



The Southwest Corridor Light Rail Project Historic Resource Impacts – July 23rd



Meeting Agenda

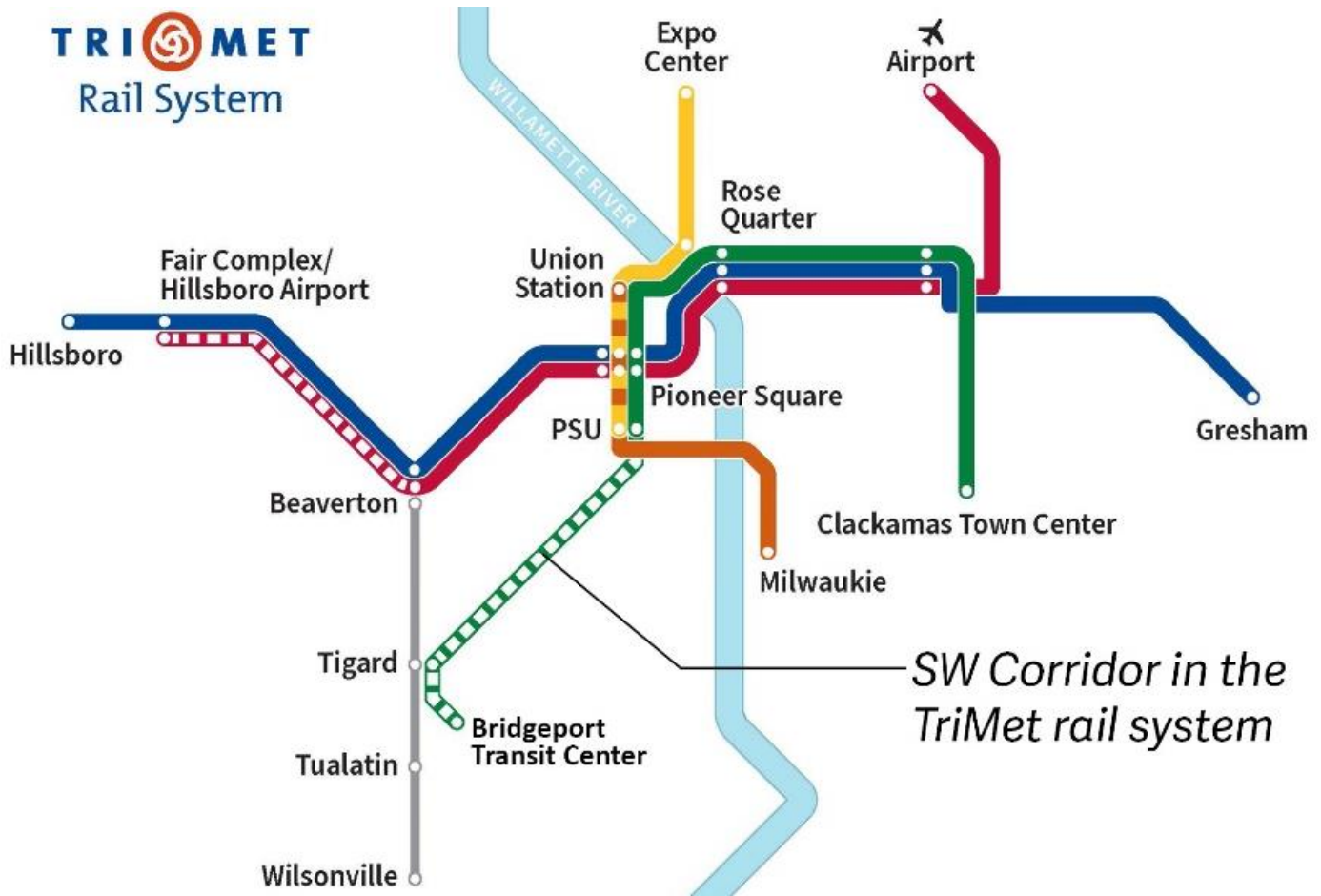
- Overview of SW Corridor Project
- Context of Historical Resource regulations
- Impacted Historic Resources
 - Synagogue Structure
- Next Steps for Engagement
- Questions and Comments

Regional Challenges

- Mobility and congestion
- Climate and environment
- Affordability and economic disparity

