

June 7th
2021

ESC Work
Session 3

ODOT // I-5 Rose Quarter Improvement Project

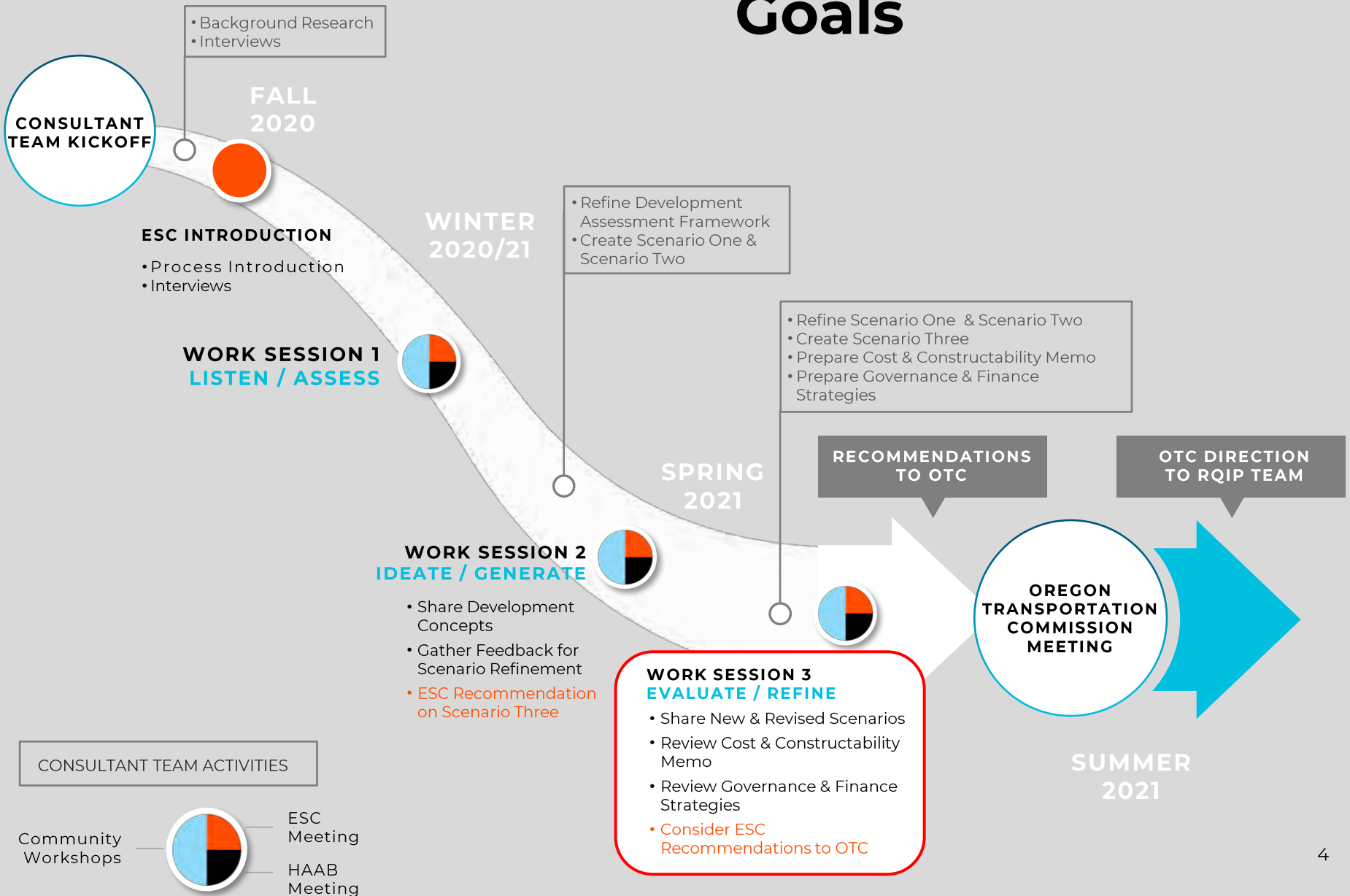
Independent Cover Assessment

ZGF

INDEPENDENT
COVER ASSESSMENT

I-5 ROSE QUARTER
IMPROVEMENT PROJECT

Purpose and Goals



ICA Team

Cost + Constructability Parameters

- 01 ICA's scenario designs are conceptual, but confirmed all as technically feasible based on applicable state and national standards
- 02 ICA's cost estimates are rough order of magnitude, based on recommended practice and ODOT Estimating Manual. All three scenarios studied (1, 4, & 5) are roughly the same cost. ICA cost estimates assume 2-story buildings on the cover, with an additional cost noted for up to 5-story buildings.*
- 03 The RQIP's Environmental Assessment (EA) purpose and need was to add auxiliary lanes and shoulders to reduce congestion and improve safety on I-5. To increase restorative justice outcomes, the ICA team is recommending a narrow reevaluation of the EA, which could add 6-18 months to project schedule.

** Final ICA Cost will itemize costs*

Highway Cover Governance Structure

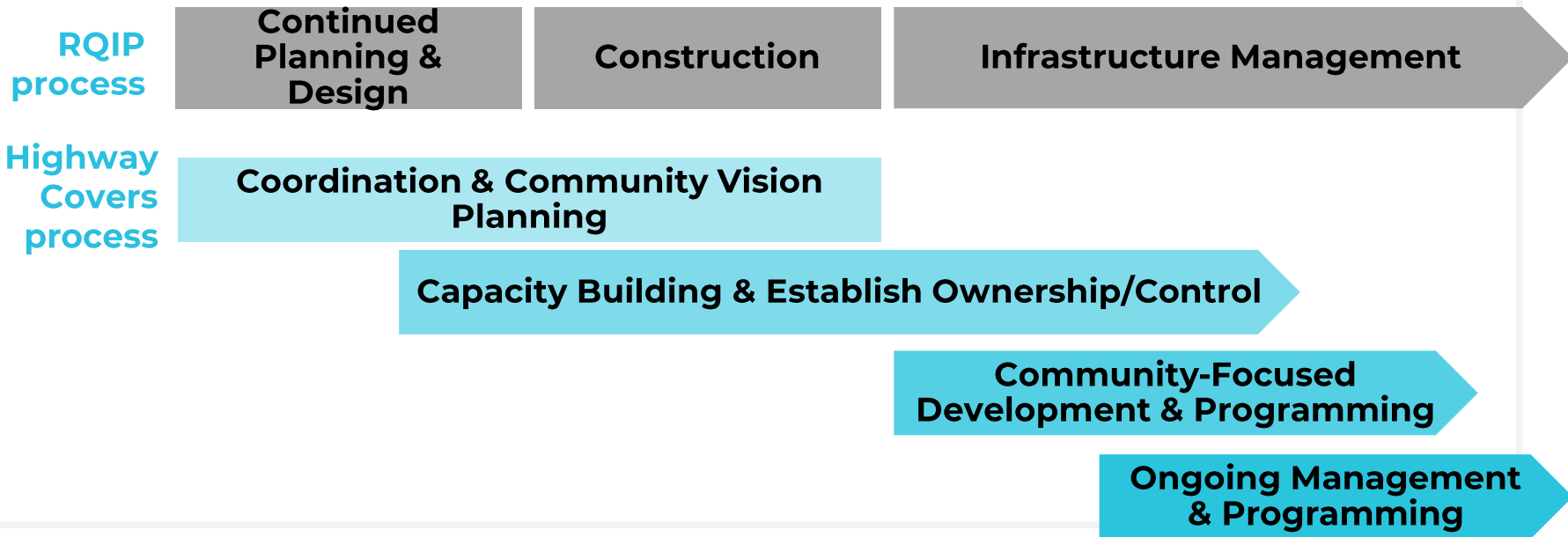
Linking the creation of new highway covers to restorative justice for the Black Historic Albina Community requires a governance structure that:

- **Establishes a clear role for Black community members in the remaining planning process for, and construction of, the highway covers** (including through the creation of a governance entity and through direct involvement in contracting/construction).
- **Empowers members of the Black Historic Albina Community** – those who have been most impacted by the project – to be involved in decisions around design and delivery of the highway covers, and **to plan for future development on and around the covers.**
- **Creates a path to ownership and/or control of the developable area on the covers and remnant lands surrounding the covers** to implement the community's vision through the creation of new housing, community facilities, and commercial spaces, and through community-focused programming.

Own it

Highway Cover Governance Structure

The governance entity for the highway covers should be established now, providing time for input on the highway covers and ample time to build capacity while the RQIP is completed.



Benefit into the future...

1. Establish a **Black community development corporation (CDC)**, along with a **Black-controlled land trust**
2. Create **affordable rental and ownership business spaces**
3. Black **food sovereignty center/market**
4. Create **permanently affordable rental and ownership housing**
5. Create quality, culturally appropriate, **affordable childcare and childhood development center**
6. Develop a **cultural health and wellness center**
7. Establish a **job training and development center**
8. A **large, accessible outdoor community gathering space**
9. Develop a **Black cultural center** that showcases the **history of Black Portland**
10. Develop **public realm aesthetics and art installations that reflect Black culture**

An aerial photograph of a city, likely San Francisco, showing a mix of urban development, green spaces, and a major highway. The image is overlaid with a semi-transparent teal color. The text "Scenario Elements" is centered in white.

