



Joint Historic Landmarks / Design Commission Briefing

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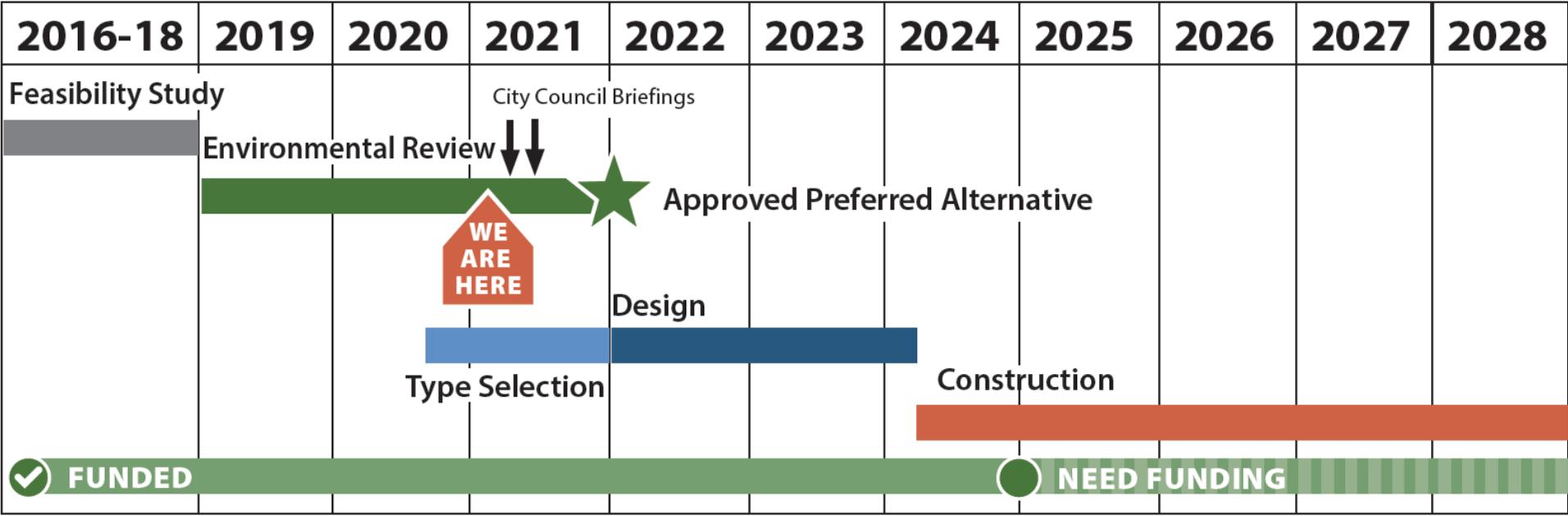
January 25, 2021

Briefing Overview

- 1. Project Schedule**
- 2. Preferred Alternative**
- 3. Seismic Retrofit
Alternative Review**
- 4. Draft EIS Preview**
- 5. Next Steps and Closing
Remarks**



Project Timeline



Recommended Preferred Alternative

By Community Task Force, Policy Group and Board of County Commissioners

Replacement Long Span



The example image above is just one variation of what a long span bridge could look like.

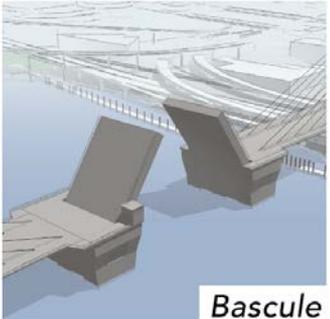
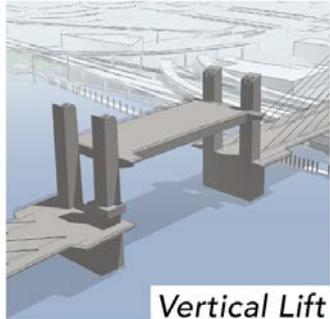


Recommended Preferred Alternative

Replacement Long Span – this comes in different types...



MOVABLE SPAN TYPES (EXAMPLE)

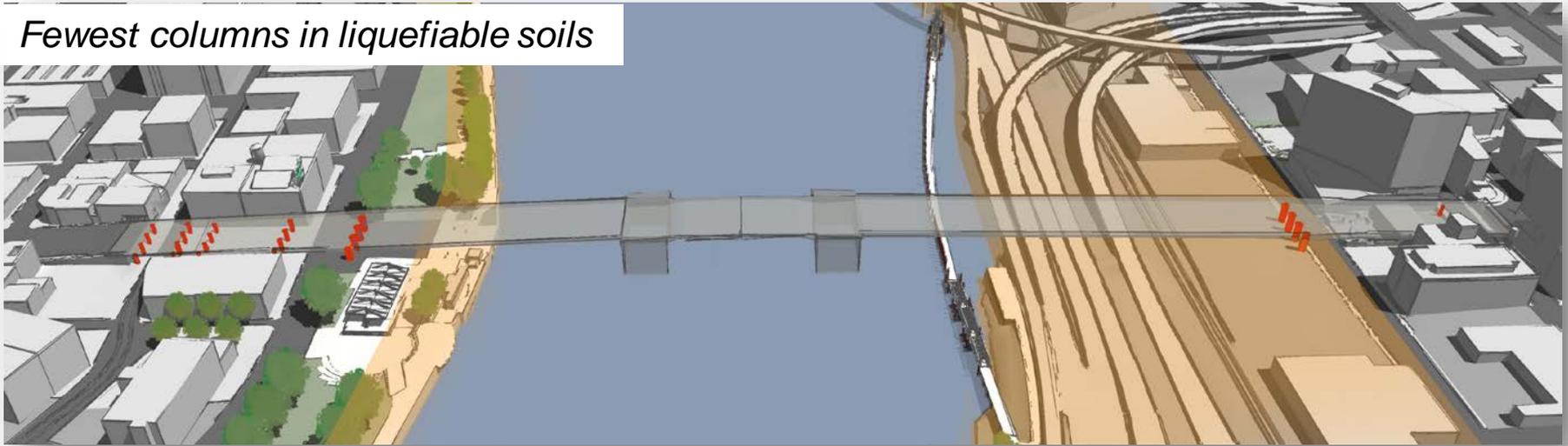


* Note: Other variations of these types are being considered

Recommended Preferred Alternative

Replacement Long Span

Fewest columns in liquefiable soils



BENEFITS

- Best for seismic resiliency
- Least cost alternative
- Enhances/preserves community resources
- Improves safety for bike/ped/ADA
- Least impacts to natural resources