+ 400,000 people
+260,000 jobs
in the region by 2040



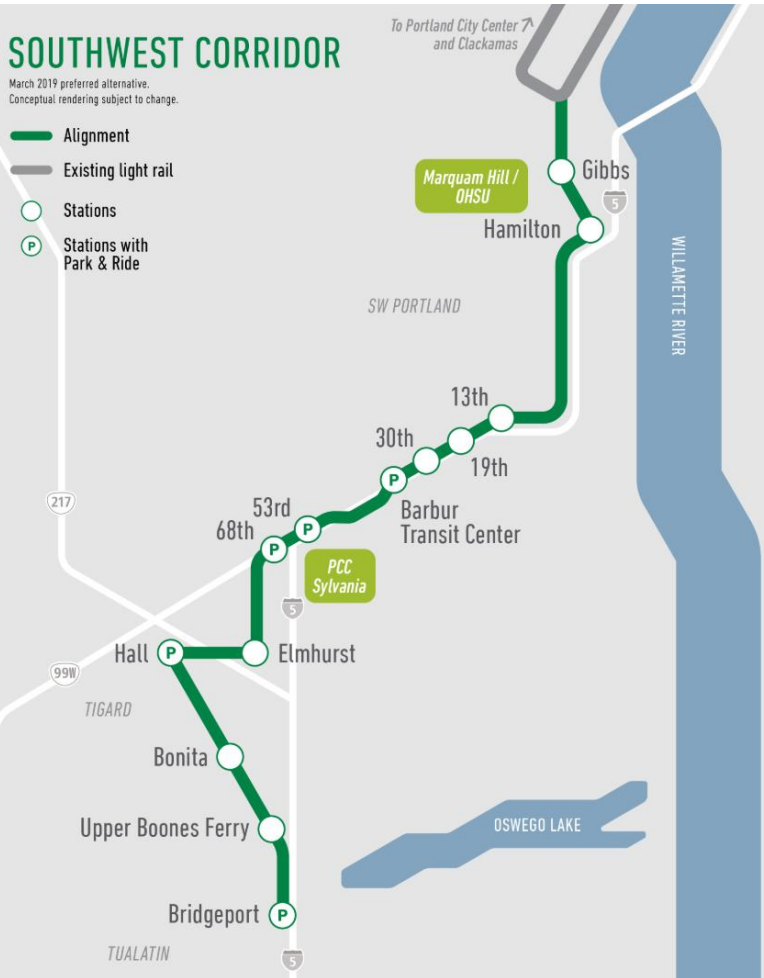


*SW Corridor in the
TriMet rail system*

SOUTHWEST CORRIDOR

March 2019 preferred alternative.
Conceptual rendering subject to change.

- Alignment
- Existing light rail
- Stations
- Stations with Park & Ride



13
stations

30 min
Bridgeport Village
To Downtown Portland

37,500
trips per day by 2035

Moving more people, more places



10 miles

of new sidewalks



6 miles

of improved bike facilities



1.6 miles

of transit-only lanes



2,000

Park & Ride spaces

Historic Resource Impacts Comparison

	DEIS June 2018	June 2020
Inner Portland	10 – 19 adverse impacts	Up to 7 adverse impacts
Outer Portland	3 – 6 adverse impacts	4 adverse impacts

Overview

- **Section 106** – Historic and cultural resources
- **Section 4(f)** – Park and recreation lands, wildlife and waterfowl refuges and historic sites



Section 106 Review Process

36 CFR § 800.3-7

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INITIATE the process

- Determine undertaking
- Coordinate with other reviews
- Identify SHPO/THPO, Indian tribes/NHOs, and other parties
- Plan to involve the public

No undertaking with potential to affect historic properties?

NO



IDENTIFY historic properties

- Determine APE and scope of effort
- Make reasonable and good faith effort to identify
- Determine National Register eligibility
- Consult SHPO/THPO, Indian tribes/NHOs, and other parties
- Involve the public

No historic properties present or affected?

NO



ASSESS adverse effects

- Apply Criteria of Adverse Effects
- Consult SHPO/THPO, Indian tribes/NHOs, and other parties
- Involve the public

No historic properties adversely affected?

NO



RESOLVE adverse effects

- Develop and consider alternatives or modifications to avoid, minimize, or mitigate adverse effects
- Notify the ACHP
- Consult SHPO/THPO, Indian tribes/NHOs, and other parties
- Involve the public

AGREEMENT or Council Comment

PROCEED



Property Types

Buildings • Structures • Objects • Sites • Districts

Eligibility = Significance + Integrity

36 CFR § 60.4

**Criteria for Evaluation
(Significance)**

A. Event

Associated with events that have made a significant contribution to the broad patterns of our history.