Scenario Elements

Scenarios



EA



Concept 1



Concept 2



Concept 3



Concept 4

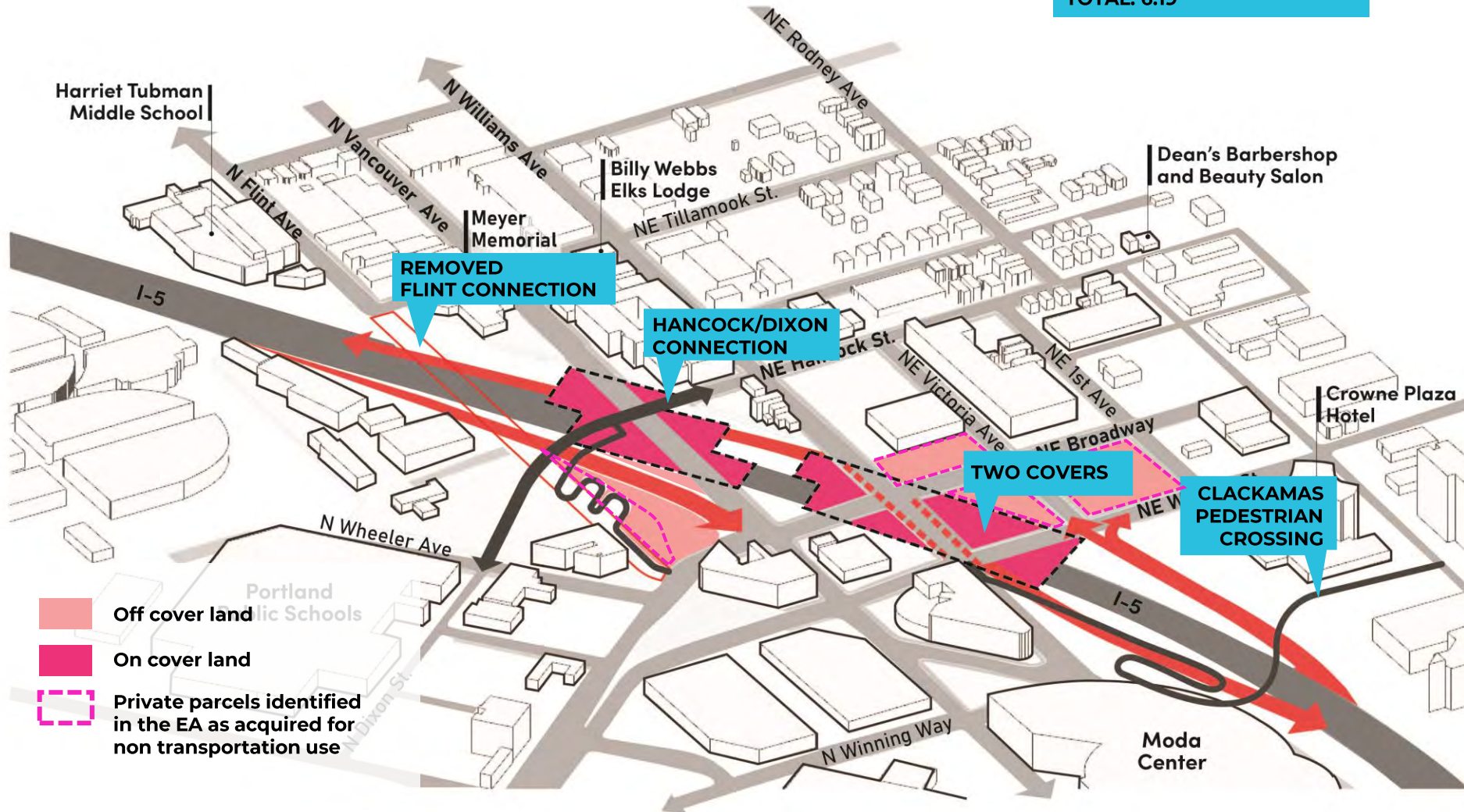


Concept 5

Scenario Elements

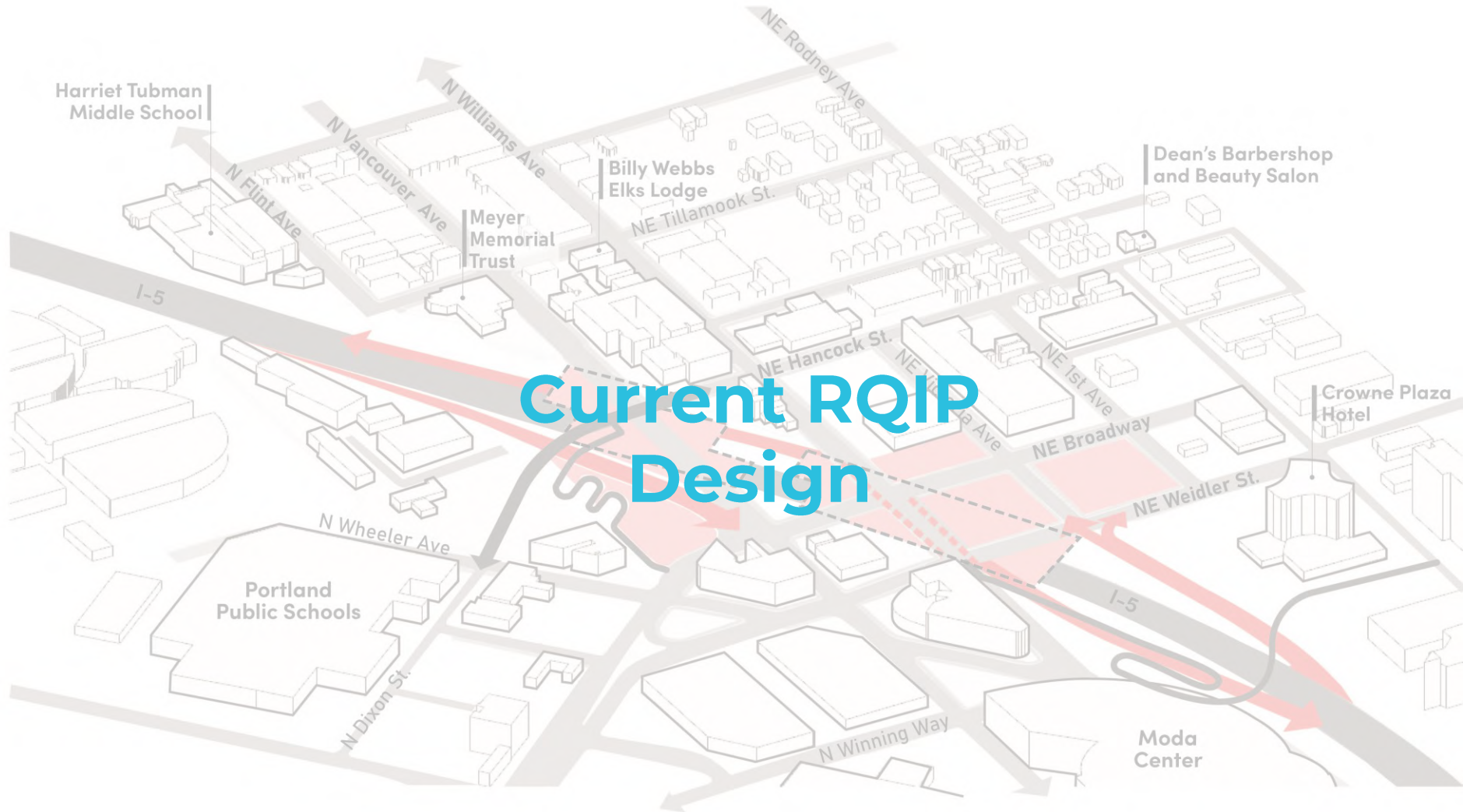
EA (Environmental Assessment)