IMPACTS

- Removes historic Burnside Bridge

CONSIDERATIONS

- Views



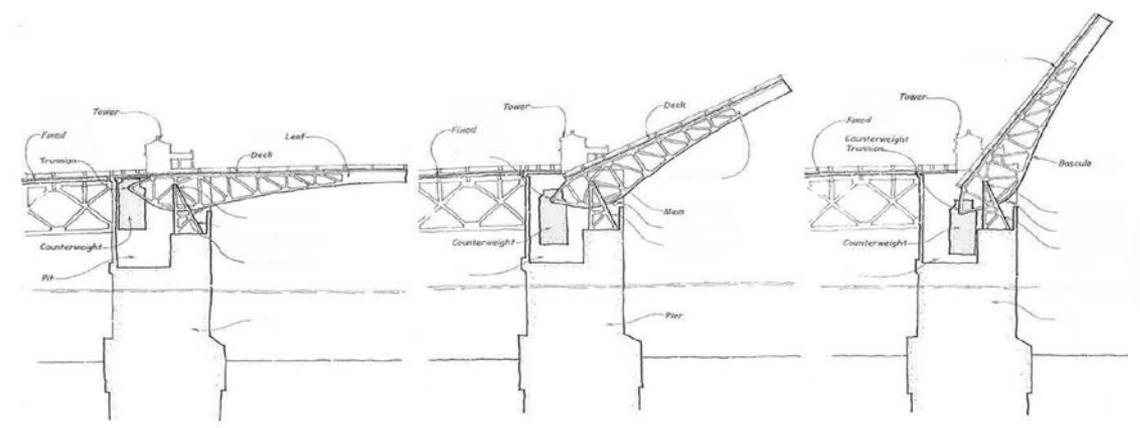


WHY NOT RECOMMENDED?

- Technically feasible, but very challenging to make seismically resilient
- Draft finding of adverse effect
- Greatest project lifecycle cost
- Demolishes Burnside Skatepark
- Largest impact to Waterfront Park
- No improvements for bike, ped, ADA, or emergency response users