B. Person

Associated with the lives of significant persons in our past.

C. Design/Construction

Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

D. Information Potential

Has yielded or may be likely to yield information important in history or prehistory.

Aspects of Integrity

setting **MATERIALS**
LOCATION
Workmanship **design**
feeling **Association**

**Measure Change from
Present Condition**

36 CFR § 800.5(a)(1)

Criteria of Adverse Effect

An ADVERSE EFFECT is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the property's integrity.

ADVERSE EFFECTS may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative.

36 CFR § 800.5(a)(2)

Examples of Adverse Effects

- Destruction or Damage of all or part of historic property
- Alteration not consistent with SOI Standards
 - Removal from its Location
 - Change in Use or Setting
- Addition of Visual, Audible, or Atmospheric Elements out of Character
- Neglect (when not an expected characteristic)
- Transfer, Sale, or Lease out of Federal Control

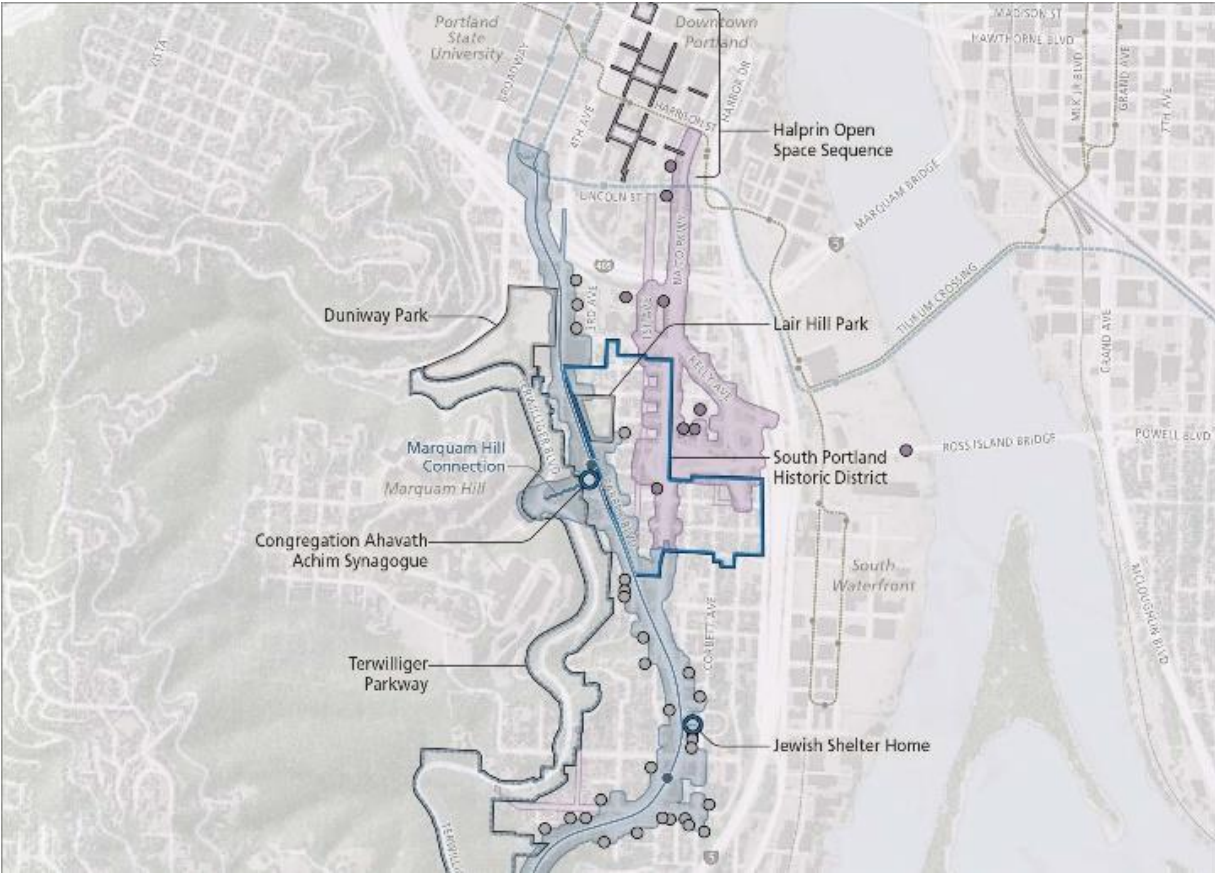
Section 4(f)

