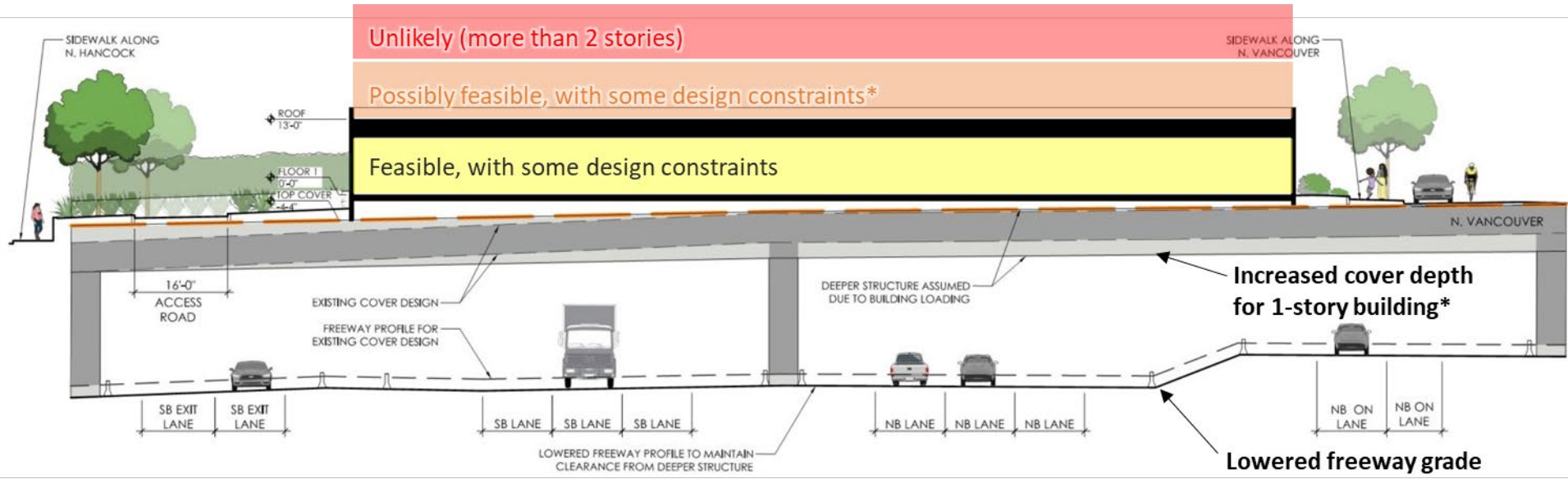
Potential Building Cross Sections

Concept for Technical Feasibility Only



Preliminary Evaluation of 1-2 Story Structure:

Further investigation of structural and site modifications necessary to evaluate constraints and design requirements recommended. Will need to slightly deepen the existing bridge as compared to the open cover concept.



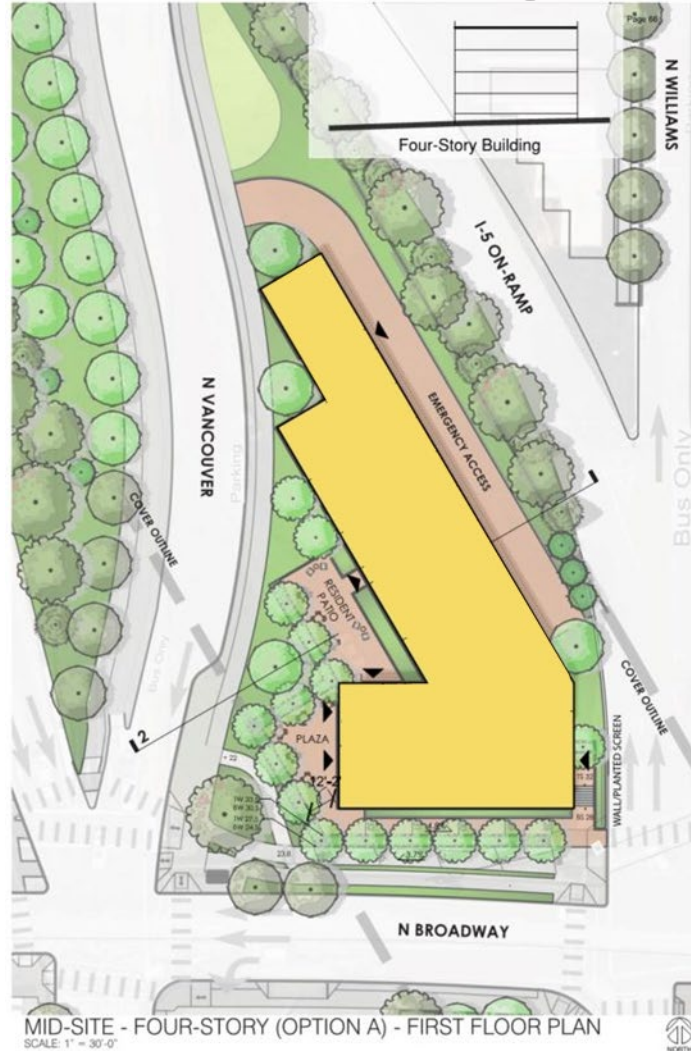
* Additional modification required for 2-story building