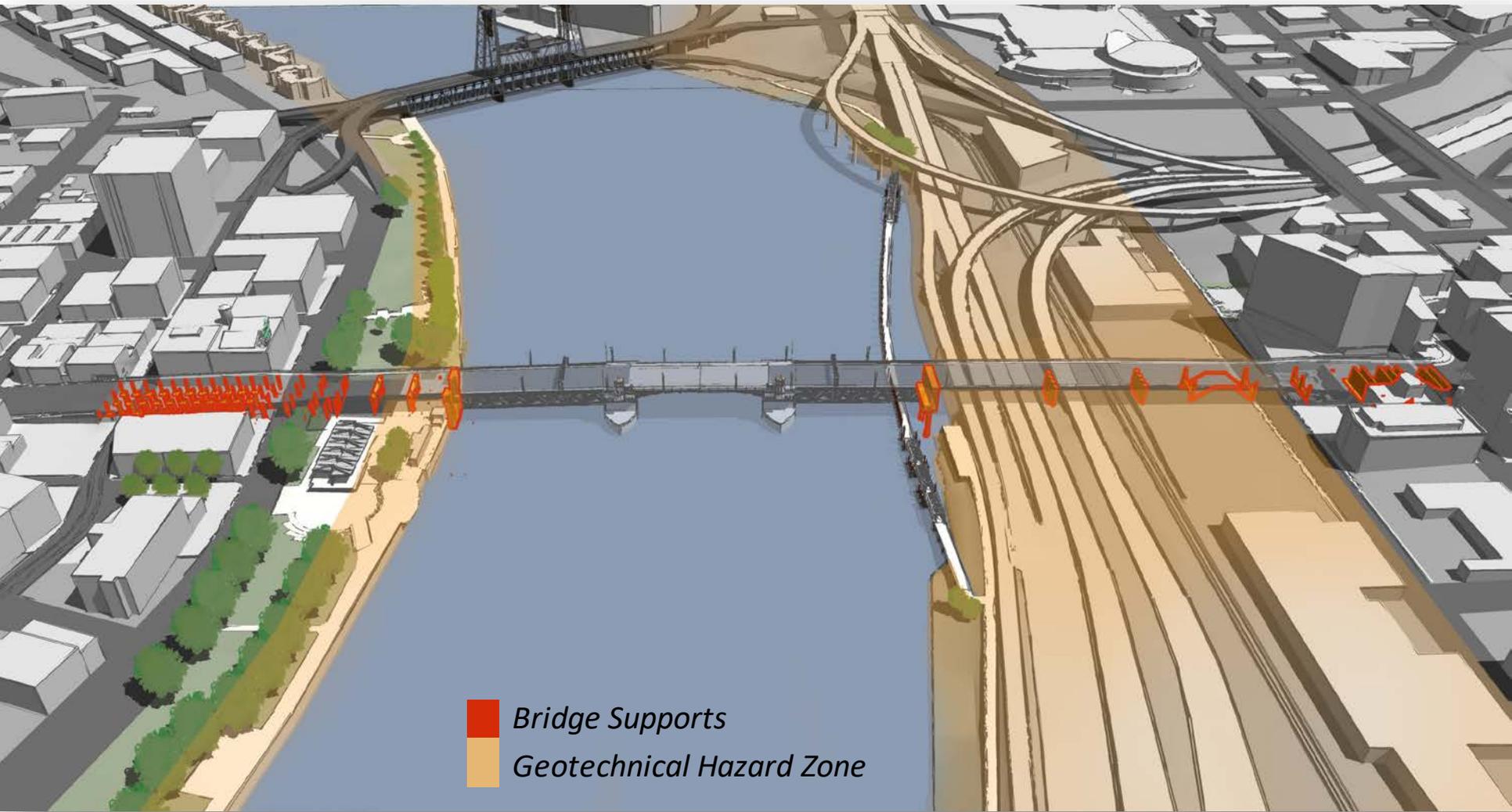
Enhanced Seismic Retrofit

Bridge Seismic Retrofit Analysis



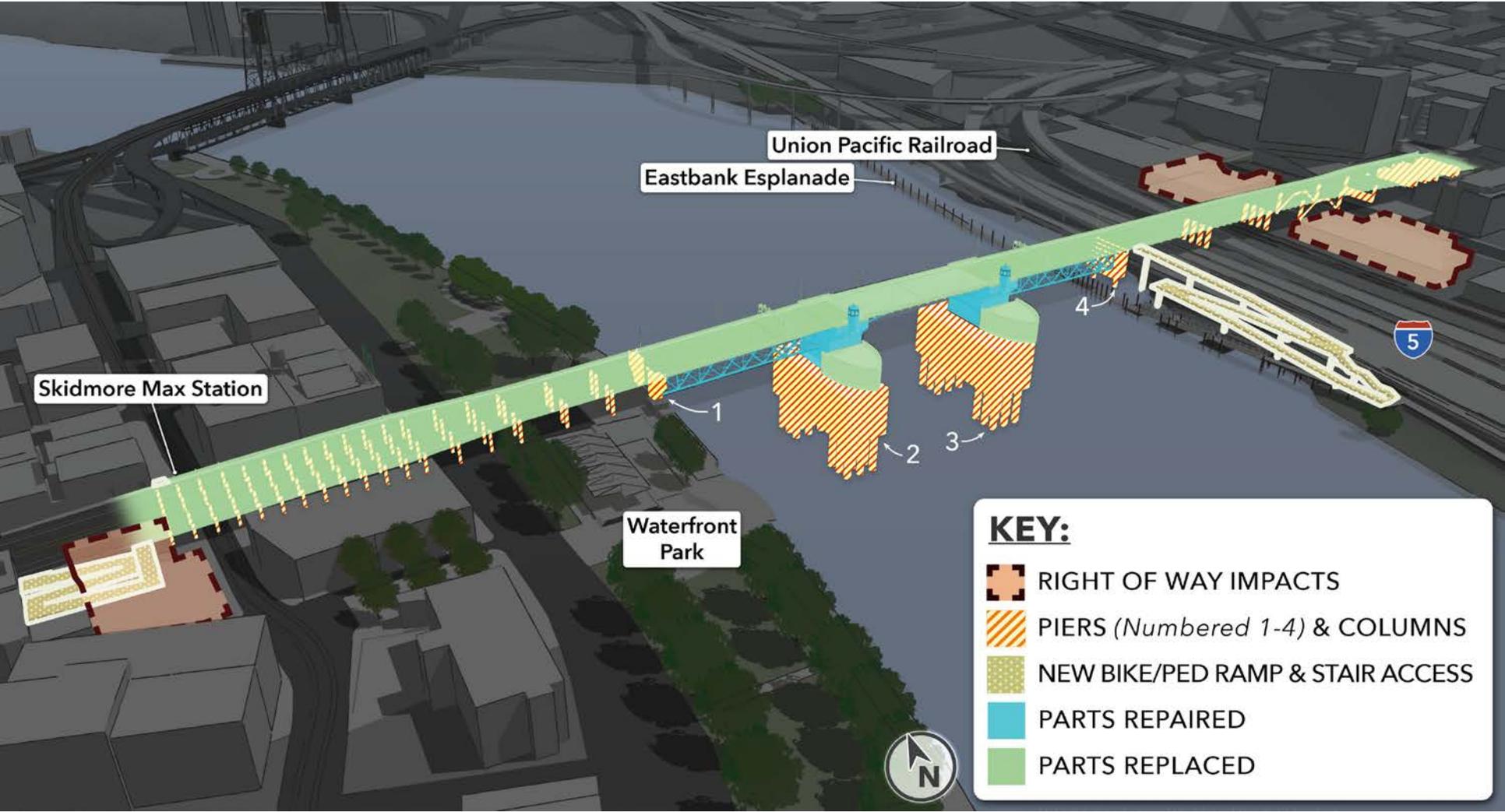
Enhanced Seismic Retrofit

View showing column layout and geotechnical hazard zone from south



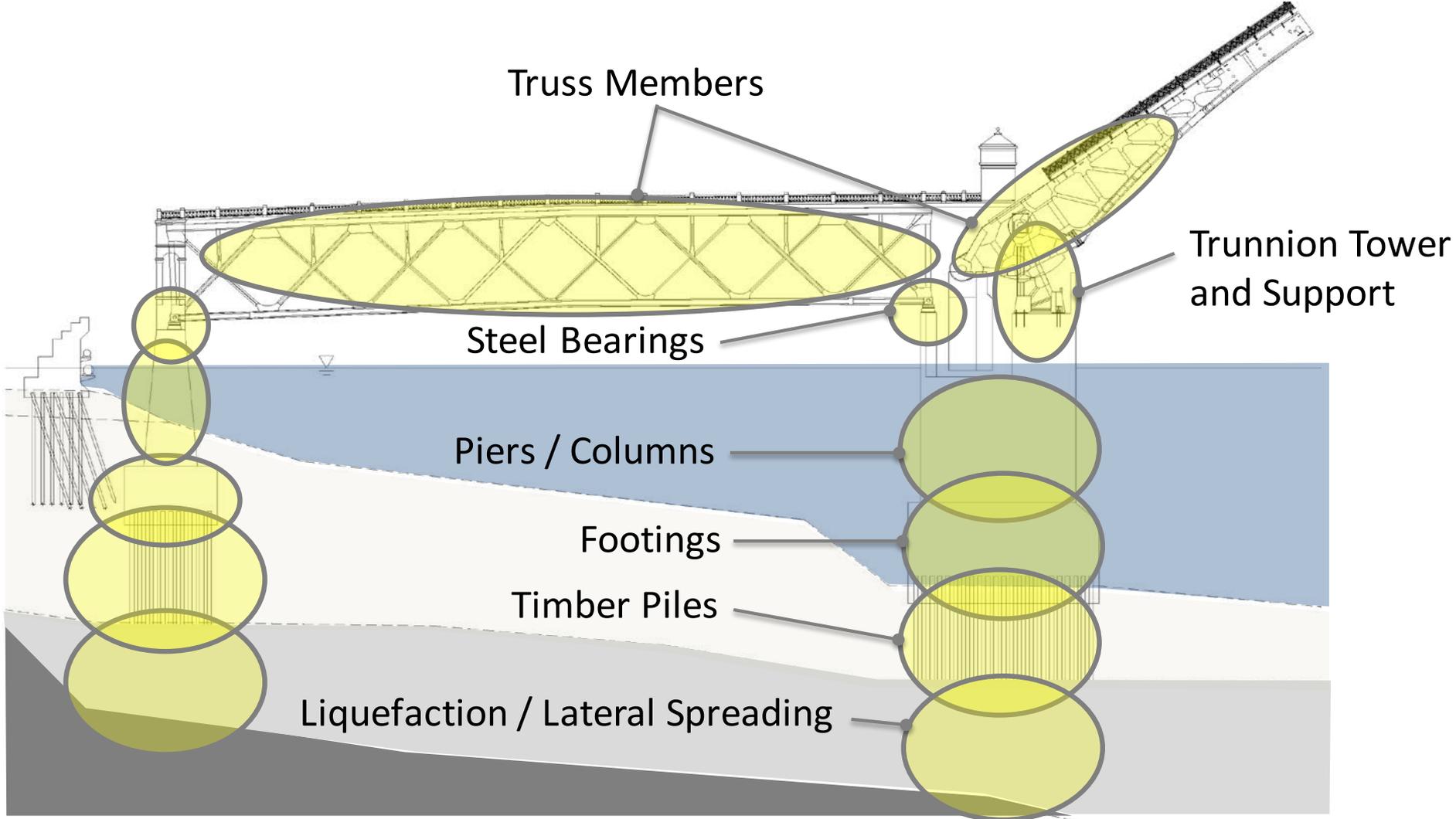
Enhanced Seismic Retrofit

Work Overview