- Separate federal regulation applying to impacted parks and historic resources in this corridor
- Core findings follow the Section 106/historic property findings and mitigation

Determination of Eligibility and Draft Findings of Effect

- Draft until SHPO confirms
- 77 properties had determination of eligibility and finding of effect analyzed
 - 67 for light rail (62 in Portland)
 - 10 for Ross Island Bridgehead Reconfiguration
- Up to 11 properties adversely affected

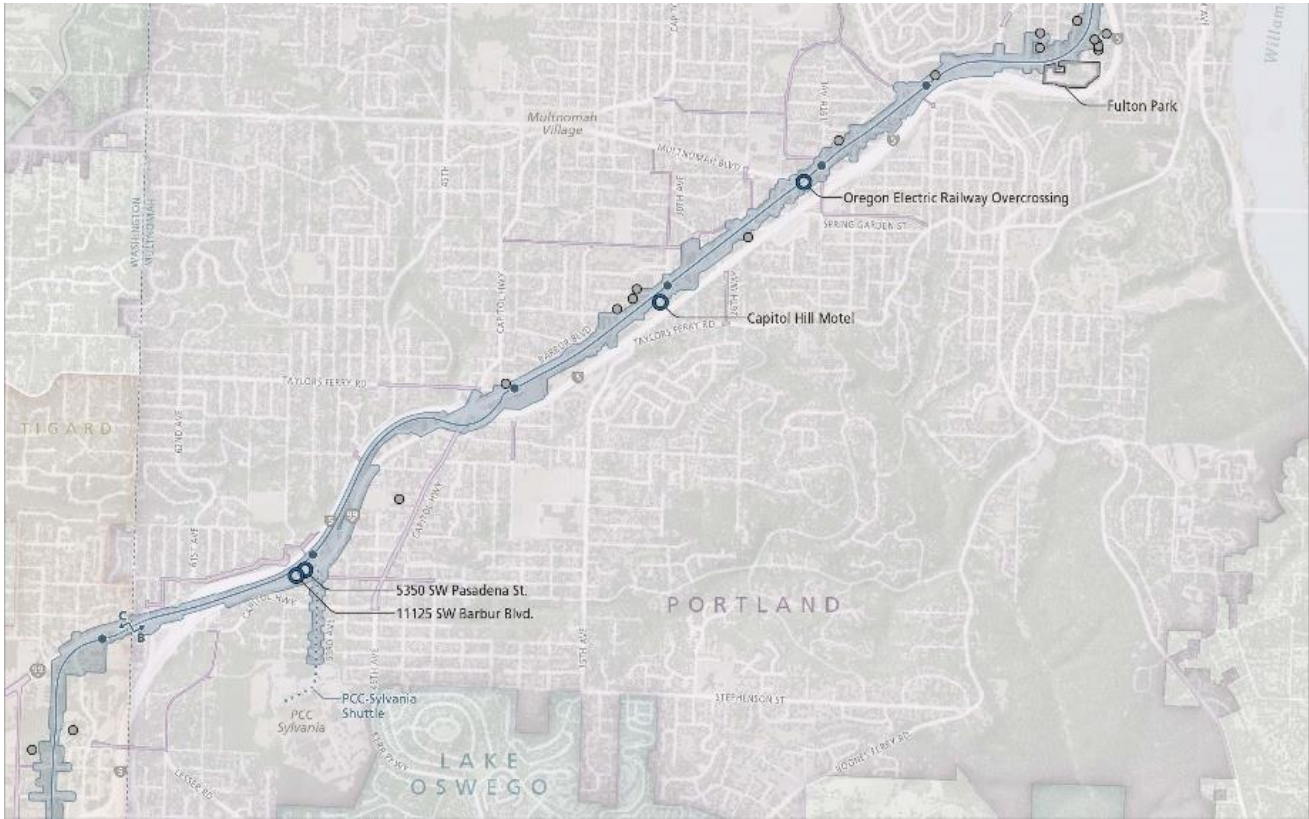
Inner Portland Resource Map



Inner Portland Resource Map



Outer Portland Resource Map

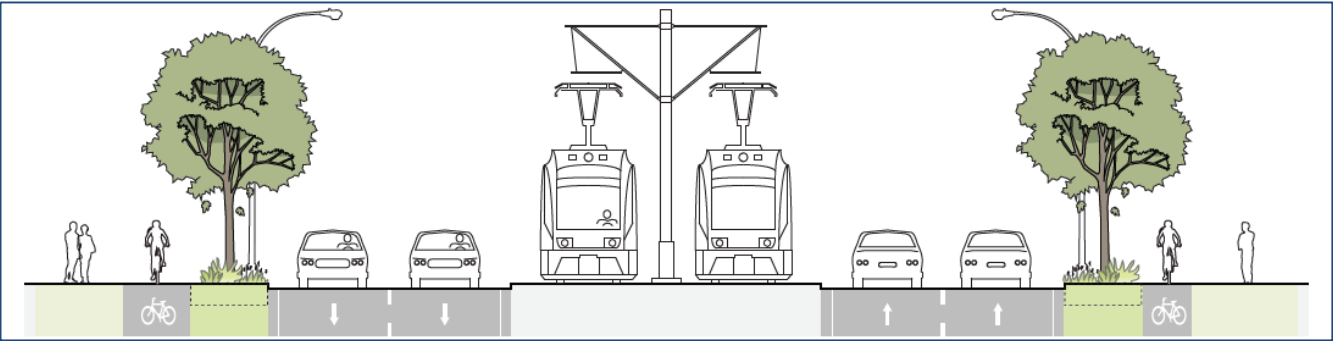
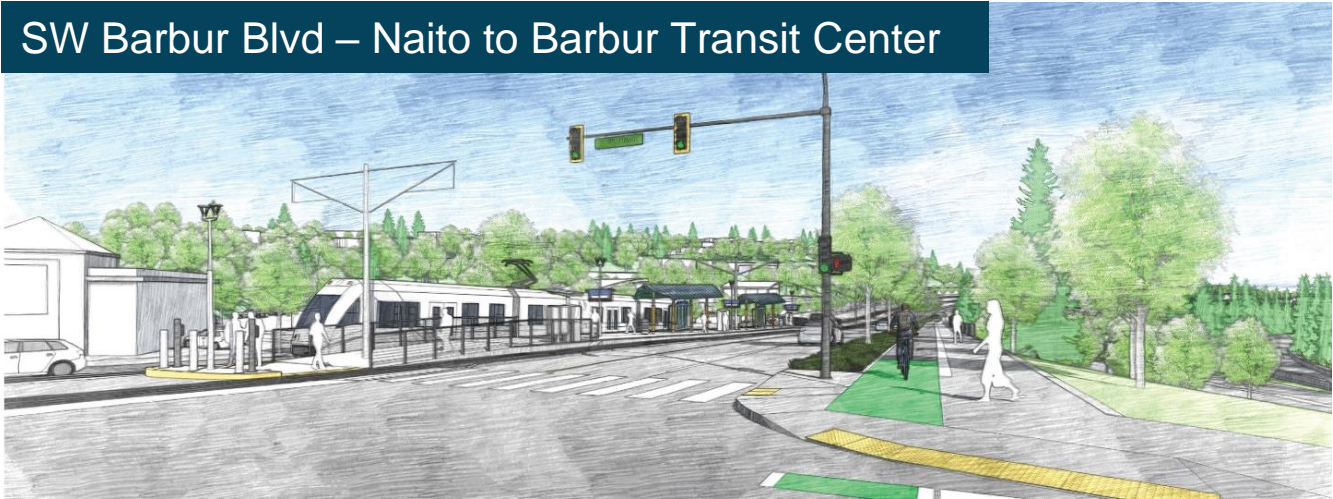