ON COVER LAND: 1.83 ACRES
OFF COVER LAND: 4.36
TOTAL: 6.19



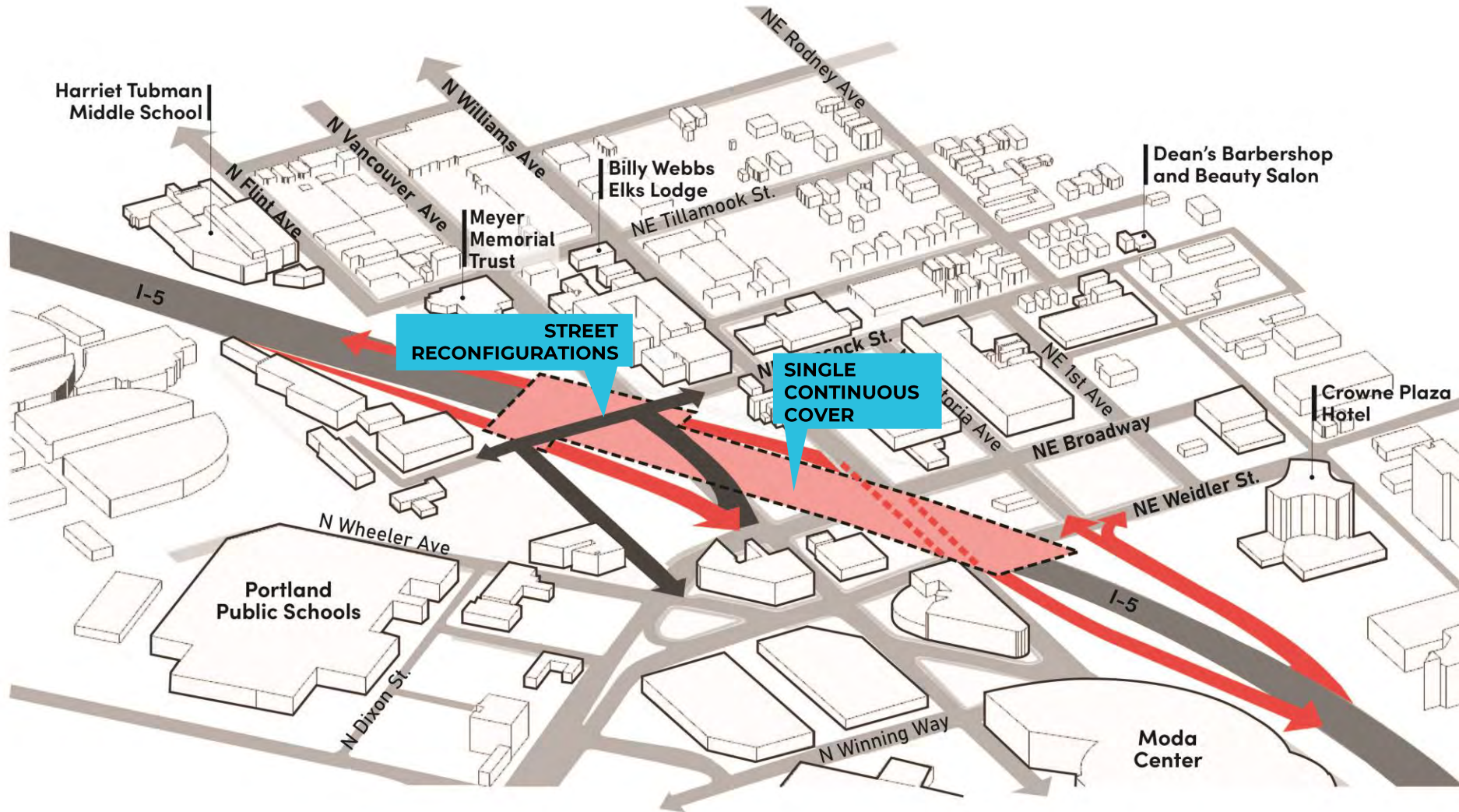
Scenario Elements

EA (Environmental Assessment)