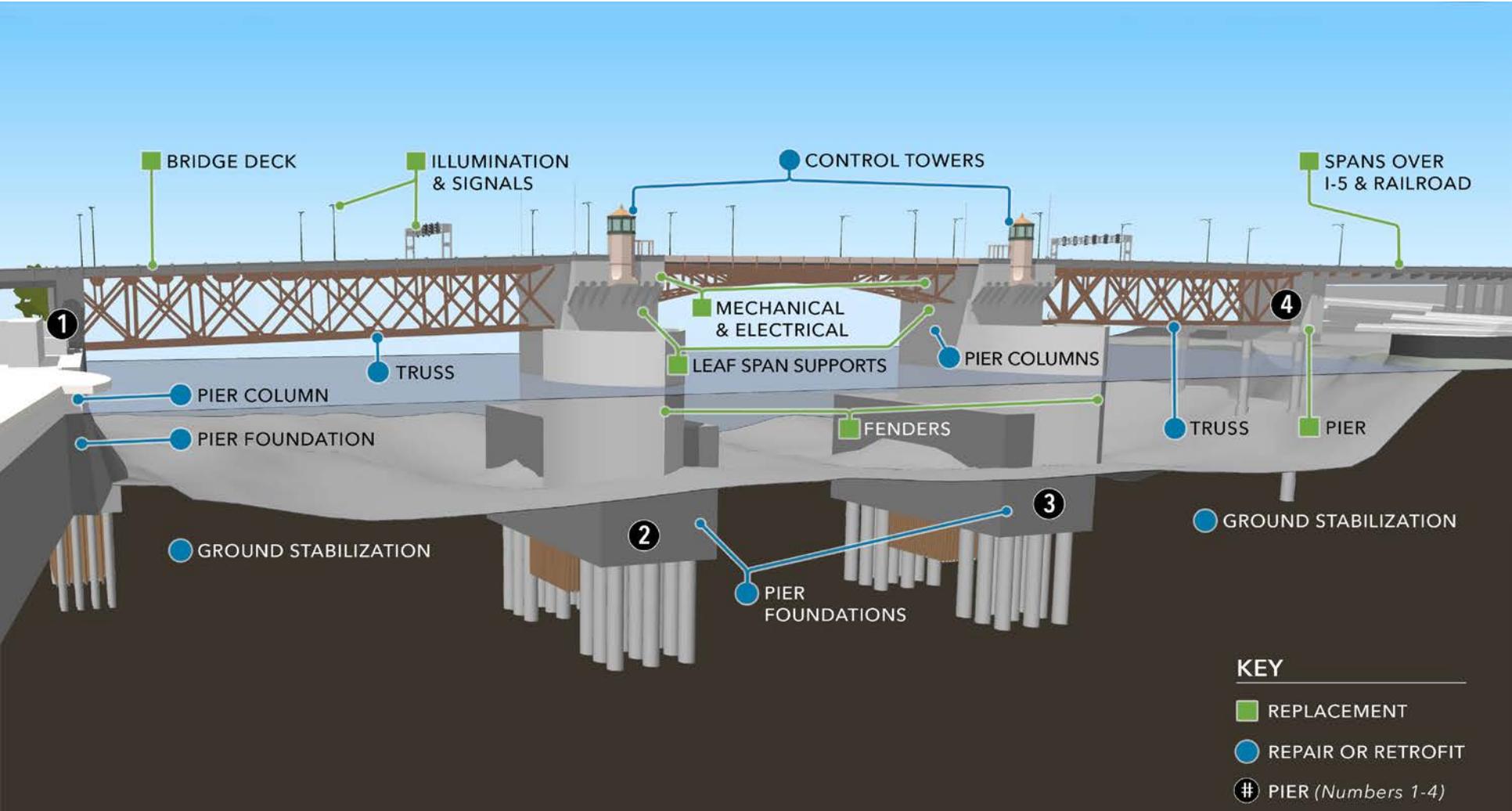
Enhanced Seismic Retrofit

River Pier Deficiencies



Enhanced Seismic Retrofit

Detailed Work Needs



Note: All findings result from an in-depth bridge seismic retrofit analysis

Enhanced Seismic Retrofit

Detailed Work Needs – Bridge railing / Operator's House



Masonry
Operator's House

Deficient bridge railing