Existing Conditions



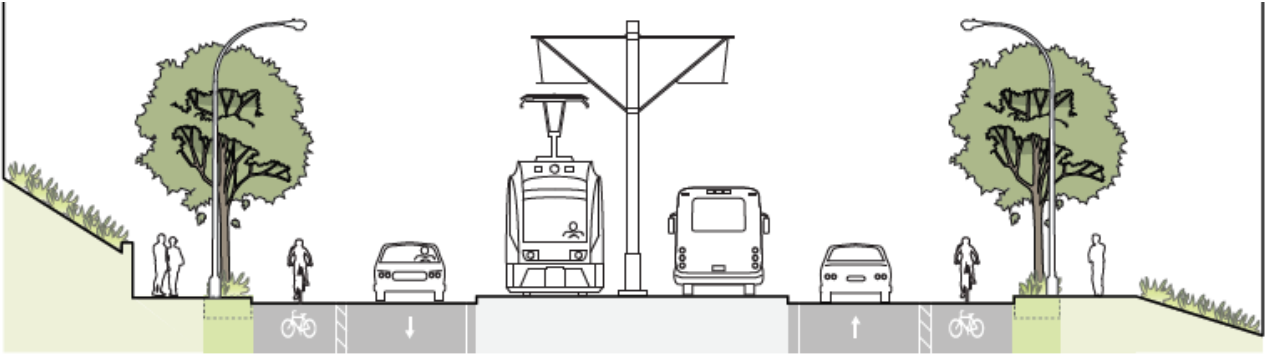
Streetscape Improvements

SW Barbur Blvd – Naito to Barbur Transit Center



Streetscape Improvements

SW Barbur Blvd – North of Naito



Barbur Boulevard Resources - Buildings



Rasmussen Village
(driveway and signage impacts)



Capitol Hill Motel
(building impact)



11125 SW Barbur Boulevard
(removal)



5350 Pasadena Street
(removal)

Barbur Boulevard Resources - Buildings

Potential Mitigation Strategies

- Oregon State Level documentation for each resource with:
 - Digital photos of structures and sites
 - Descriptions and history
 - Relevant archival materials
- A written history of Barbur Boulevard construction and heyday as main highway, and relationship to buildings along it

Barbur Boulevard Resources - Bridges



Newbury Viaduct
(replaced)



Vermont Viaduct
(replaced)



Oregon Electric Railway Overcrossing
(replaced)

Barbur Boulevard Resources - Bridges

Potential Mitigation Strategies

- Historic American Engineering Record (HAER) documentation
- Develop and install interpretive sign for the viaducts
- Historical markers commemorating the historic structures on the new structures

Jewish Shelter Home

Historic Landmark and Listed on National Register



Main building from Corbett Ave

Isolation Hospital (attached to main building). Possible site impact due to sidewalk widening, no expected impact to building