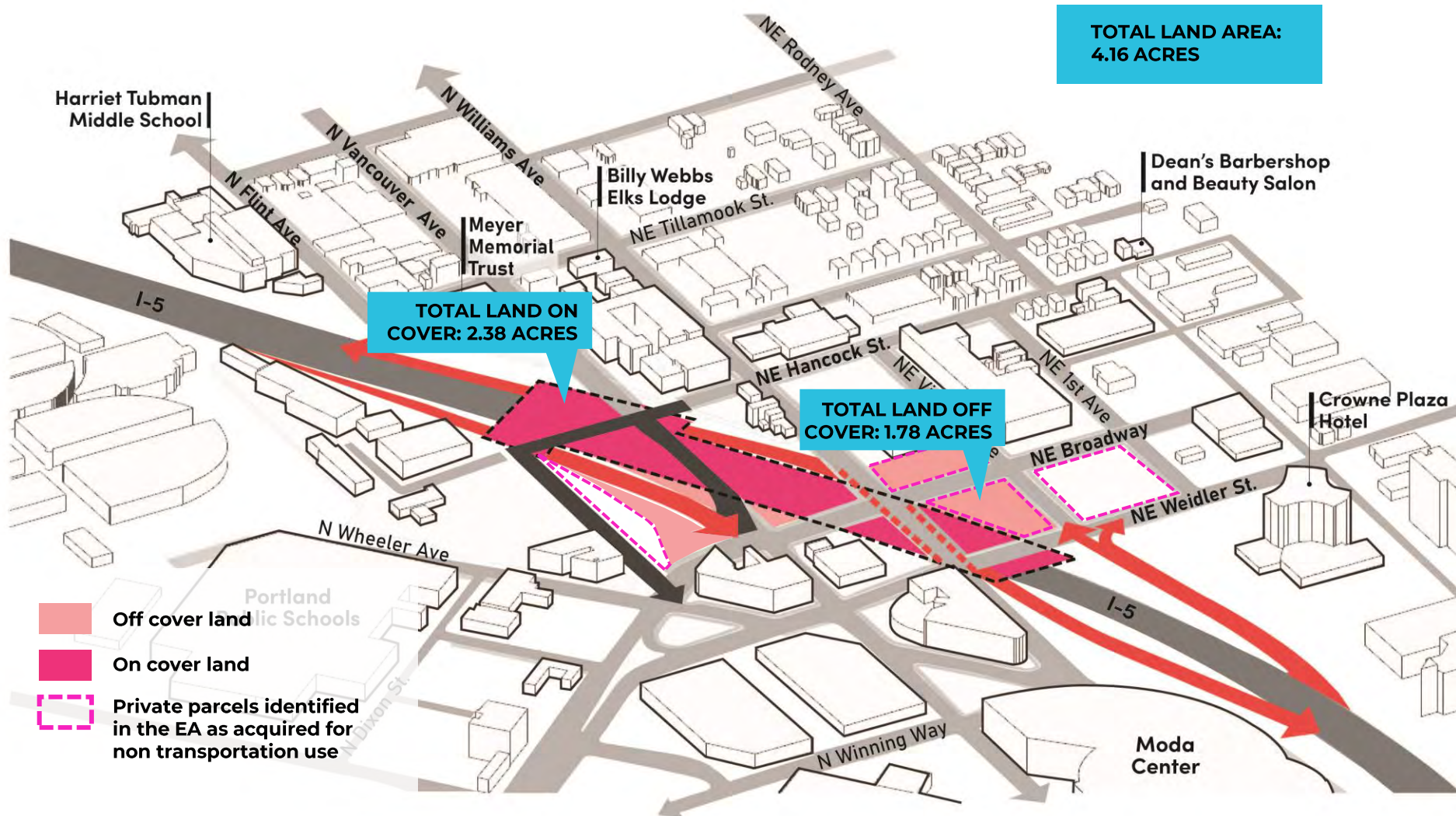
Scenario Elements

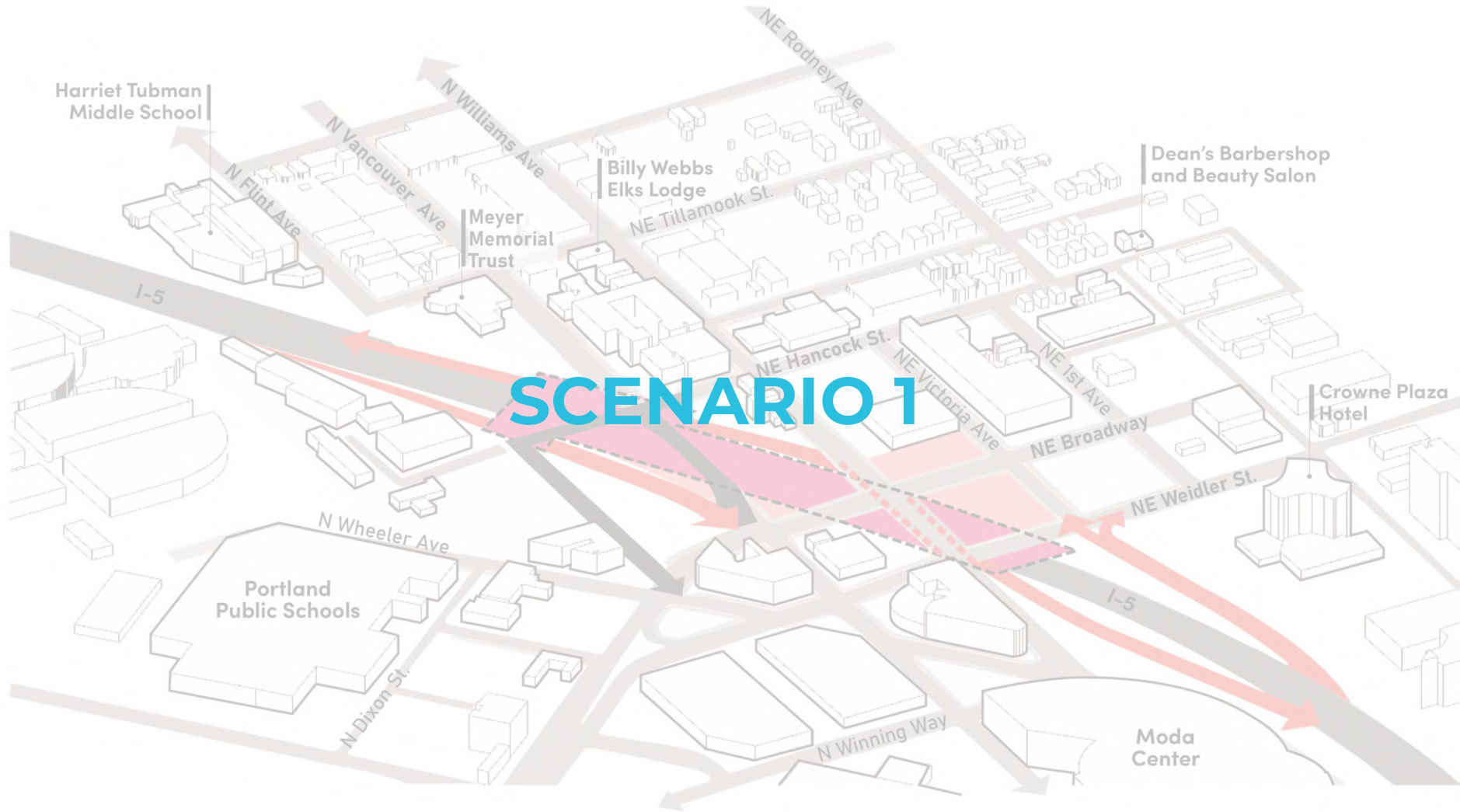
Current RQIP Design



Scenario Elements

Current RQIP Design

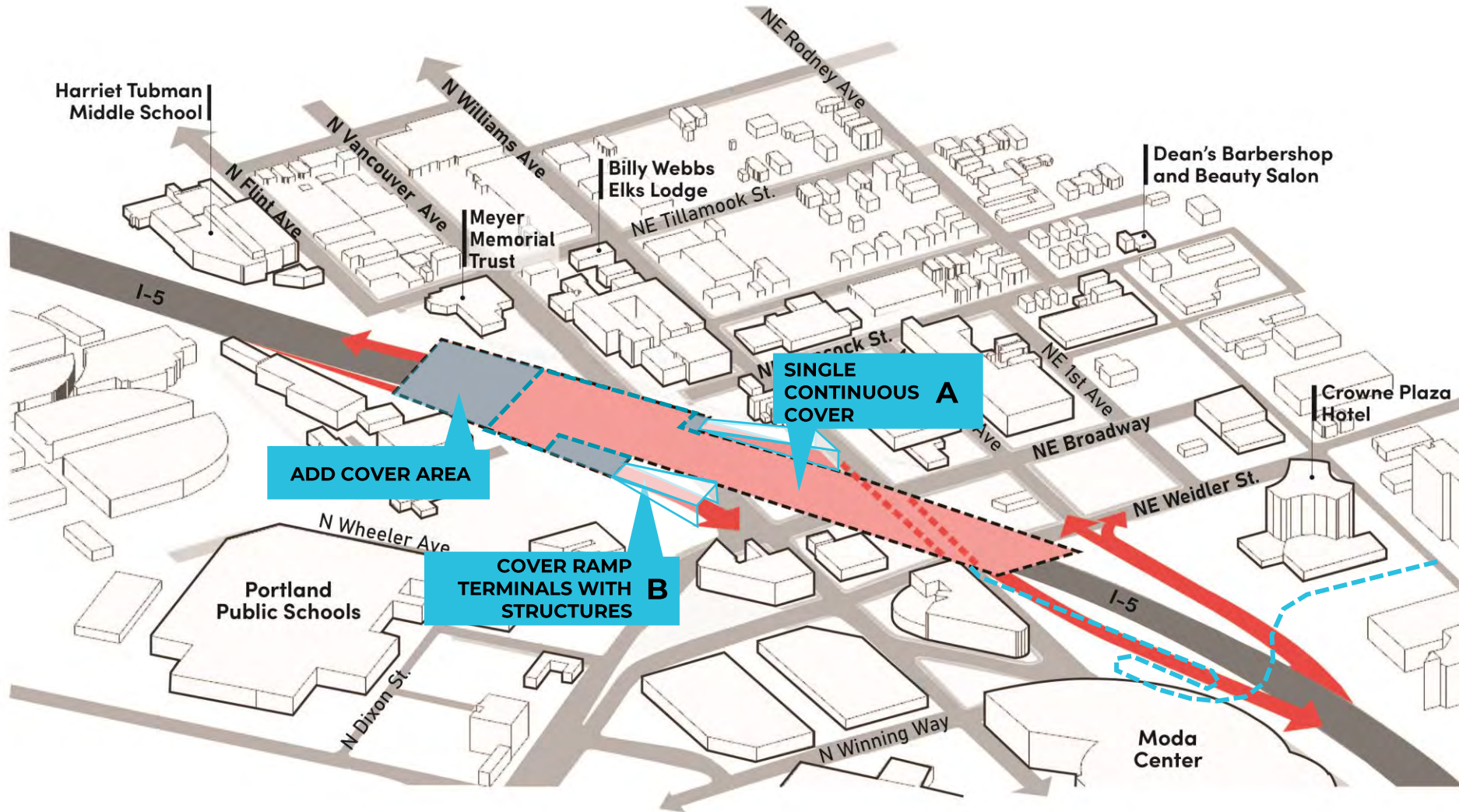




SCENARIO 1

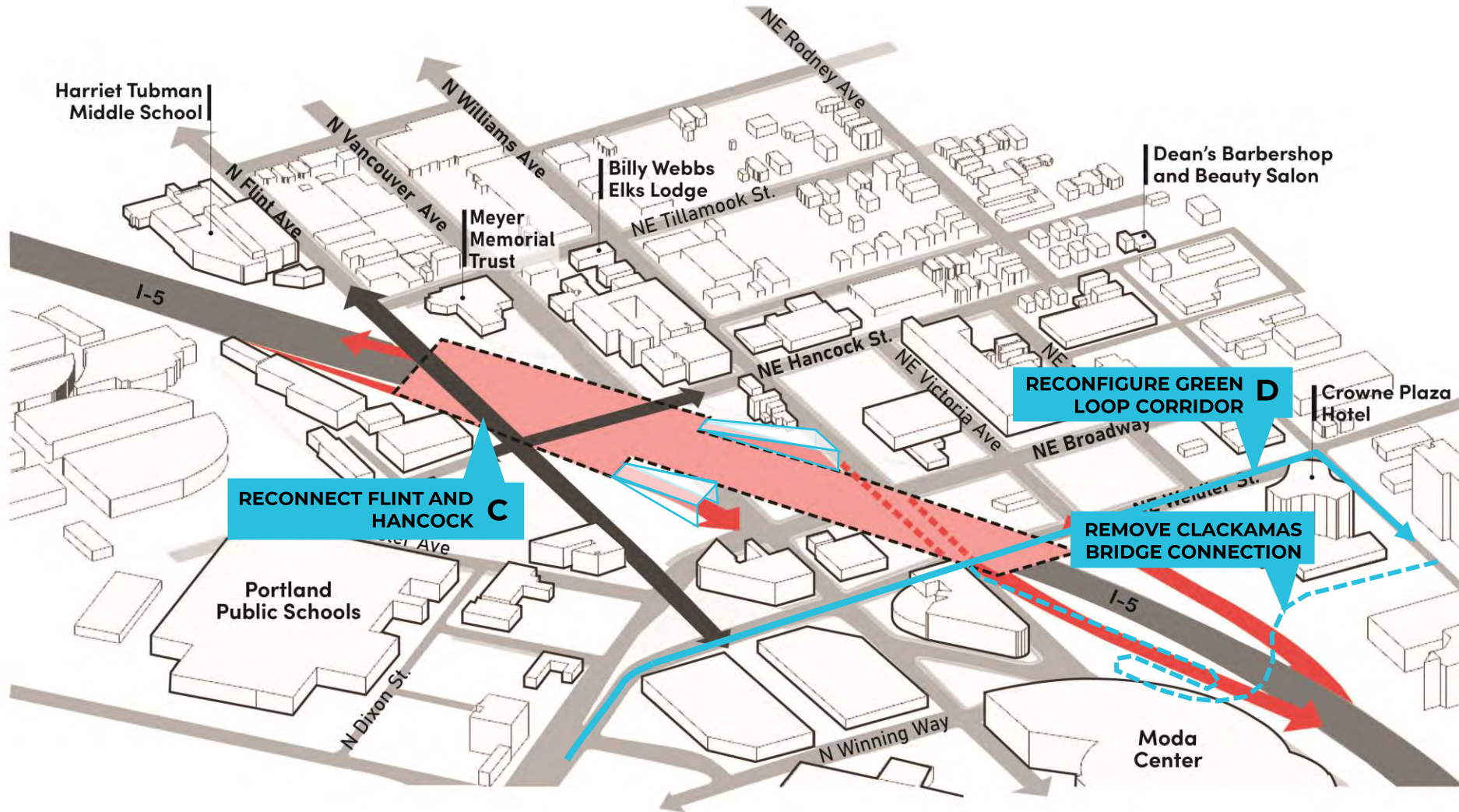
Scenario Elements

Flint + Broadway (Concept 1)



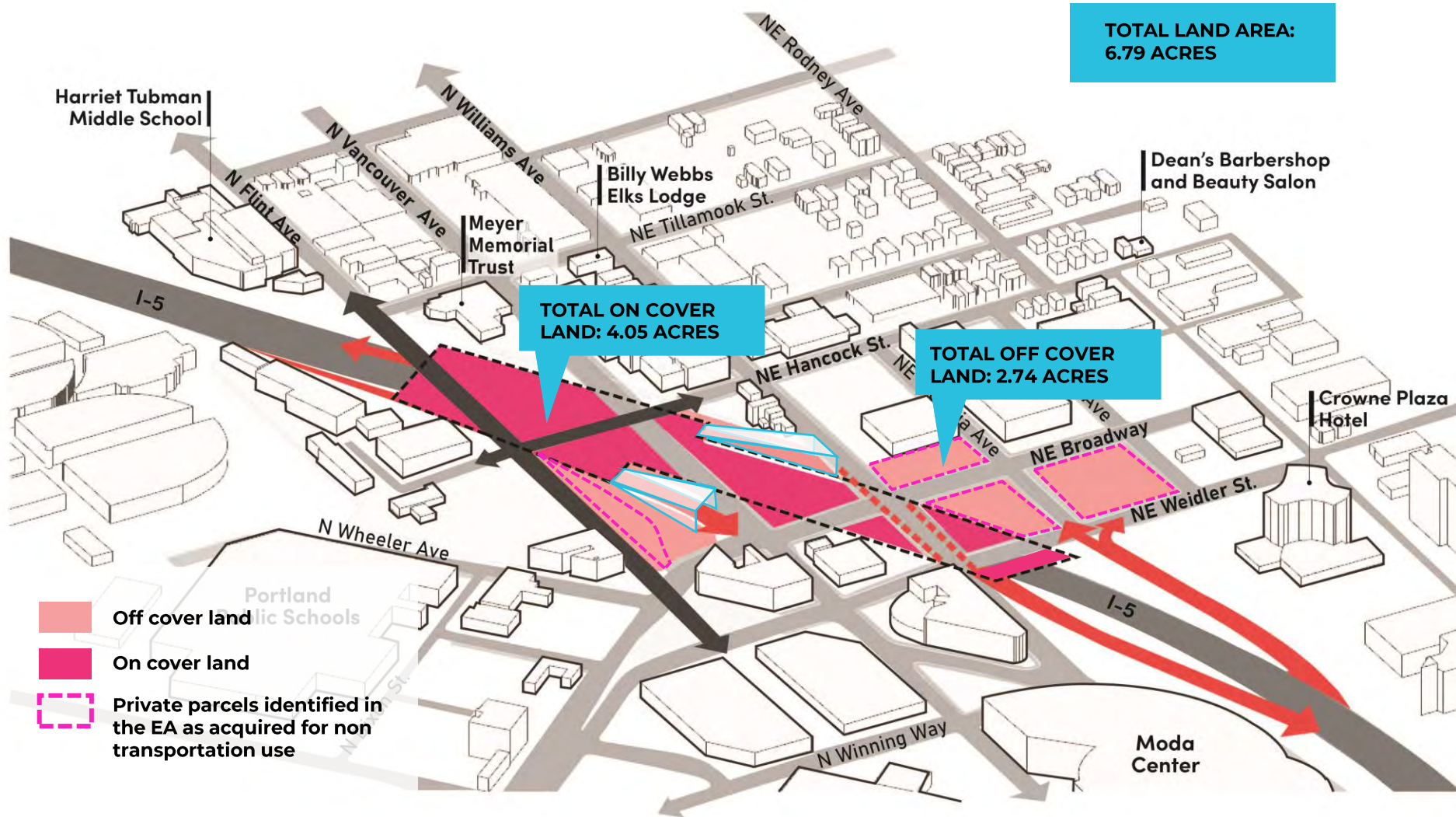
Scenario Elements

Flint + Broadway (Concept 1)