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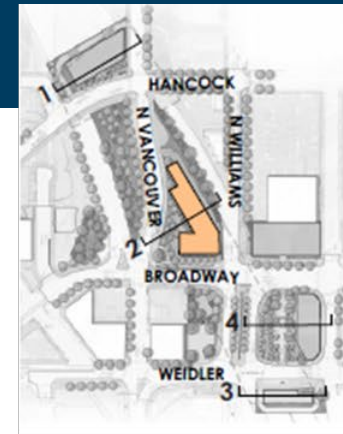


Potential Building Cross Sections

Concept for
Technical
Feasibility
Only



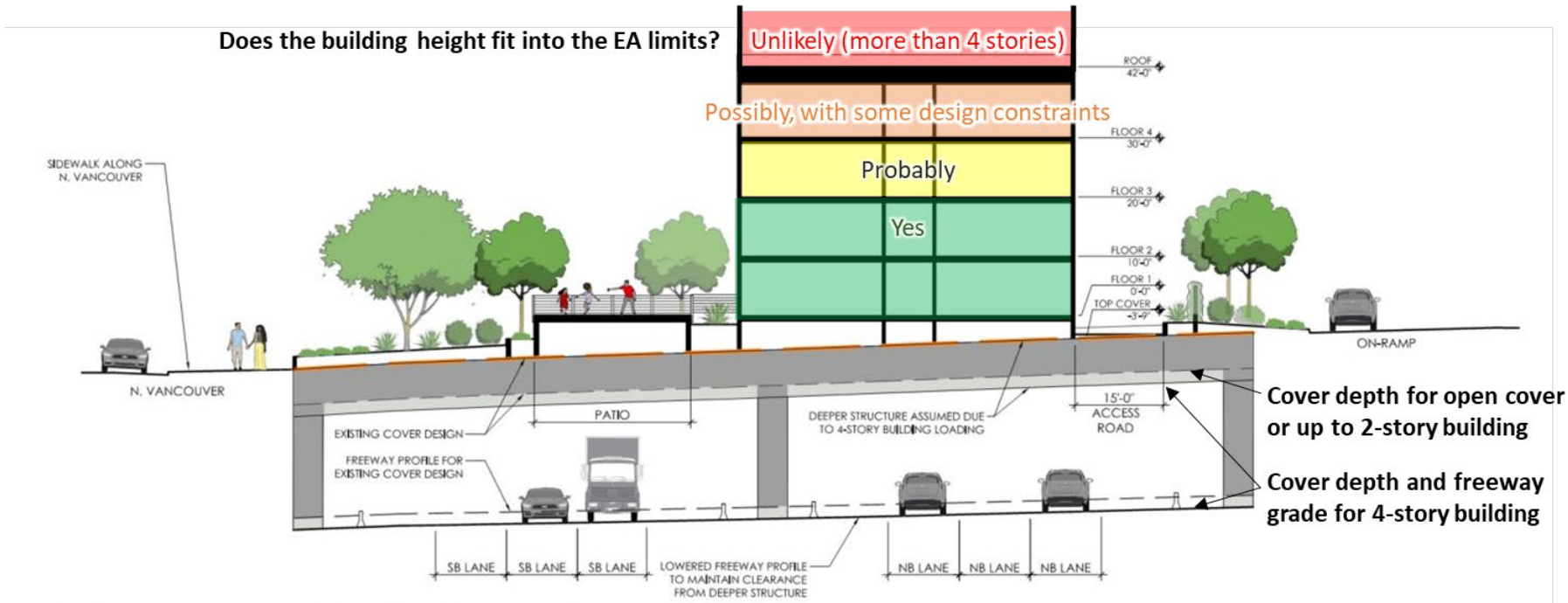
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Potential Building Cross Sections