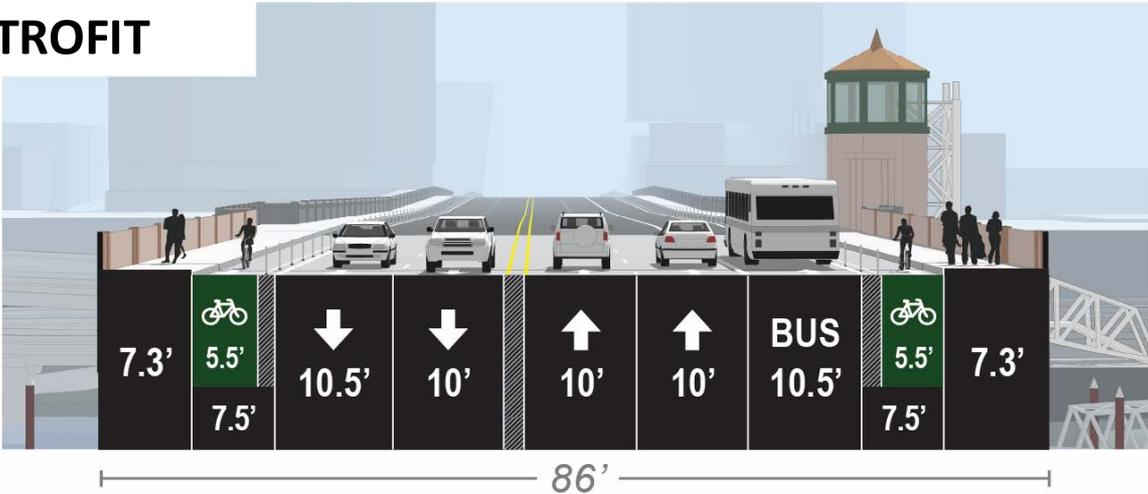


Enhanced Seismic Retrofit

Bridge Deck Cross Section Comparison

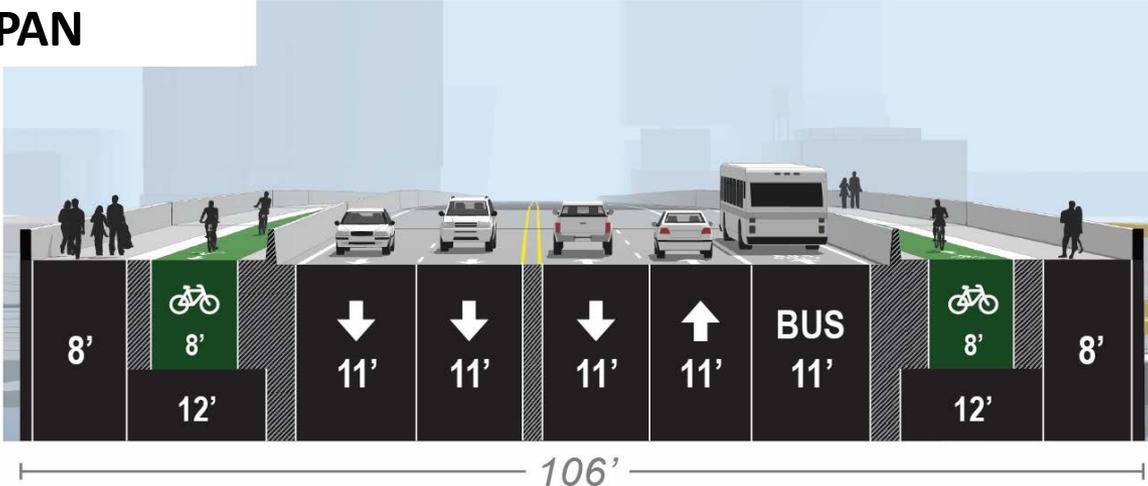
ENHANCED SEISMIC RETROFIT

- Matches existing cross section



REPLACEMENT LONG-SPAN

- Adds protective barriers
- Adds sidewalk width
- Adds bike lane width
- Adds vehicular width