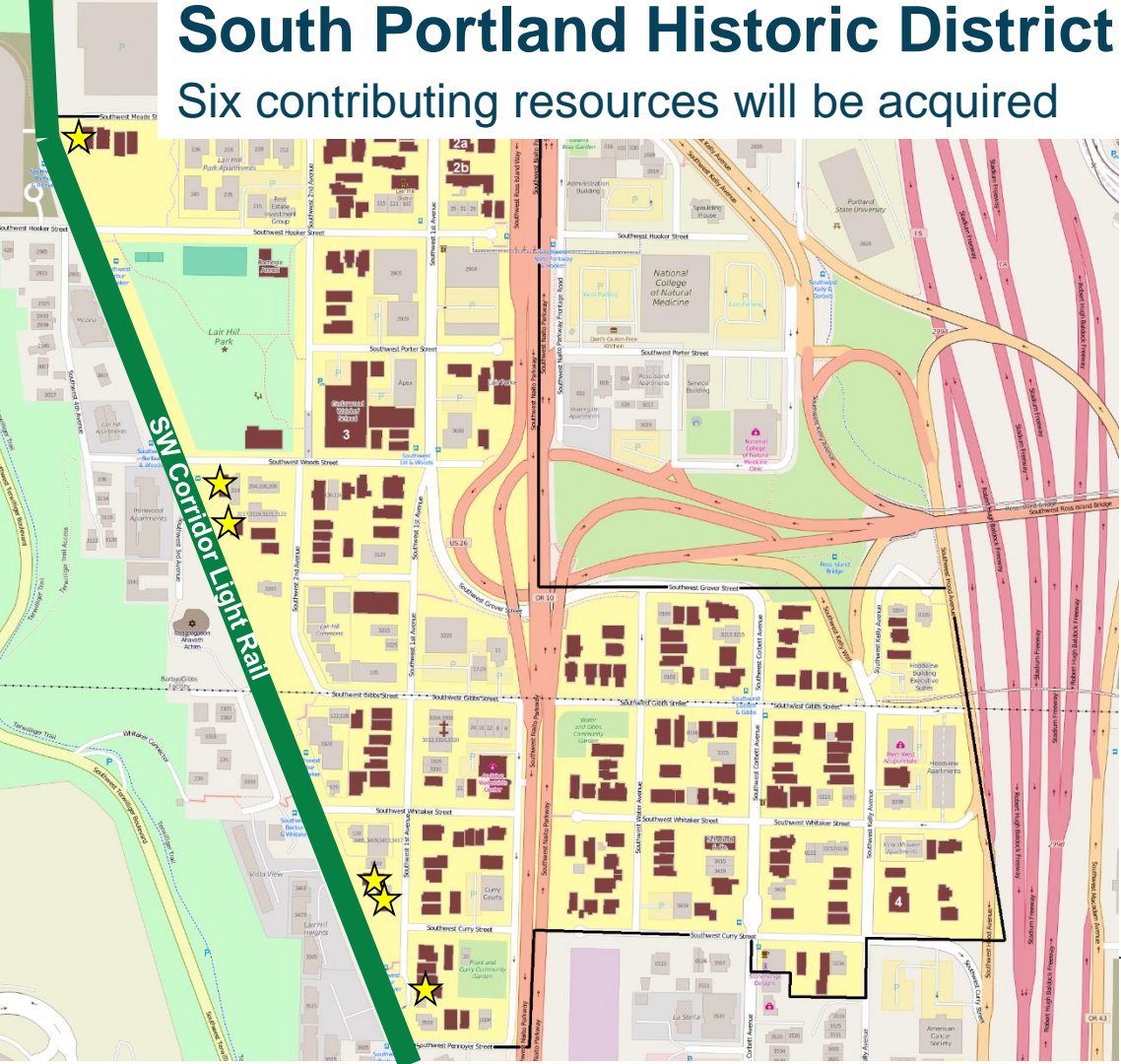
Jewish Shelter Home

Potential Mitigation Strategies

- Seek deviation from street design requirements to avoid removal of isolation hospital
- If removal required – restore backside of main building along Corbett

South Portland Historic District

Six contributing resources will be acquired



South Portland Historic District

Primary Contributing Resources



3425 SW 1st Ave



3524 SW 1st Ave

South Portland Historic District

Secondary Contributing Resources



338 SW Meade



3124 SW Barbur



105 SW Curry



230 SW Woods

South Portland Historic District

Potential Mitigation Strategies

- Offer each building at no cost for relocation to avoid demolition
- If relocation not feasible, salvage reusable materials
- Survey entire district and amend 1998 NRHP nomination form

Terwilliger Parkway - Marquam Hill Connector



Marquam Hill attracts **over 18,000** employees, patients, students and residents each day from all around the region



The new connection is projected to **serve 10,000** trips each weekday by the year 2035



Terwilliger Parkway

Potential Mitigation Strategies

- Interpretive display at upper terminal of the Marquam Hill Connector
- Additional Parkway signage
- Collaborative design of the Connector to minimize impacts
 - Low-profile head house

Congregation Ahavath Achim Synagogue

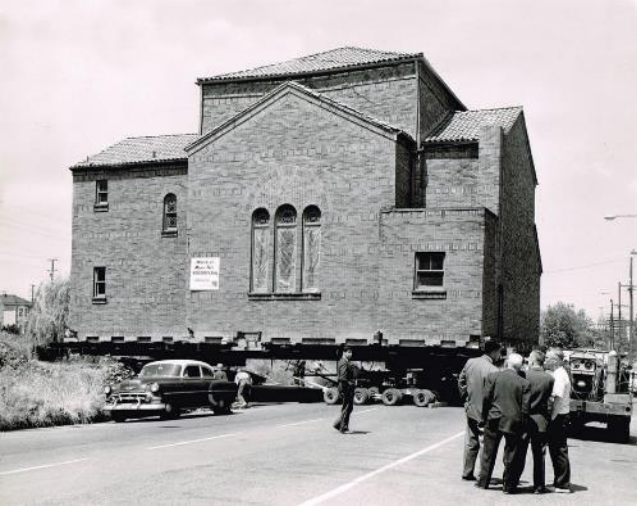
- Adverse impact to historical significance is likely
- Removal is worst-case scenario
- Shared bus and light rail station and connection to Marquam Hill
- Right of way constraints
- Maintaining safe pedestrian movement



Congregation Ahavath Achim Synagogue

Potential Mitigation Strategies (for worst-case scenario)

- Historic American Buildings Survey (HABS) documentation
- Interpretive display at the lower terminal of the Marquam Hill Connection in collaboration with Oregon Jewish Museum and Center for Holocaust Education