Preliminary Evaluation of 4-5 Story Structure:

Results in increased structure depth requiring modifications of top of cover elevation and freeway lowering to maintain vertical clearance. Adds cost and has some caveats regarding shape and location.

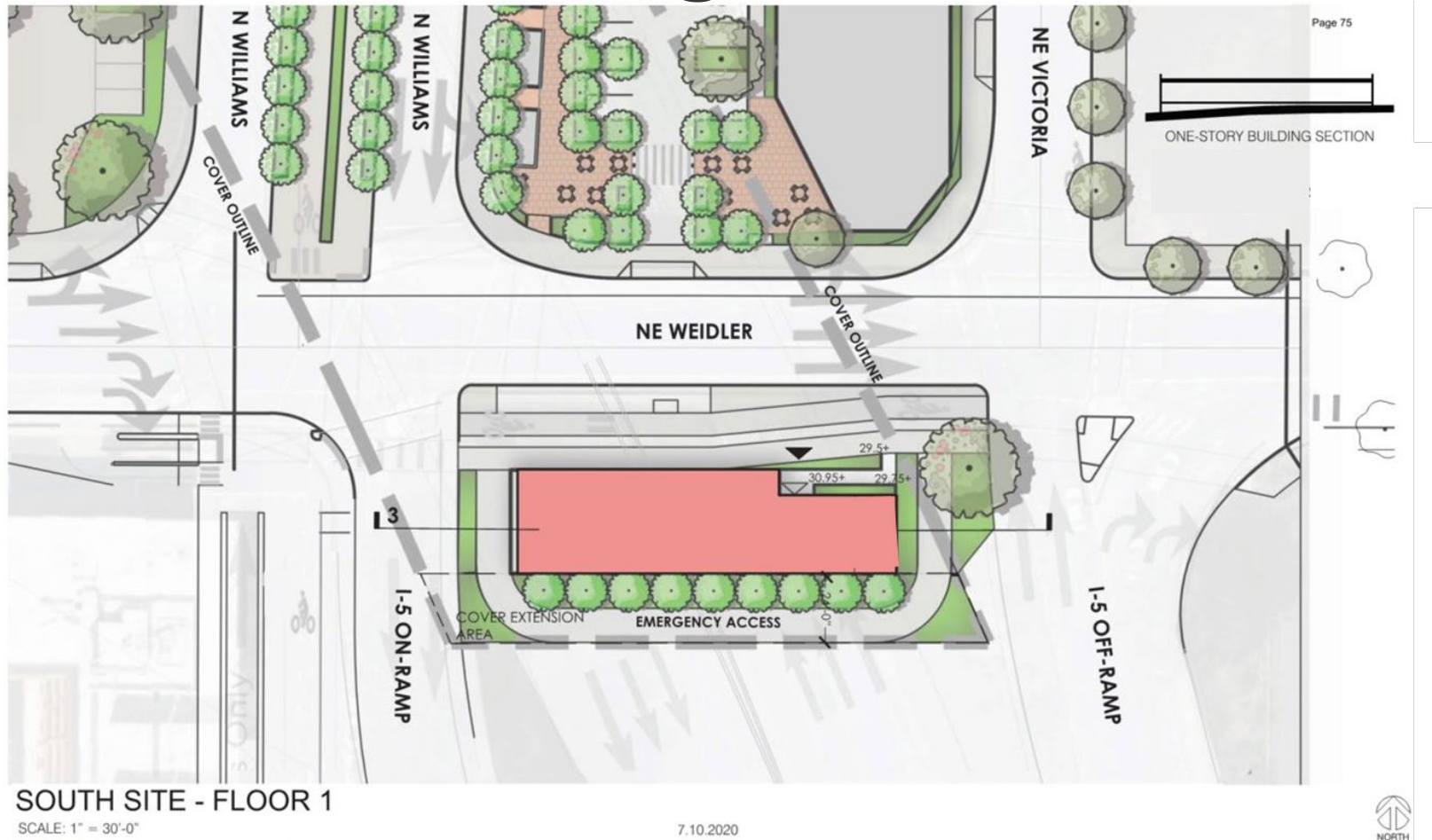


Concept for Technical Feasibility Only

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Potential Building Cross Sections

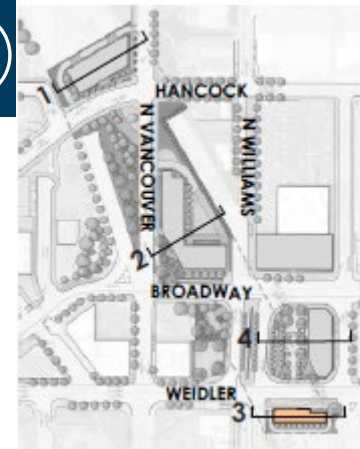