Enhanced Seismic Retrofit

Waterfront Park View



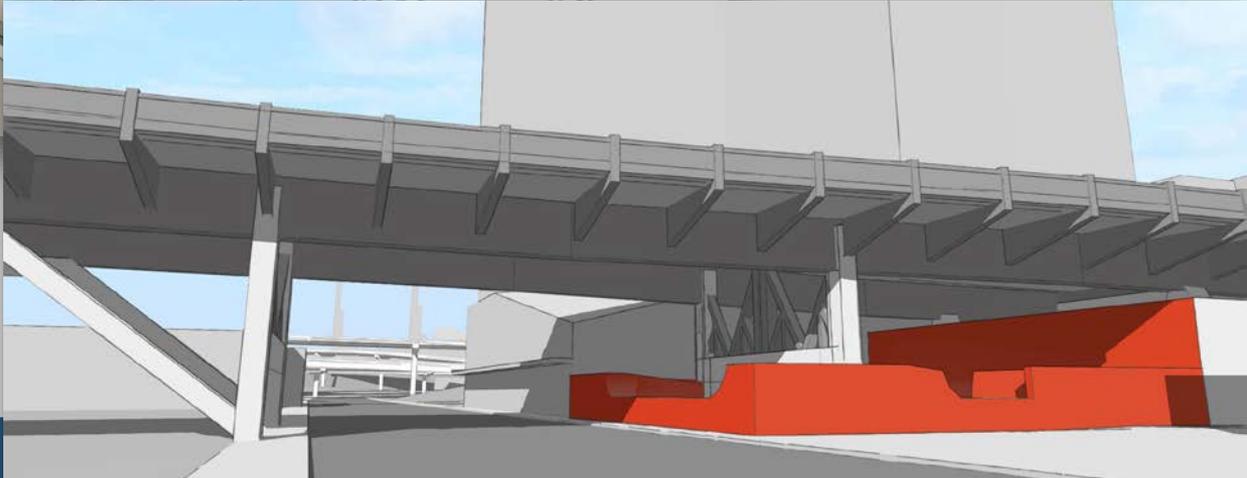
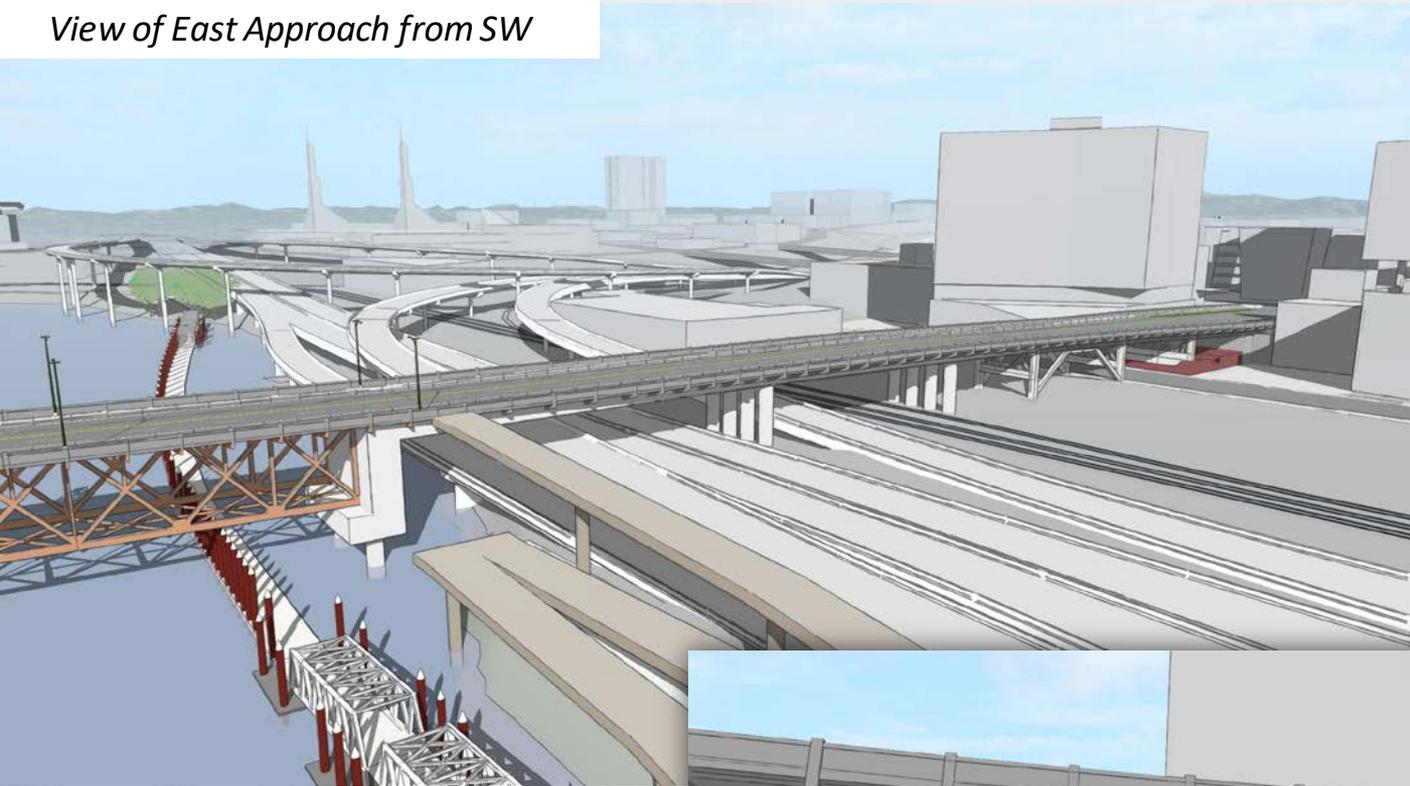
Naito Parkway, Looking Northeast at Waterfront Park



Enhanced Seismic Retrofit

East side Views

View of East Approach from SW



SE 2nd Ave, Looking North at Skatepark



Enhanced Seismic Retrofit

West side Views

Stag Sign and Big Pink, from south sidewalk of bridge



Stag Sign and Big Pink, from north sidewalk of bridge near midspan





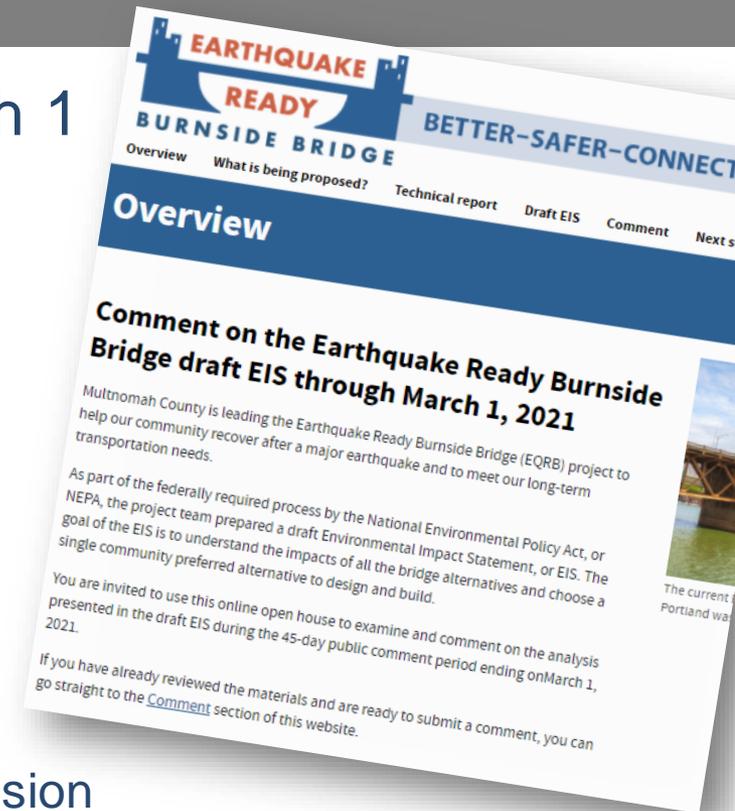
Draft Environmental Impact Statement



Draft Environmental Impact Statement



- Online open house January 15 – March 1
- E-newsletters, emails, news releases
- Social media
- Briefings
 - Metro JPACT
 - City Council
 - Multnomah County Board of Commissioners
 - ODOT
 - Portland Historic Landmarks
 - Portland Design Commission
 - Portland Planning and Sustainability Commission
 - Portland Parks Board
 - Portland Freight, Bike and Pedestrian Advisory Groups
 - Community, neighborhood and business organizations
 - Adjacent property owners