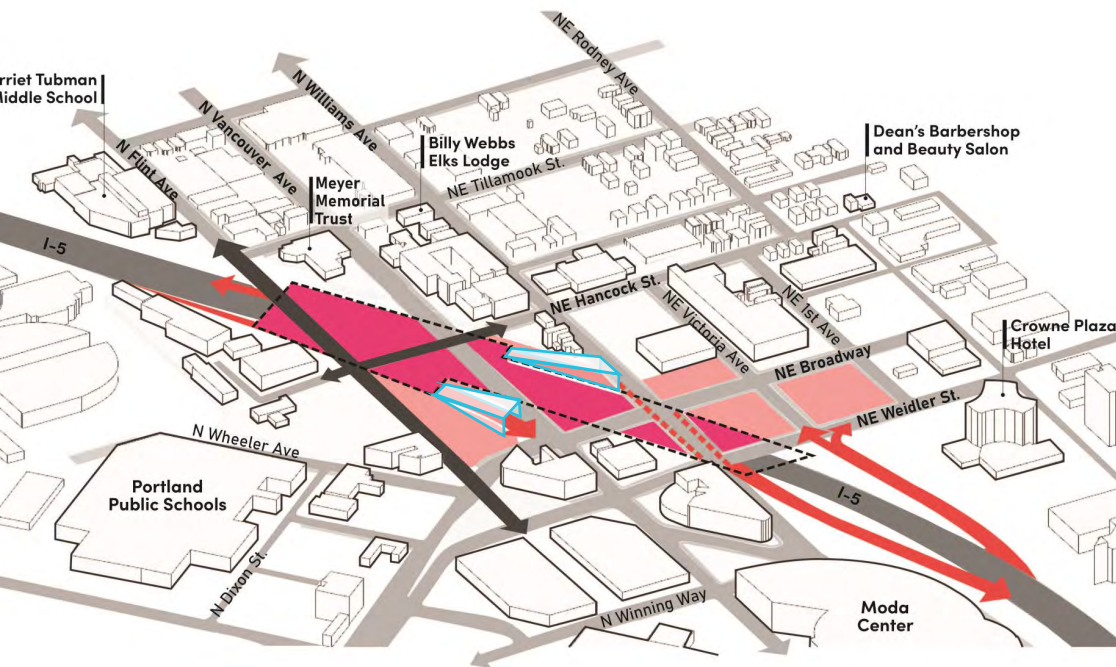
Scenario Elements

Flint + Broadway (Concept 1)



Scenario Elements

Flint + Broadway (Concept 1)



Development Assessment Framework:

Community Wealth



Community Health



Community Cohesion



Mobility



Schedule



Total Land Area: 6.79 Acres

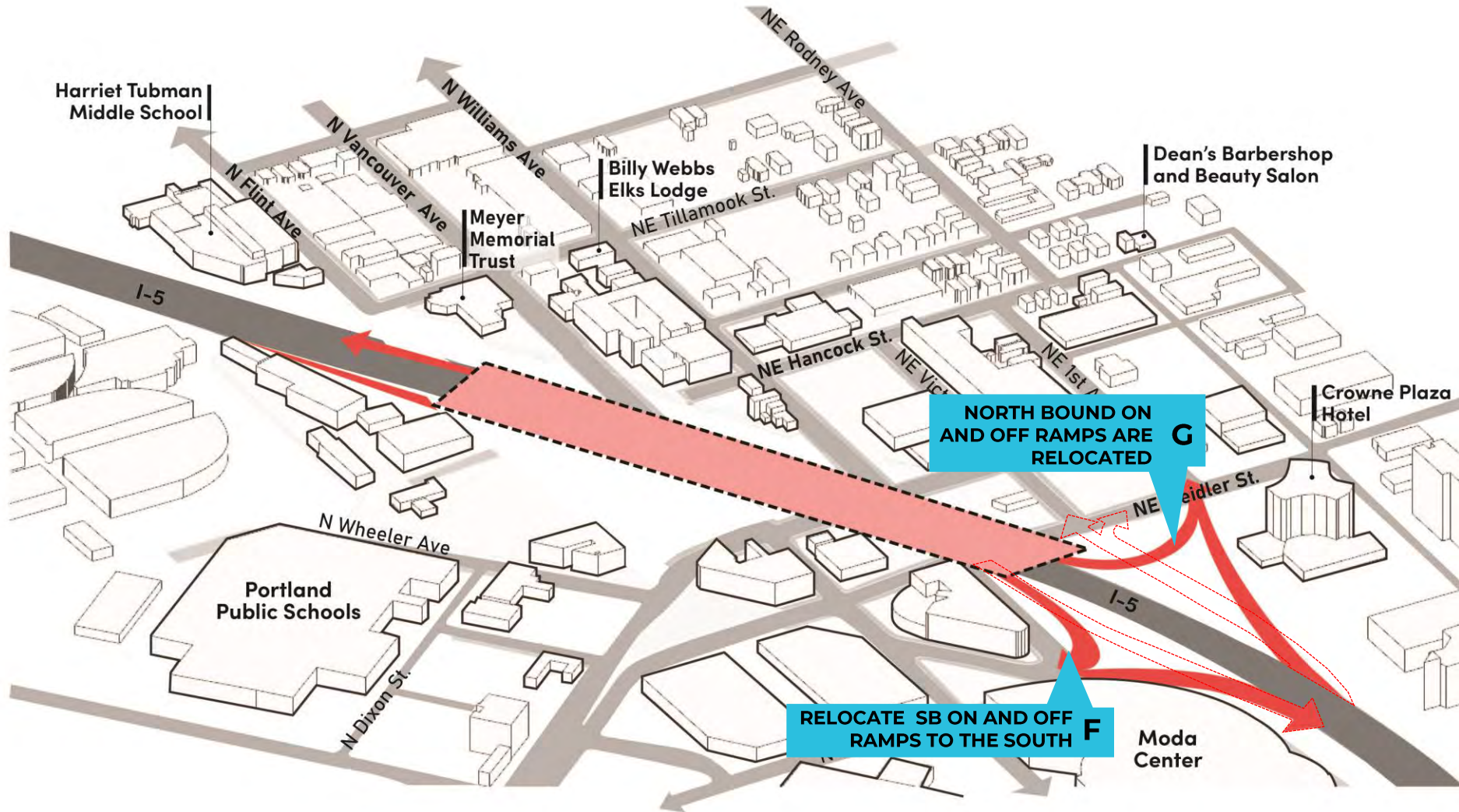
Cost Estimate: \$837,000,000- \$936,000,000