Concept for Technical Feasibility Only

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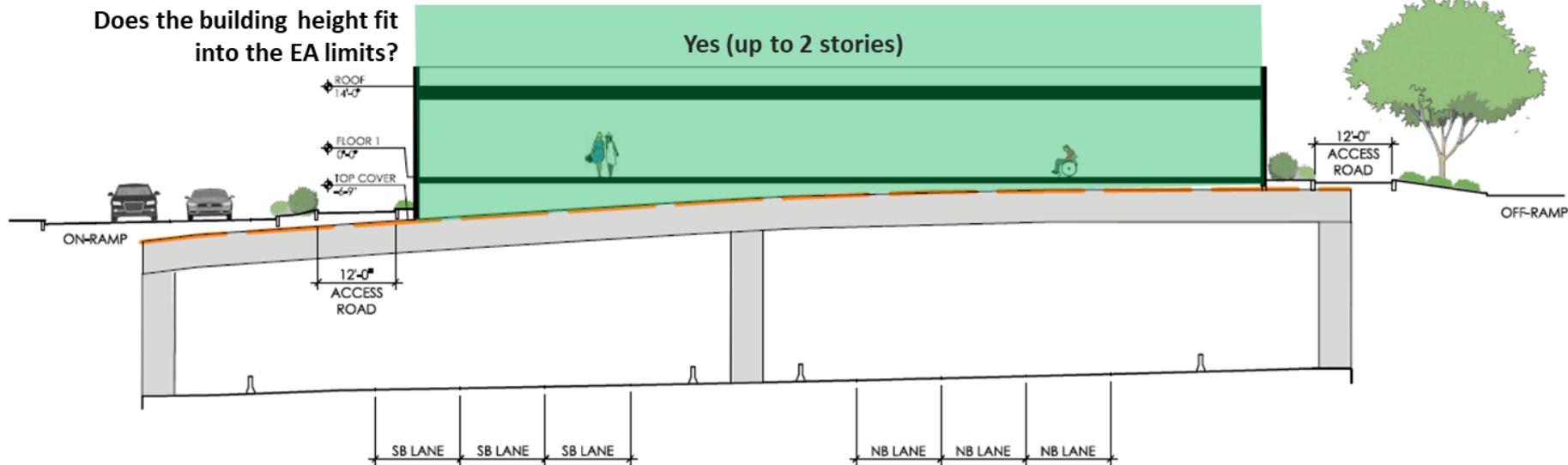


Potential Building Cross Sections



Preliminary Evaluation of 1-2 Story Structure:

Further investigation of structural and site modifications necessary to evaluate constraints and design requirements recommended. Does not deepen the existing bridge as compared to the open cover concept.



