

Technical Report Summary: Social and Neighborhood Resources

This summarizes the key findings of the *Draft Environmental Impact Statement* detailed in the *EQRB Social and Neighborhood Resources Technical Report*.

Affected Environment

The study area for the social and neighborhood analysis includes an approximately one-half-mile buffer around the project area. A total of 13 social and neighborhood resources were identified where direct environmental impacts are likely to occur as a result of the project. They include the Governor Tom McCall Waterfront Park (Waterfront Park), the Japanese American Historical Plaza, Ankeny Plaza, the Vera Katz Eastbank Esplanade (Eastbank Esplanade; includes the Kevin J. Duckworth Memorial Dock), the Burnside Skatepark, the Japanese American Museum of Oregon, Portland Saturday Market (PSM), the University of Oregon Portland, Portland Rescue Mission (PRM), Central City Concern (CCC), the Salvation Army, Because People Matter (NightStrike), and Mercy Corps.

Mitigation

Long-term impact mitigation could include:

- The displacement of resources would be mitigated by replacing the property acquired with another facility of equivalent use along with compensation and relocation assistance.
- Coordination with organizations that provide housing could include additional funding. Noise would be monitored 24 hours a day.
- Mitigation for impacts to community facilities, including parks and recreation resources, would primarily include returning them to their pre-construction or better condition.
- Mitigation for impacts to Willamette River recreational boaters would primarily be in the form of early and frequent communication with the Oregon State Marine Board and the Multnomah County Sheriff's Office River Patrol Unit to ensure boaters are aware of restrictions due to construction.

More information on this topic is available in the *Draft Environmental Impact Statement* and in the *EQRB Social and Neighborhood Resources Technical Report*.

More information

Help shape the future of the Burnside Bridge and visit BurnsideBridge.org for more information.

For more information, contact:

Mike Pullen, Multnomah County Communications Office,
mike.j.pullen@multco.us, (503) 209-4111

For information about this project in other languages, please call 503-209-4111 or email burnsidebridge@multco.us.

Para obtener información sobre este proyecto en español, ruso u otros idiomas, llame al 503-209-4111 o envíe un correo electrónico a burnsidebridge@multco.us.

Для получения информации об этом проекте на испанском, русском или других языках, свяжитесь с нами по телефону 503-209-4111 или по электронной почте: burnsidebridge@multco.us.

Impacts from the Bridge Alternatives



No-Build Alternative

Pre-Cascadia Subduction Zone (CSZ) earthquake, there would be no major changes in permanent access to social and neighborhood resources. Post-CSZ earthquake, the immediate effects under the No-Build Alternative would likely include severe damage and potential collapse of buildings independent of a bridge collapse. Additionally, access to facilities following an earthquake would be closed, and loss of certain services would have a disproportionate impact on the quality of life for many service users.



Impacts Common to all Build Alternatives

A full acquisition of the retail space that is currently being leased by the University of Oregon and the Portland Saturday Market Storage and Administration offices is proposed and would permanently displace these resources from their current locations. Additionally, a temporary construction easement (TCE) is required at the Mercy Corps building and the Eastbank Esplanade. A TCE for access to the Portland Rescue Mission and the University of Oregon White Stag Building is also proposed. During construction, unhoused individuals would be displaced from their temporary locations under the bridge.



Enhanced Seismic Retrofit Alternative

Would require the temporary closure and relocation of the Portland Rescue Mission. The Burnside Skatepark would be demolished and could not be rebuilt in its current form. This alternative would have the highest number of bridge support columns in Waterfront Park affecting the amount of usable space.



Replacement Alternative with Short-Span Approach

Would place three fewer piers within Waterfront Park than with the Retrofit Alternative. Temporary restriction of access to four social/neighborhood resources.



Replacement Alternative with Long-Span Approach

One bridge support within Waterfront Park would provide the greatest open space, access, and views across the park compared to the other alternatives. One in-water pier would be removed adjacent to the park.



Replacement Alternative with Couch Extension

This alternative would have the same impacts as the Short-Span Alternative. In addition, bike and pedestrian traffic would be rerouted to accommodate the Couch Street couplet, resulting in an additional 0.15-mile of out-of-distance travel for pedestrians and bicyclists.

Impacts from Construction Traffic Management



Without a Temporary Bridge

Detour routes would be longer than with a temporary bridge, making it more difficult for users of social services to cross the river. The duration of construction impacts on access, noise, and air quality would be 1.5 to 2 years shorter than with a temporary bridge.



With a Temporary Bridge

Pedestrian and bicycle travel is expected to be the same as existing conditions. TriMet bus lines would be able to continue service. Installation of a temporary bridge is anticipated to cause the highest level of construction noise of all the proposed alternatives. Duration of construction impacts on access, noise, and air quality would be 1.5 to 2 years longer than without a temporary bridge.