SCENARIO 4

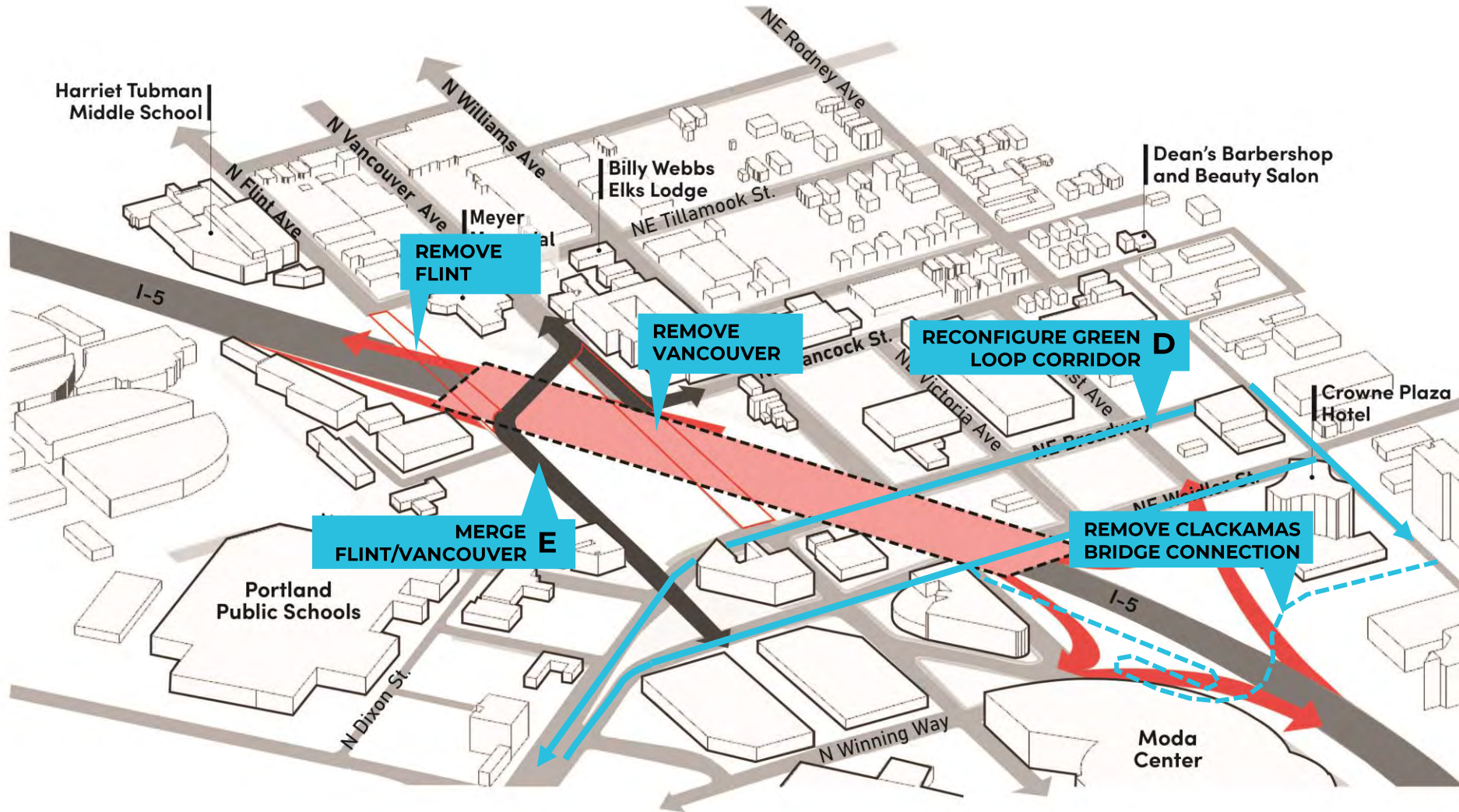
Scenario Elements

Center on the Cover (Concept 4)



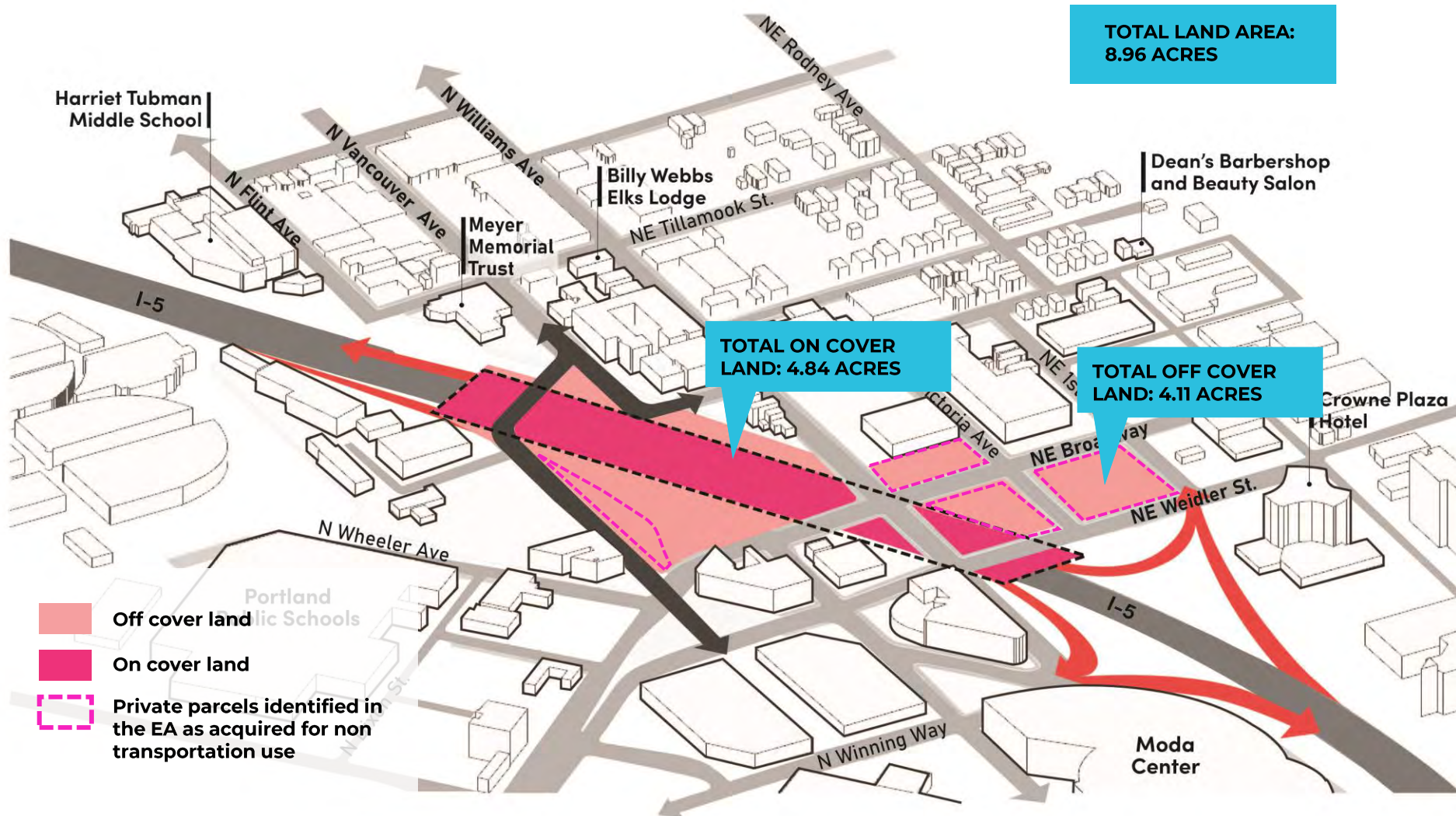
Scenario Elements

Center on the Cover (Concept 4)



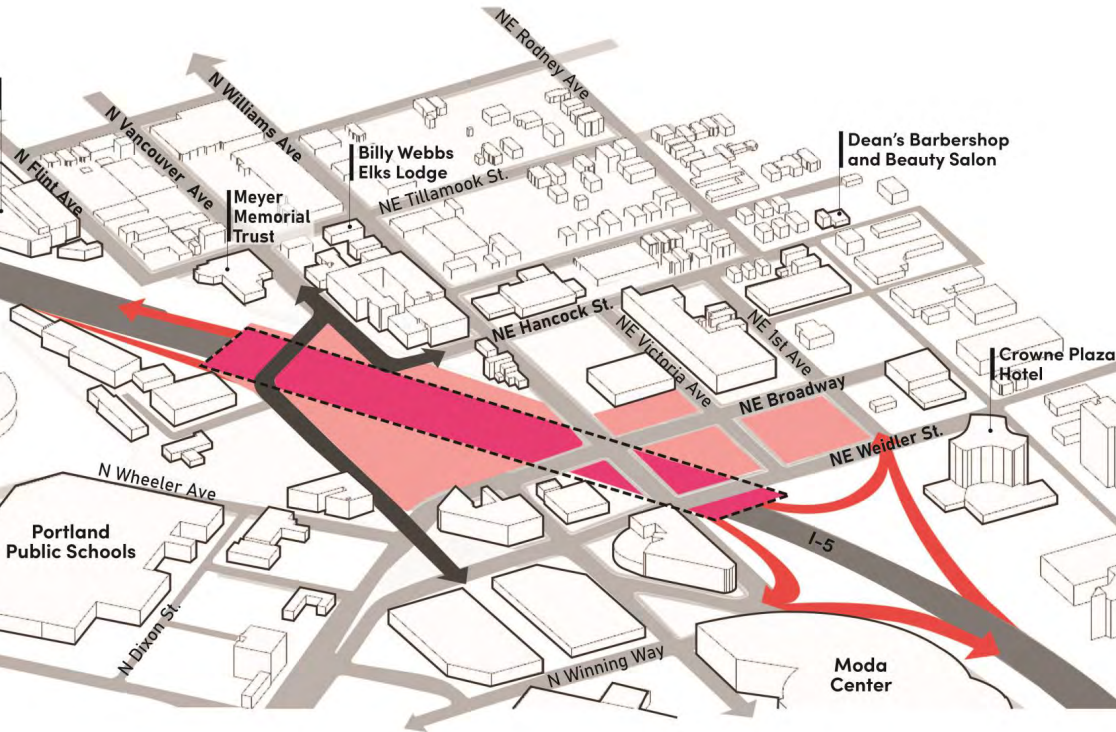
Scenario Elements

Center on the Cover (Concept 4)

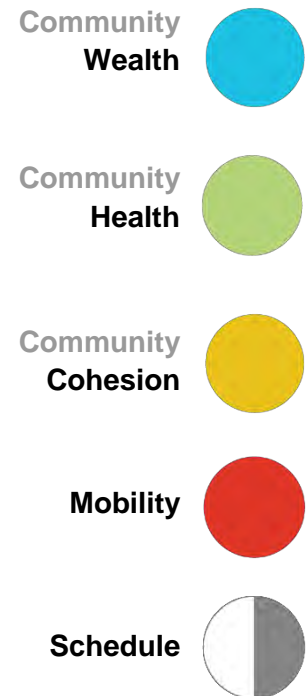


Scenario Elements

Center on the Cover (Concept 4)