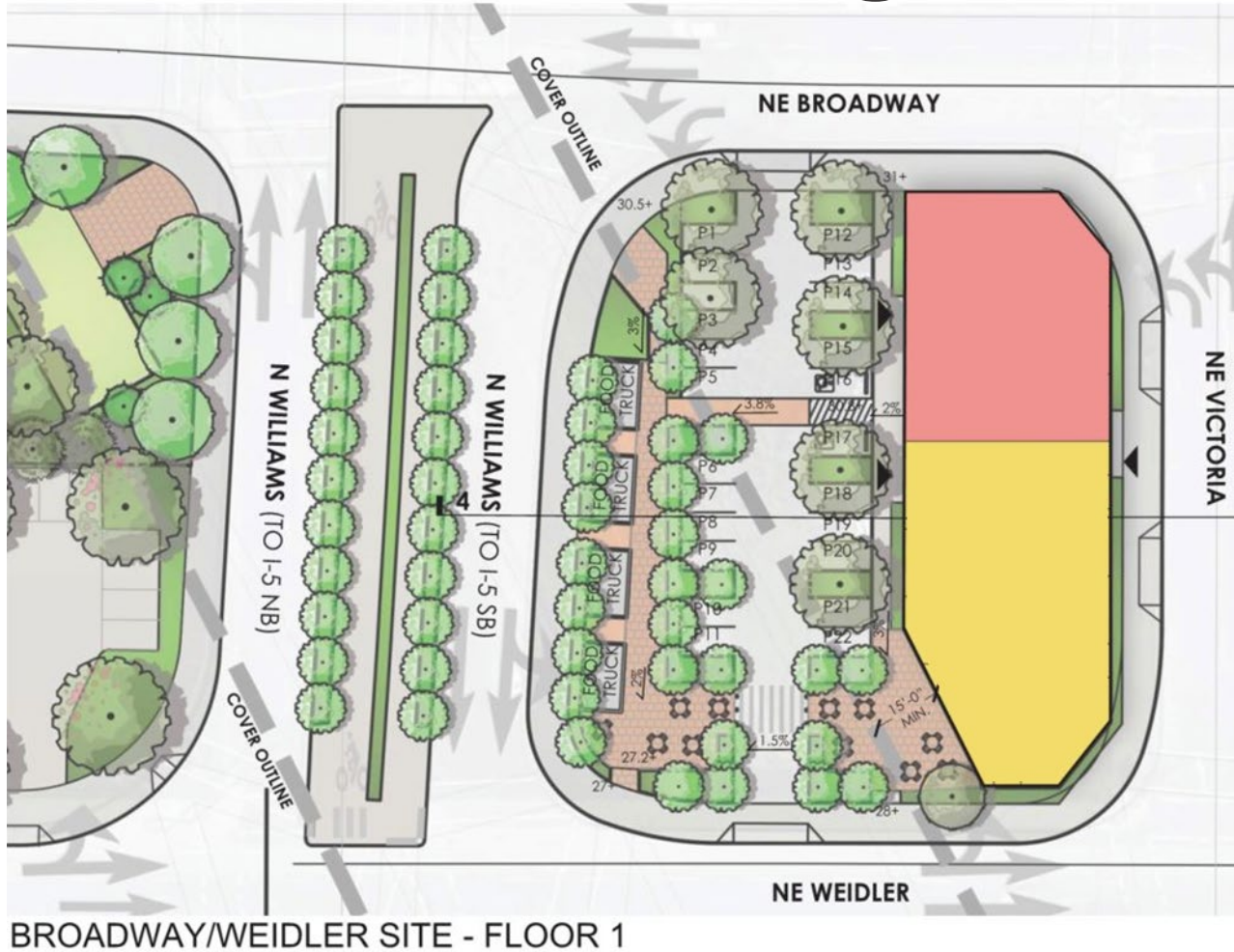
BLOCK 10 - SECTION 3

Concept for Technical
Feasibility Only

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Potential Building Cross Sections