Technical Reports

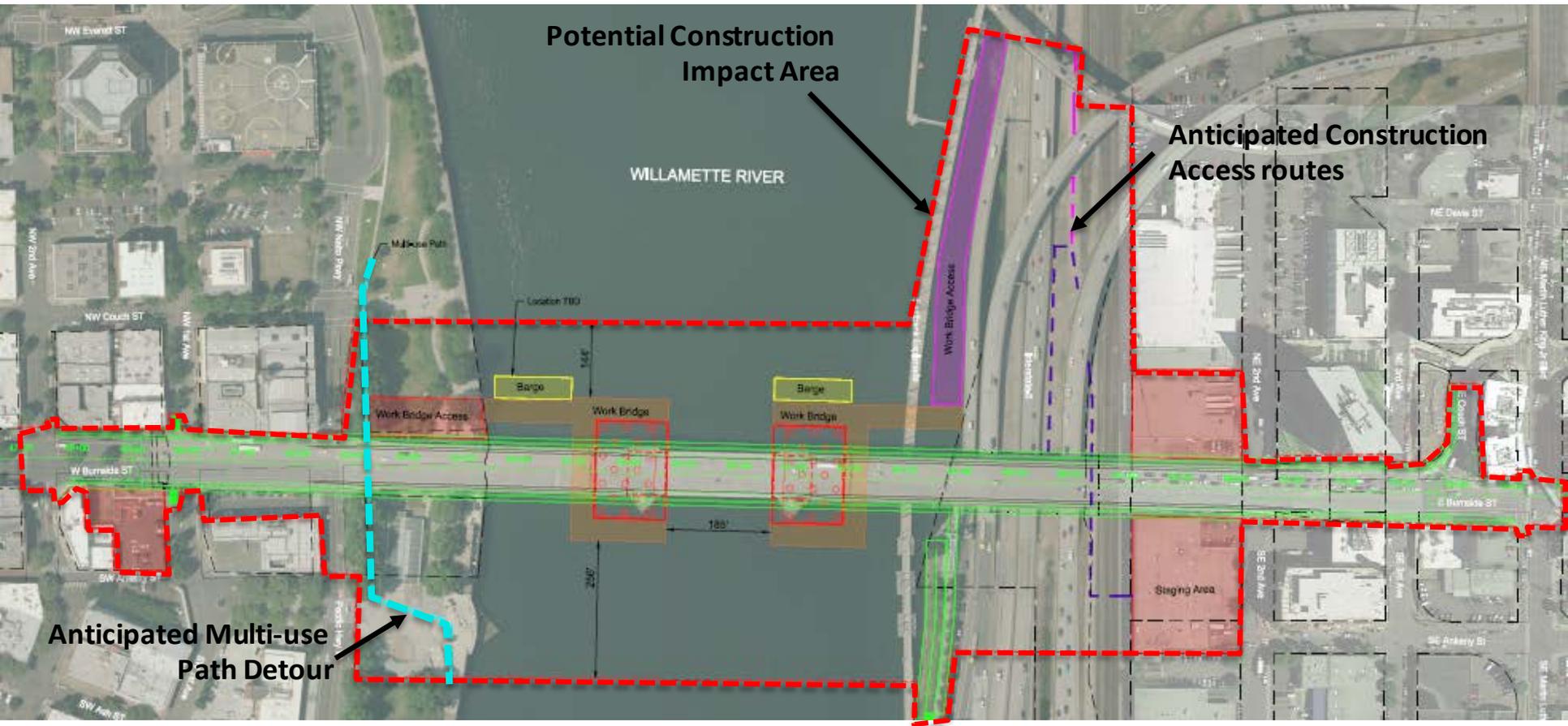
- Acquisitions and Relocations
- Air Quality
- Climate Change*
- Economics
- Environmental Justice
- Equity*
- Floodplain and River Hydraulics
- Geology
- Hazardous Materials
- Health Impact Assessment*
- Historic and Archaeological Resources
- Land Use
- Noise and Vibration

- Parks and Recreation
- Public Services
- Right of Way
- River Navigation
- Social and Neighborhood Resources
- Transportation
- Utilities
- Vegetation, Wildlife, and Aquatic Resources
- Visual and Aesthetic Resources
- Water Quality
- Wetlands and Waters
- Section 4(f) Evaluation



Draft Environmental Impact Statement

Impacts Analysis



= Potential ROW Impacts
 = Temporary Construction Access
 = Contractor Work Bridge



Draft EIS

Key Long-term Impacts

- Historic Resources

- Existing Bridge
- Skatepark

- River

- Fill
- Flood rise

- Visual and Aesthetics

- New Bridge
- Views
- Context



Key Temporary Impacts

Key Construction Closure Durations

- Burnside crossing up to 4.5 years
- Portion of Waterfont Park up to 4.5 years
- Section of Eastbank Esplanade 18 months to 4.5 years

Temporary Impacts

- Social services (ped/bike access, noise and air)
- Parks and Recreation (temp closures, reroutes, event impacts)
- Historic resources (temp skatepark closure)
- River navigation (occasional channel closures)
- Bike and ped (Bridge closure, detours, travel times, safety)
- Transit (Bus reroutes, temp MAX station closures, travel time, ridership)
- Freight and traffic (Bridge closure, detours, congestion)
- Fish (in-water work)



Impacts Analysis

Park Impacts and Mitigation Considerations:

- Long term closure of esplanade and strategies to mitigate
- Westside construction zone and impacts to Japanese American Historical Plaza, cherry trees and pavilion and how to avoid the most harm
- Maintaining access for maintenance
- Coordination with Saturday Market, Rose Festival, Night Strike and other events



Historic Resources

Section 106 Resources and Effects

New Chinatown / Japantown Historic District & Skidmore / Old Town National Historic Landmark District