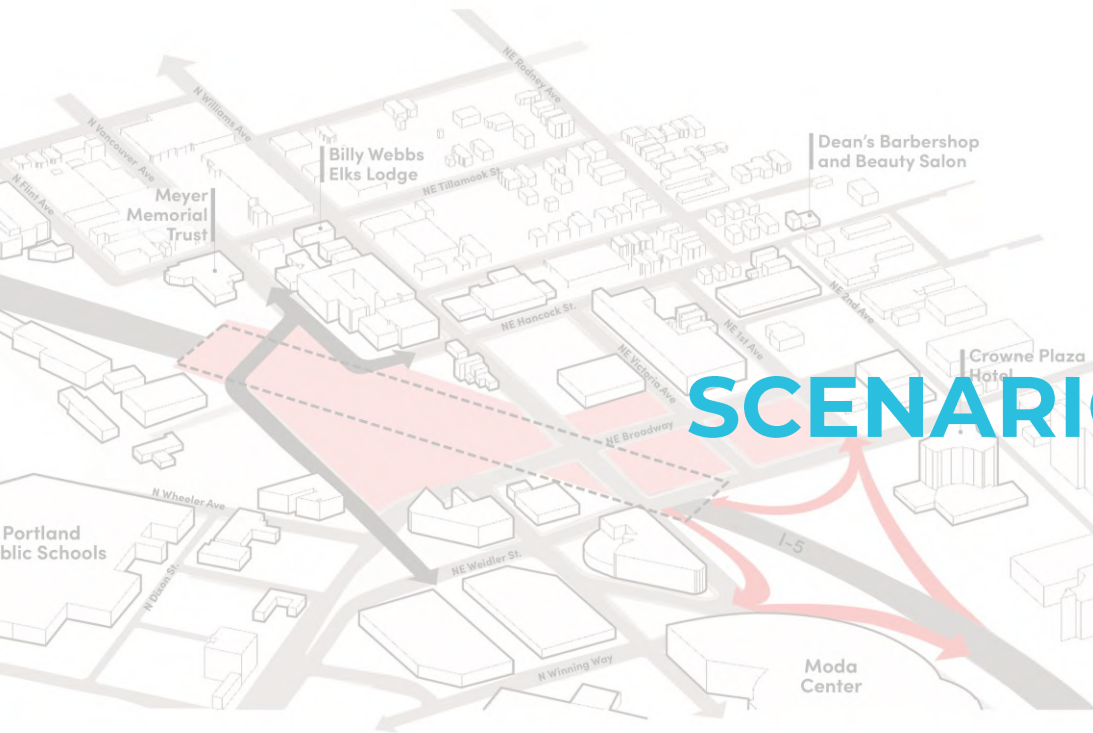


Development Assessment Framework:



Total Land Area: 8.96 Acres

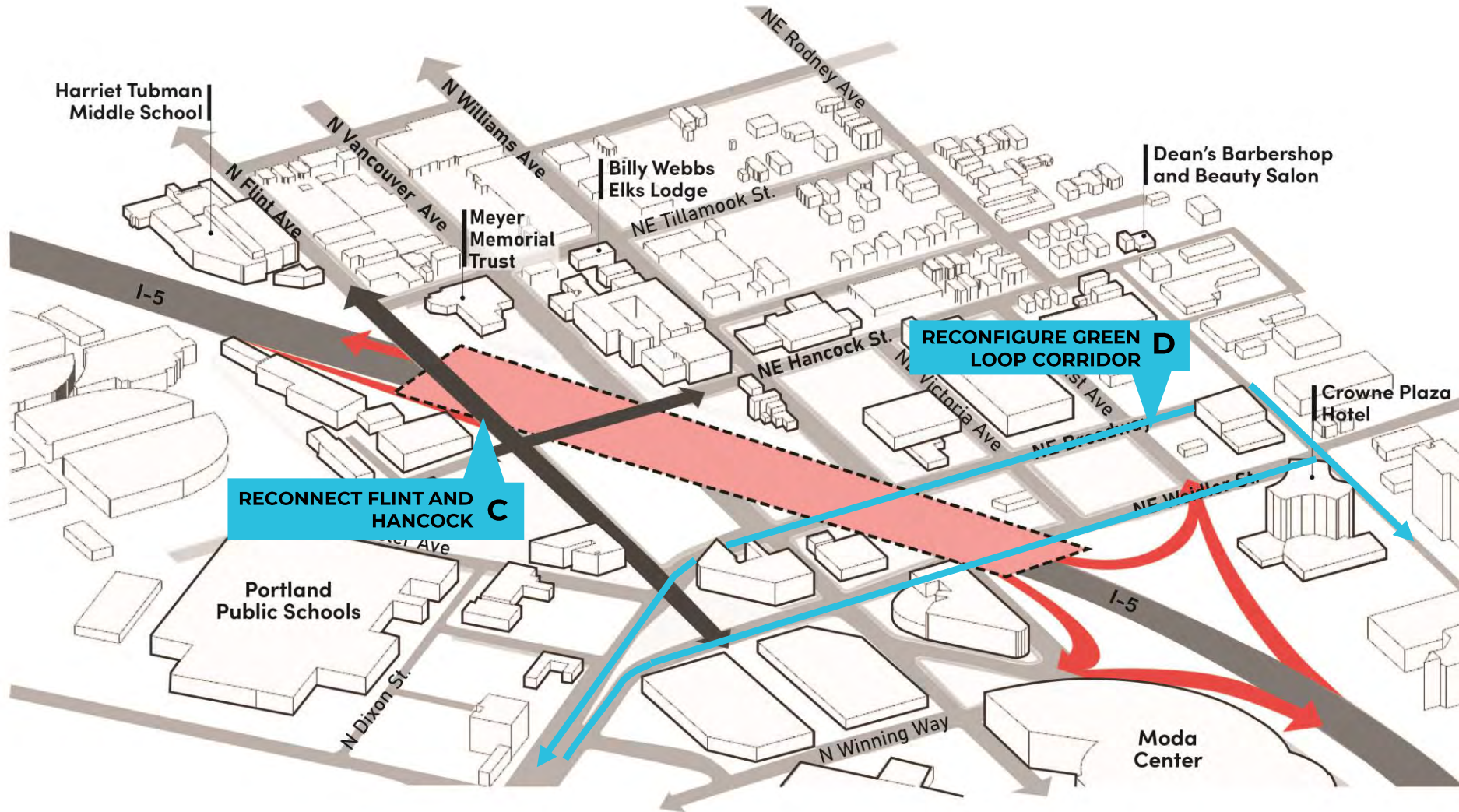
Cost Estimate: \$808,000,000- \$904,000,000



SCENARIO 5

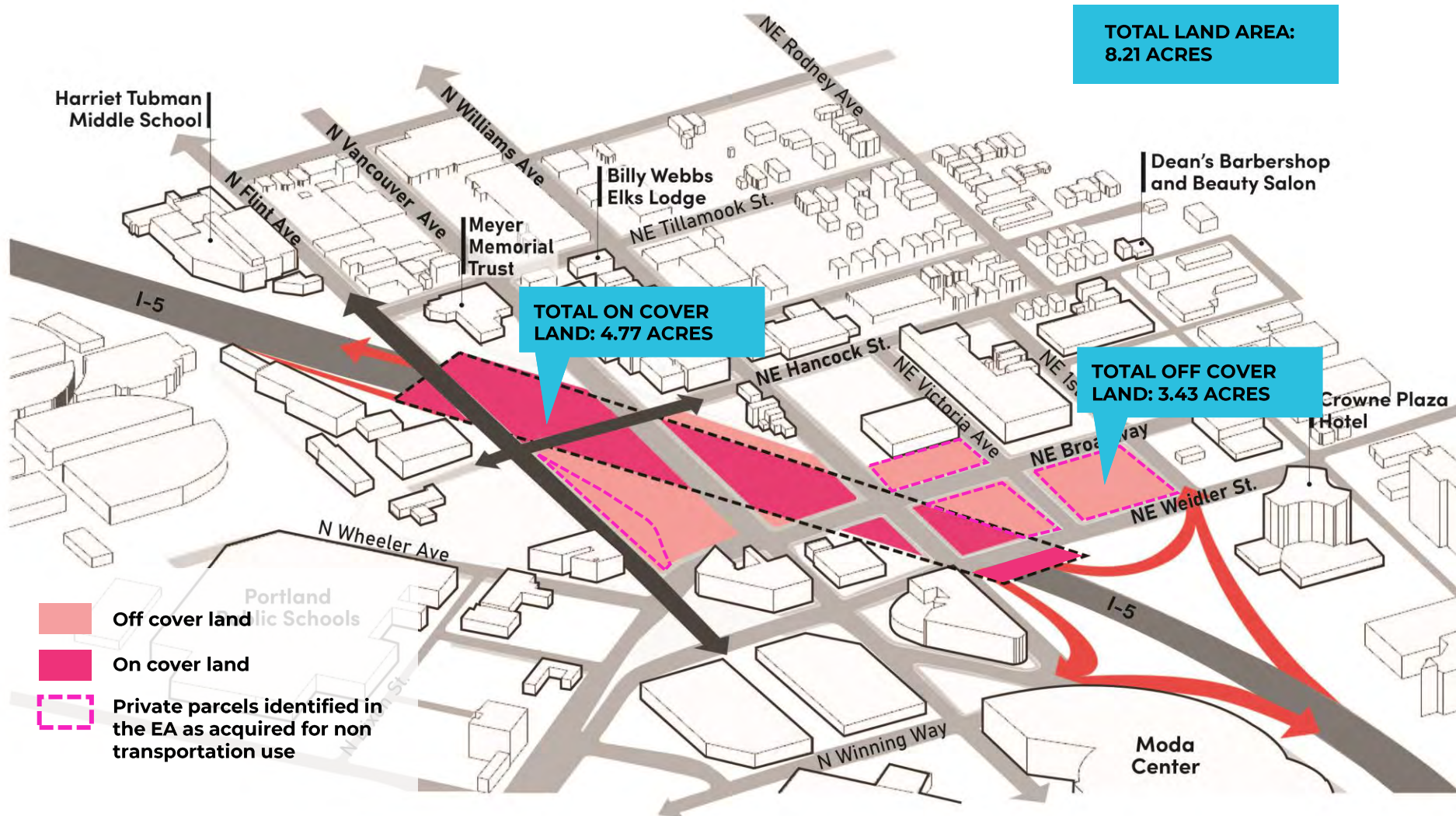
Scenario Elements

Restore the Grid (Concept 5)