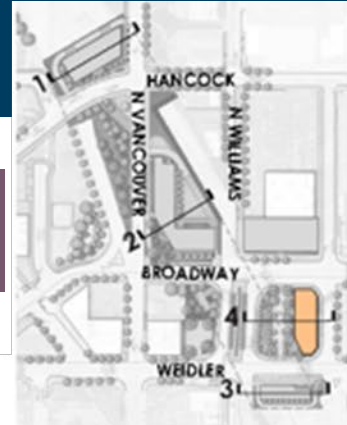
Concept for Technical Feasibility Only

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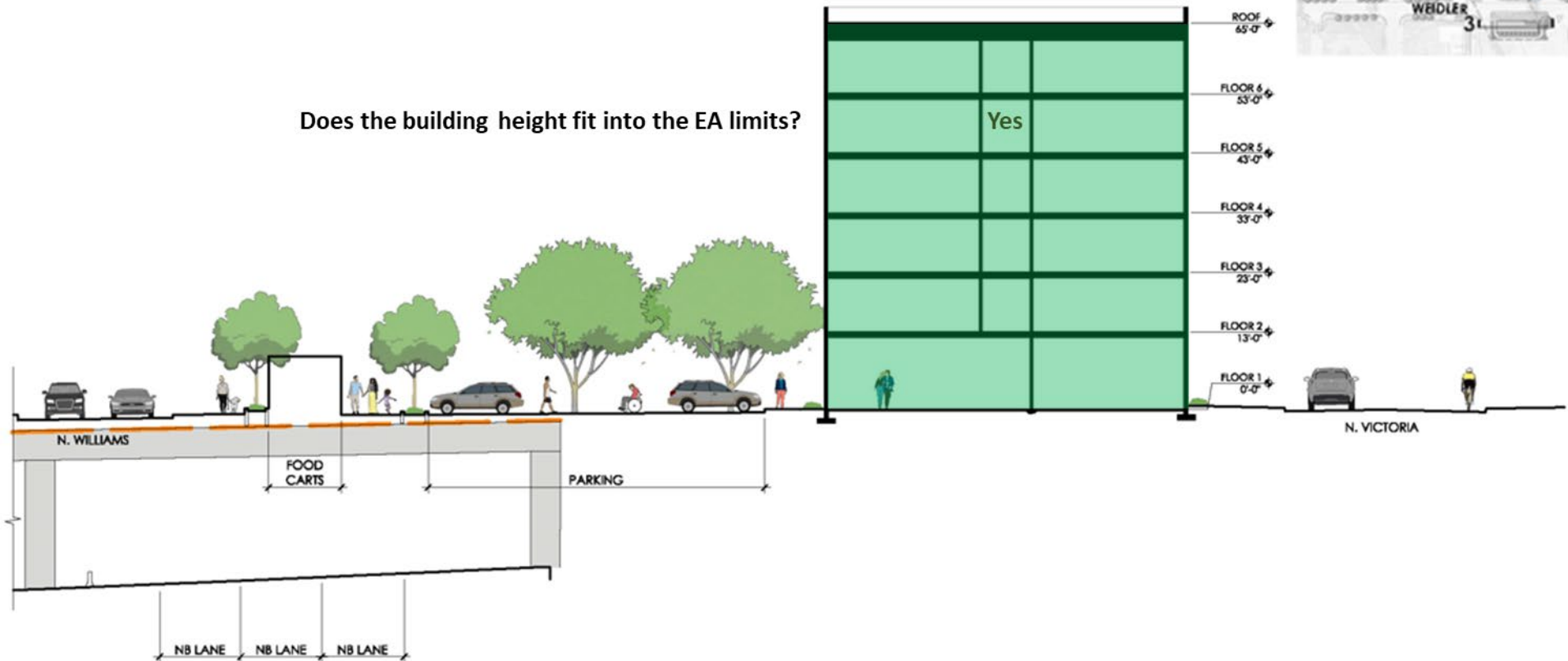


Potential Building Cross Sections

Concept for Technical Feasibility Only



Does the building height fit into the EA limits?



BROADWAY/WEIDLER SITE - SECTION 4

SCALE: 1/16" = 1'-0"

7.10.2020

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Q&A

DISCUSSION



PROJECT BRAND IDENTITY OPTIONS



NEXT STEPS





Six-month Work Plan

- Independent Cover Assessment
 - *concepts*
 - *evaluation framework*
- Project branding
- Urban design
 - *air quality*
 - *local streets*
 - *early work packages*
- Performance Measures



Upcoming Dates

April 15 and 17

Independent Cover Assessment Workshop #2

April 16 to May 3

Independent Cover Assessment Online Open House #2

April 20

Next HAAB Meeting

THANK YOU!

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