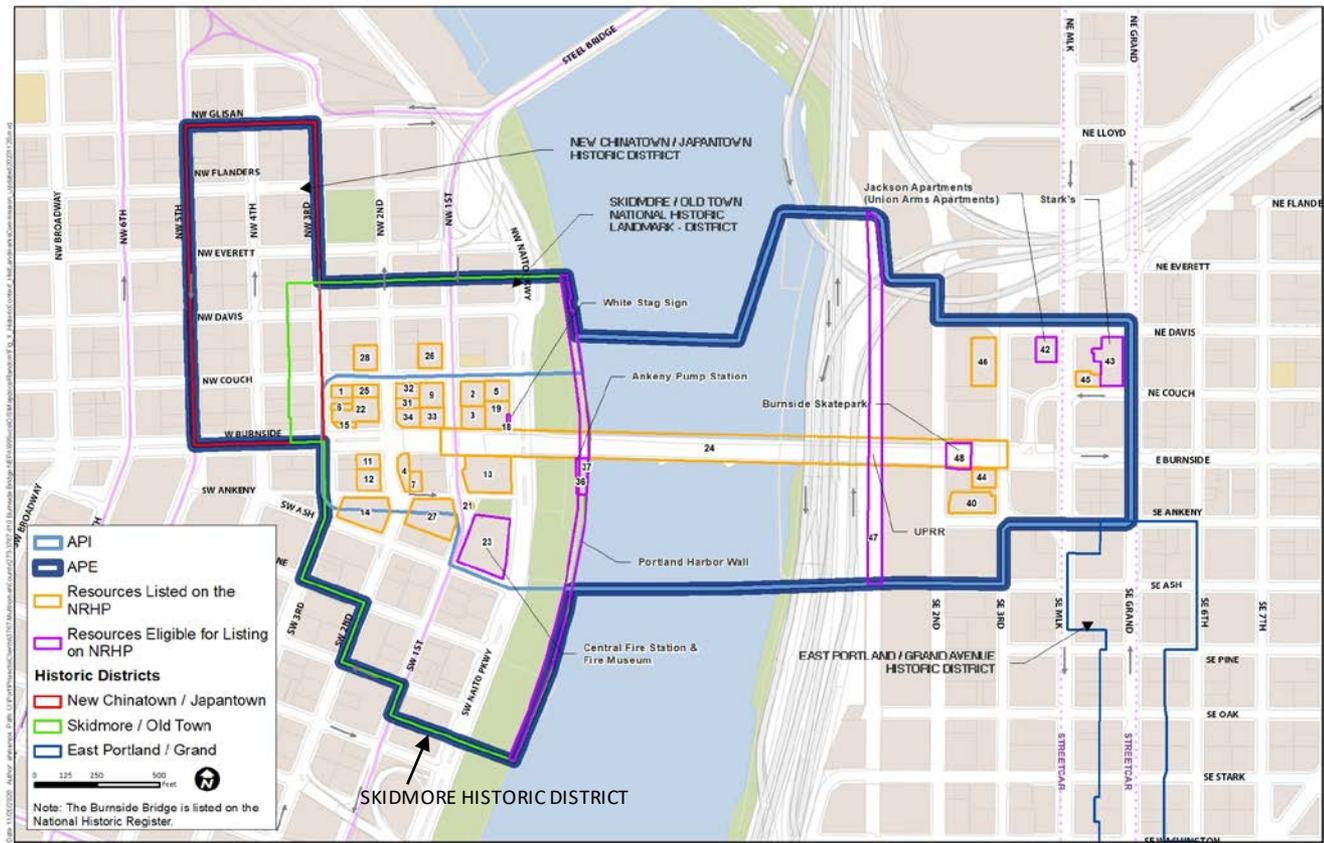
- No Adverse Effects on districts; Construction vibration impact concerns but no adverse effect
- Removes 108 Burnside (HRI)

Adverse Effects

- Burnside Bridge (all alts)
- Burnside Skatepark (retrofit)

No Adverse Effects

- Portland Harbor Wall*
- White Stag sign*



Potential Effect on Buried Resources



Historic Resources

Historic Landmarks Commission – Items of Interest

Resources and regulatory processes

- Section 106 resources and process
- Section 4(f) resources and process
- Local Historic Landmarks



Historic Resources

Section 106 Consulting Parties Meeting – Nov 30, 2020

Consulting Parties

- Tribes, FHWA, NPS, SHPO, ODOT, City staff and various individuals and organizations interested in historic preservation

Feedback to date

- Why not Retrofit rather than Replace?
- Why not a different bridge location?
- What is the relationship to historic districts?
- Support for selected mitigation measures

Next Steps

- Meeting on project background, Retrofit Alternative and Rationale
- Meeting with tribes and archaeologists on approach to buried resources
- Working draft of 106 Programmatic Agreement in late Feb 2021.
- Finalize and sign 106 PA by August 2021



Historic Resources

Exploring Potential Mitigation

Potential Mitigation Ideas

- Adaptations to bridge design
- Incorporation of public art
- Use of historic bridge components in the new design or area
- Update Historic American Engineering Record (HAER)
- Oral history project
- Interpretive panels
- Support historic documentation efforts of local repositories
- Online encyclopedia submissions
- Creation of a museum exhibit
- Documentation of Willamette River crossings
- Other?



DEIS Review and Comment Process

- **Commenting function**

- Notifications will go out when DEIS is published with link to online open house website
- Online Open House website has an imbedded online comment form where comments can be submitted (allows for letter submissions)
- Comments can also be submitted by email to: burnside-eis@multco.us



ENVIRONMENTAL REVIEW (EIS)

- **January/ February 2021:** Comment period on Draft Environmental Impact Statement (DEIS)
- **Spring / Summer 2021:** Review and address DEIS comments and update mitigation
- **Spring 2021:** Portland City Council resolution to approve PA
- **Fall 2021:** Final Environmental Impact Statement and Record of Decision

BRIDGE TYPE SELECTION

- **January/ February 2021:** Outreach on Range of Bridge Types and Criteria
- **March 2021:** Policy Group Approval of Bridge Type Options and Evaluation Criteria
- **May 2021:** Community Outreach on Recommended Bridge Type
- **June 2021:** Portland City Council briefing on Recommended Bridge Type
- **June 2021:** Policy Group and MultCo Board of County Commissioners Approval of Bridge Type



Thank you!

See you in February
for joint DAR