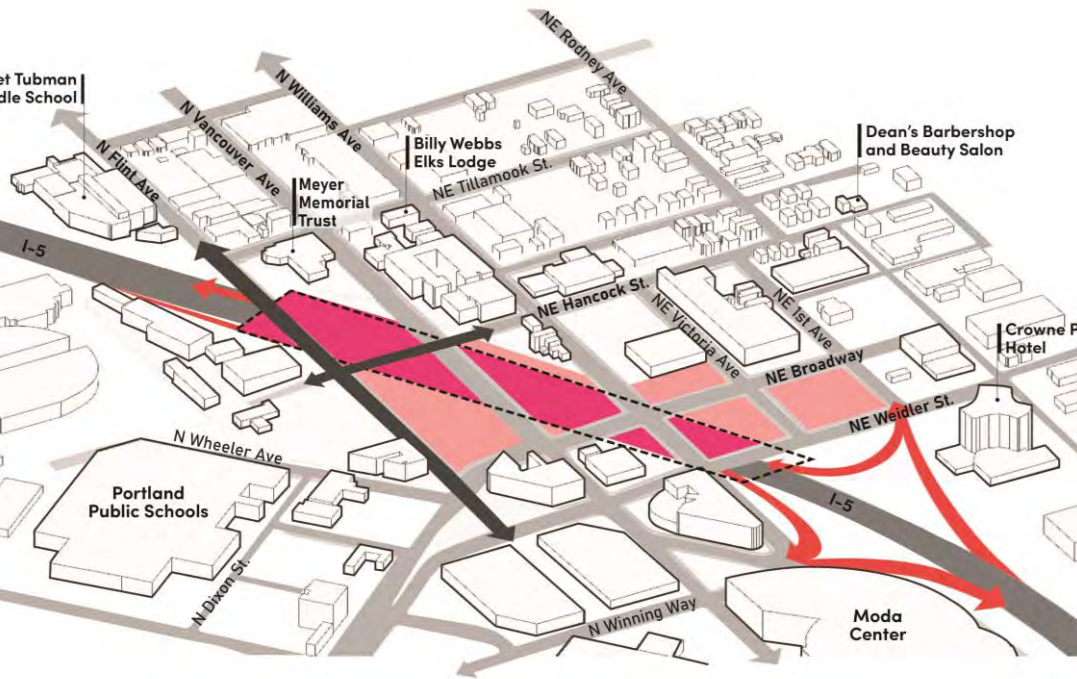
Scenario Elements

Restore the Grid (Concept 5)



Scenario Elements

Restore the Grid (Option 5)



Development Assessment Framework:

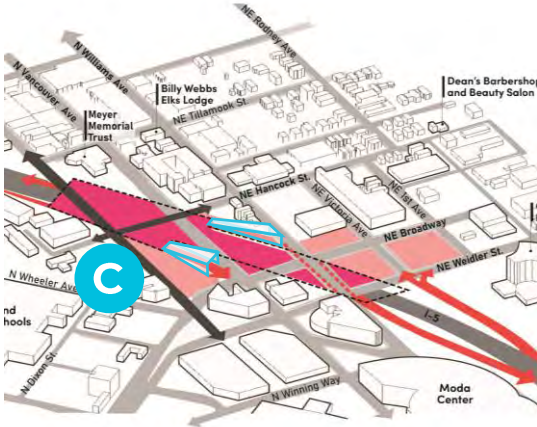


Total Land Area: 8.21 Acres

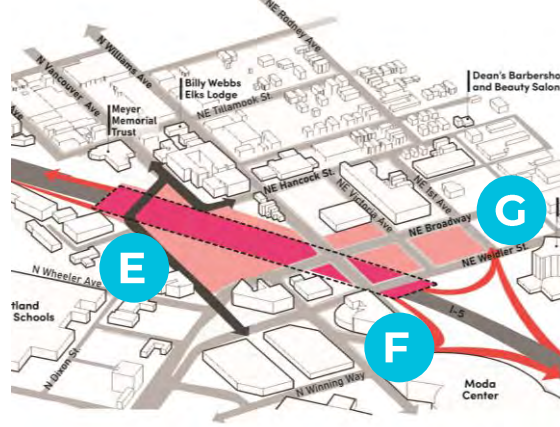
Cost Estimate: \$878,000,000- \$983,000,000

Scenario Comparison

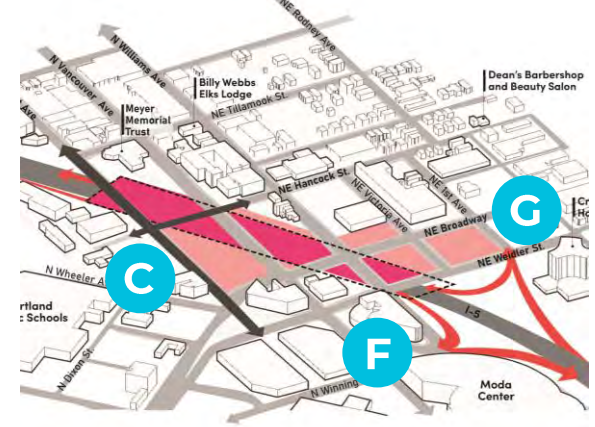
Flint + Broadway (1)



Center on the Cover (4)



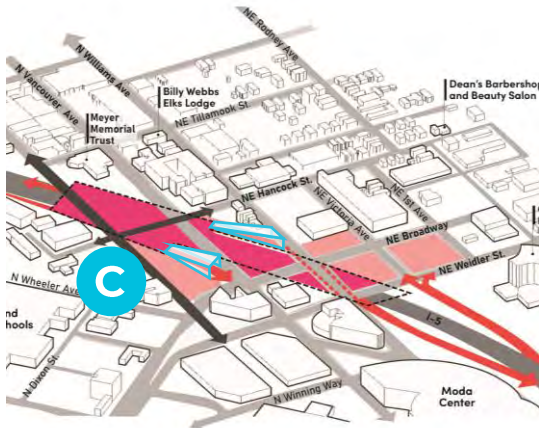
Restore the Grid (5)



	Current RQIP Design	Flint + Broadway (1)	Center on the Cover (4)	Restore the Grid (5)
Total On Cover	2.39 ACRES	4.05 ACRES	4.84 ACRES	4.77 ACRES
Total Off Cover	1.78 ACRES	2.74 ACRES	4.11 ACRES	3.43 ACRES
Total Land	4.16 ACRES	6.79 ACRES	8.96 ACRES	8.21 ACRES
Cost Estimate	--	\$837-936 Mil.	\$808-904 Mil.	\$878-983 Mil.

Scenario Trade offs

Flint + Broadway (1)



LAND

- **Less land**
- More **active streets** for development
- Streets around new development are **less pedestrian and business-friendly** when they hold I-5 traffic from ramps

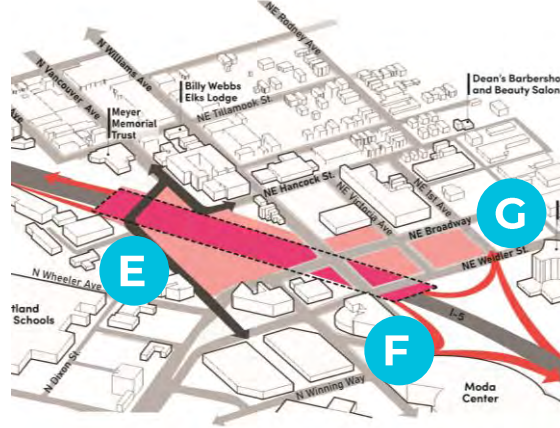
TRANSIT

- Neutral to transit

SCHEDULE

- **Delay: Low**, likely approved with limited EA Re- evaluation, **least risk**

Center on the Cover (4)



LAND

- Creates **most land** on cover
- Streets around new development are **more pedestrian and business-friendly** with less I-5 traffic

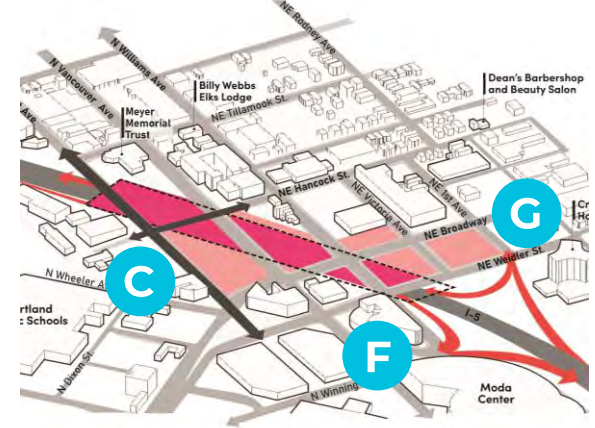
TRANSIT

- Likely delay bus service on 4 and 44 Buses southbound

SCHEDULE

- **Delay: Moderate to high**, likely 6-18 months, most complex process with **more risk** to completion

Restore the Grid (5)



LAND

- Creates **more land** and more **active streets** for development
- Streets around new development are **more pedestrian and business-friendly** with less I-5 traffic

TRANSIT

- Neutral to transit

SCHEDULE

- **Delay: Moderate to high**, likely 6-18 months, most complex process with **more risk** to completion

Scenarios

What we Heard

Some Black community members preferred **Scenario 4 and 5 to maximize development potential** on the covers

Some Black community members prefer **to maximize the speed at which jobs are provided** to the Black community by reducing schedule

Let's look at each element individually to see if we can find a compromise.