Agenda

• Update
• Public Involvement and Outreach
• Due Diligence studies
  – Environmental Phase I and II
  – Geotechnical Phase I and II
  – Traffic Impact Analysis
• Questions
Update

• Approval from DAS and OJD for application for funding
• Portland City Council approves West Quadrant plan
Public Involvement

• 2 Open Houses
  – Jan. 29 & Feb. 5
  – 200 attendees

• Online Survey
  – Feb. 4 – 23
  – 388 participants

• 14 stakeholder interviews
  – Neighboring properties
  – Agencies & interest groups
Public input themes

• Strong public interest
• Preferred Site:
  – Central location, highly visible, value
  – Impacts to adjacent businesses
• Alternate Site:
  – Pro/con sentiments not as strong
  – Favored by businesses near Preferred Site
Open Houses

• Well attended by courthouse users, employees, neighboring businesses, and consultants interested in project

• Shared site pro’s and con’s, project schedule, due diligence issues
Survey Highlights

• Preferred Site:
  – Top Pro’s: Proximity to places, convenient access, visible site/aesthetics
  – Top Con’s: Traffic, impacts to nearby businesses (especially VQ), facility site/aesthetics

• Alternate Site:
  – Top Pro’s: Proximity to places, traffic, access
  – Top Con’s: Cost, proximity to places, security
Stakeholder Outreach

• Adjacent properties
  – Veritable Quandary
  – Jefferson Station & 6 other site neighbors

• Interest groups
  – Bicycle Transportation Alliance
  – County Bicycle and Pedestrian Citizen Advisory Group
  – Portland Business Alliance Central City Committee
  – Portland Pedestrian Advisory Committee

• Agencies
  – PBOT (Traffic, Parking, Bicycles, Pedestrians)
  – TriMet (Transit)
Stakeholder Themes

• Interest Groups
  – Preferred Site:
    • Bike/ped groups generally support
    • Need good design on busy Madison St. side
    • Construction traffic plan
    • Related bike/ped improvements nearby
  – Alternate Site:
    • KOIN driveway on south side is a negative
Stakeholder Themes

• VQ:
  – Continuity of operations, employee retention
  – Building safety, preserve patio space

• Other Neighbors:
  – Umpqua Bldg: Parking, traffic, compatibility
  – Construction work hours, noise, & traffic

• Other issues:
  – Preserve green space between bridge ramps
  – Massing of building, preserving views
Stakeholder Themes

• TriMet
  – Both sites work well for transit
  – Issues at Alternate site more complex during & after construction
  – 4 of 8 bus lines leave Hawthorne Br. in 9/2015

• Portland Transportation
  – No fatal flaws at either site
  – Preferred Site = improvement opportunities
  – Construction traffic plan key at either site
Purpose of Due Diligence

- Identify fatal flaws
- Identify risks
- Identify issues involving buildings that are adjacent to the project
- Identify public safety issues
- Develop a plan for next steps
Technical Subconsultants

• Geotechnical and Environmental: PBS Engineering and Environmental
• Traffic Analysis: David Evans and Associates Inc.
• Seismic and Structural: SEFT Consulting Group
Preferred Site - Hawthorne Bridgehead
South Block
Entrance at Hawthorne Bridgehead Site
A New Courthouse can fit the Preferred Site
Alternate Site – Between KOIN Tower and Marriott Hotel (Block 128)
Test Fit at Alternate Site
A New Courthouse can fit the Alternate Site
Issues

- Site feasibility – Environmental and Geotechnical
- Traffic Impacts
- Pedestrian and Bike Safety
- Parking
- Flooding
First and Main (Construction)
Traffic Analysis

Numbers Represent Vehicles Trips from 4 pm to 5:30 pm on a Weekday
Traffic Issues at Current Courthouse
Traffic Impacts

• The new Courthouse is not expected to alter downtown traffic
• All intersections are expected to meet City of Portland traffic standards
• Expected increases in pedestrian and bicycle activity but they are not expected to affect overall traffic operations
• Temporary traffic impacts during construction should be expected
• Some current traffic/safety issues will be relieved with the new Sallyport operations
• There are no fatal flaws from the transportation analysis at either site
Parking
Pedestrian Safety (Construction)
Bike/Pedestrian/Transit
Environmental Investigation
Phase I and II

- No environmental concerns with either site.
- No soil contamination was noted in soil borings.
- Soil Samples collected at the Hawthorne Bridgehead meet the criteria for clean fill.
- No further assessment is recommended.
Phase I and II
Geotechnical Investigations

• Appropriate deep foundation system will be developed in proximity of existing buildings to minimize impacts.
• Conventional shoring techniques are feasible for the shallow excavation.
• A thin layer of potentially liquefiable soil was encountered that will be mitigated with the appropriate foundation design.
• Local Contractors have experience with these types of soils and construction in the Portland Downtown area.
100 Year Flood Level
Conclusions

• Preferred and Alternate sites have no fatal flaws.
• The Preferred site remains the staff recommended Courthouse site.
Schedule

• Final Site recommendation and selection - April 16th
• Request for Proposals for Architect
  – Issue RFP April 17th
  – Proposals Due May 11th
• Request for Proposal for CM/GC
  – Issue RFP May 1st
  – Proposals Due June 1st
• Final Architect and CM/GC selections by end of June
Questions?