



**Climate Change Scenario Description:**

Projections for sea-level rise vary from 1' by 2100 to 6' by 2100. This plan calls for a canal to be installed by 2060 to prepare for 6' of rise by 2100 \*. The canal would be used to drain the neighborhood from frequent flooding and would be effective for the 6' projection for sea-level rise.

Beyond the 2100 sea-level rise projections, further changes to the road network must address the need to hold back water and/or elevate infrastructure.

The plan proposes for I-295 to be decommissioned as a highway and converted to a multi-modal avenue at the same elevation. The converted road will be used as a levee against future sea-level rise and will allow the new urban road to be the future commercial waterfront of Portland. As sea-level rises beyond the design scenario the City will have the option to allow water to rise in Back Cove or to construct flood gates at the location of Tukey's Bridge, making Back Cove a protected harbor.

Main connector roads - Franklin Street, Preble Street and Forest Avenue - will be raised to the elevation of the new multimodal road for the lengths that cross Bayside. This will allow new commercial buildings to be built with a submersible lower level and an upper level that has frontage on the new raised streets.

Marginal Way will remain at the current elevation, with uses being shifted out of the first floors as sea-level rise demands.

\* Dennis, Brady & Mooney, Chris. "Scientists nearly double sea level rise projections for 2100, because of Antarctica" *The Washington Post* March 30, 2016. Website.

**Recreation and Property Value:**

Recreational uses and property values are a focus of the thinking in this plan. The canal, as a first phase, will create a draw for a new pedestrian element in the city, that spurs the construction of buildings along the canal. These buildings will be constructed such that the first floor can be abandoned in the future. The canal will also serve as a recreational "green belt" increasing pedestrian connectivity between Deering Oaks Park and the Eastern Promenade.

After the canal, the plan includes the decommissioning of the limited access highway. This allows the new multi-modal corridor to be the seam connecting the Back Cove recreation area and the new urban development that will happen along the inland road frontage. As sea-level rises, Back Cove has the potential to be the hub of recreational water use and small-scale commercial fishing for the city.

The final element of plan calls for raising Franklin Street, Preble Street and Forest Avenue to be at the level of the new multi-modal corridor. This provides the opportunity for more buildings to be constructed with high and dry, urban, pedestrian-access frontage.



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<b>Bayside Adapts</b>	<b>Board 1</b>	CONCEPT SUMMARY
	<b>Project Title</b>	BAYSIDE RISES
	<b>Team ID</b>	BILD ARCHITECTURE

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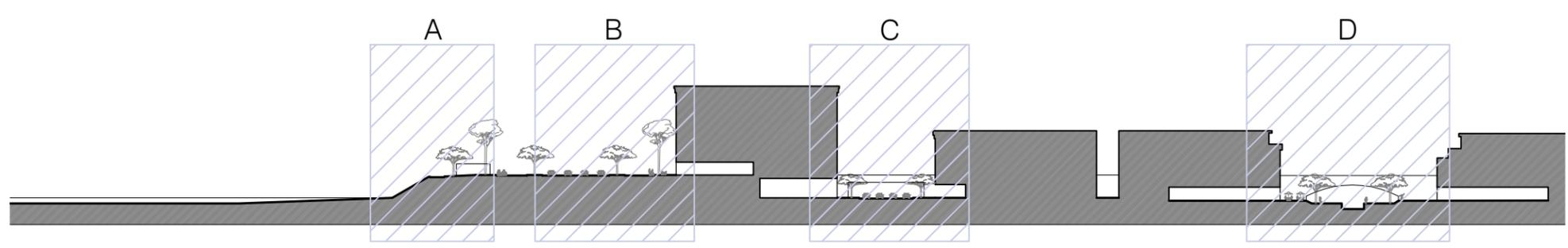
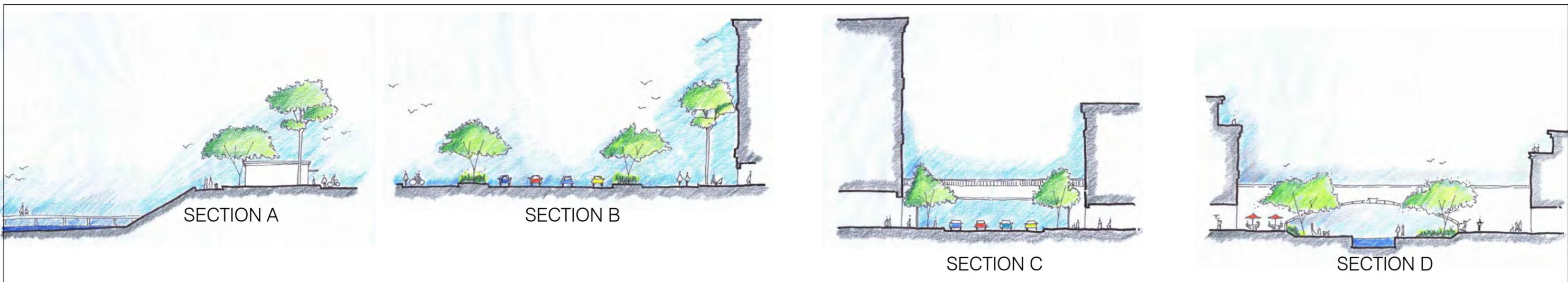
**Bayside  
Adapts**

<b>Board 3</b>	CONCEPT RENDERINGS & DIAGRAMS
<b>Project Title</b>	BAYSIDE RISES
<b>Team ID</b>	BILD ARCHITECTURE

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- EXISTING COASTLINE
- EXTENDED TIDAL ZONE
- SANDY BEACH
- EXISTING INFRASTRUCTURE
- PROPOSED INFRASTRUCTURE
- EXISTING ROAD NETWORK
- PROPOSED RAISED ROADWAY



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**Bayside  
Adapts**

<b>Board 2</b>	CONCEPT PLAN & SECTIONS
<b>Project Title</b>	BAYSIDE RISES
<b>Team ID</b>	BILD ARCHITECTURE

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