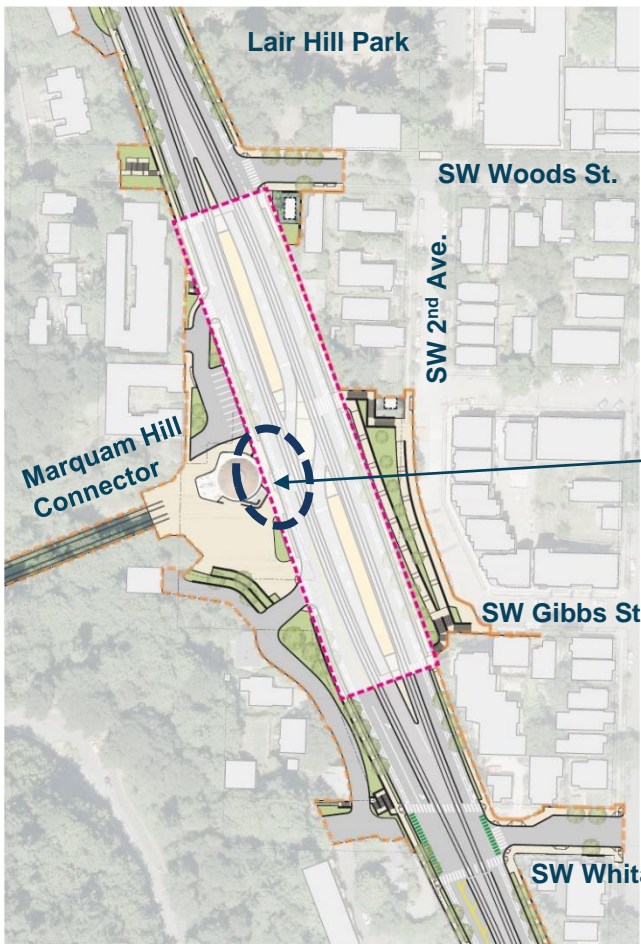
History:

- 1911 - Ahavath Achim is the first Sephardic Jewish congregation in Portland (1 of 2 today)
- 1930 - First synagogue building in South Auditorium District
- 1961 – Urban renewal, failed attempt to relocate building to Barbur property
- 1966 – Post-modern building design by John Storrs of Church and Shiels
- 2016 – Congregation seeks early Assistance application for redevelopment of the site
- 2018 – Congregation approaches TriMet to purchase the property
- 2020 – Congregation has relocated to Hillsdale for services, leases the building and uses for some functions



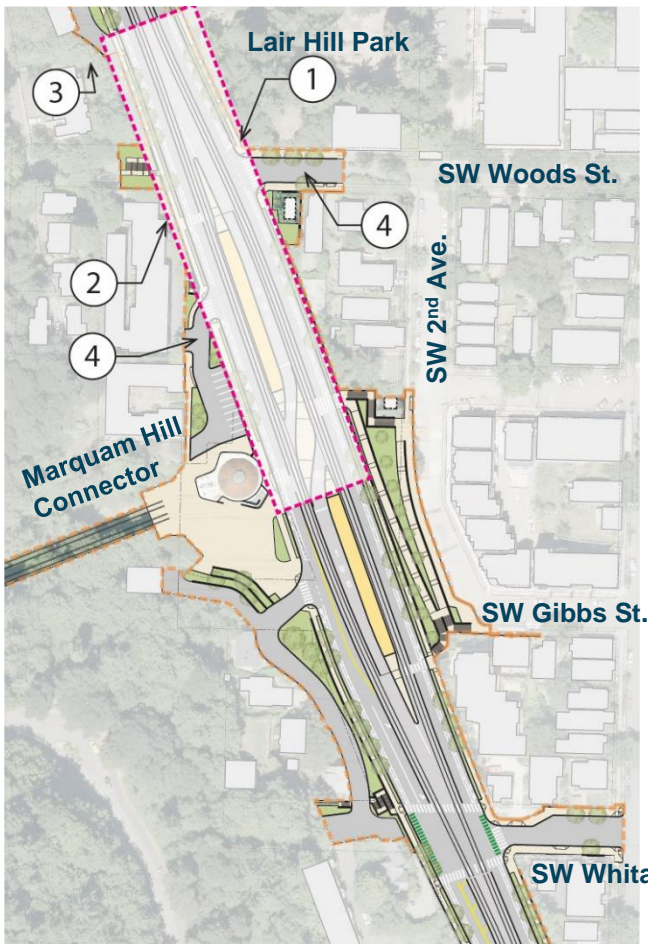
Issues:

- Not ADA accessible
- Not seismically reinforced
- Water intrusion at roof and walls
- Stained-glass window in need of repair
- Congregation is removing many culturally significant objects & kitchen equipment
- Unknown structural condition
- Lack of sprinklers on main floor



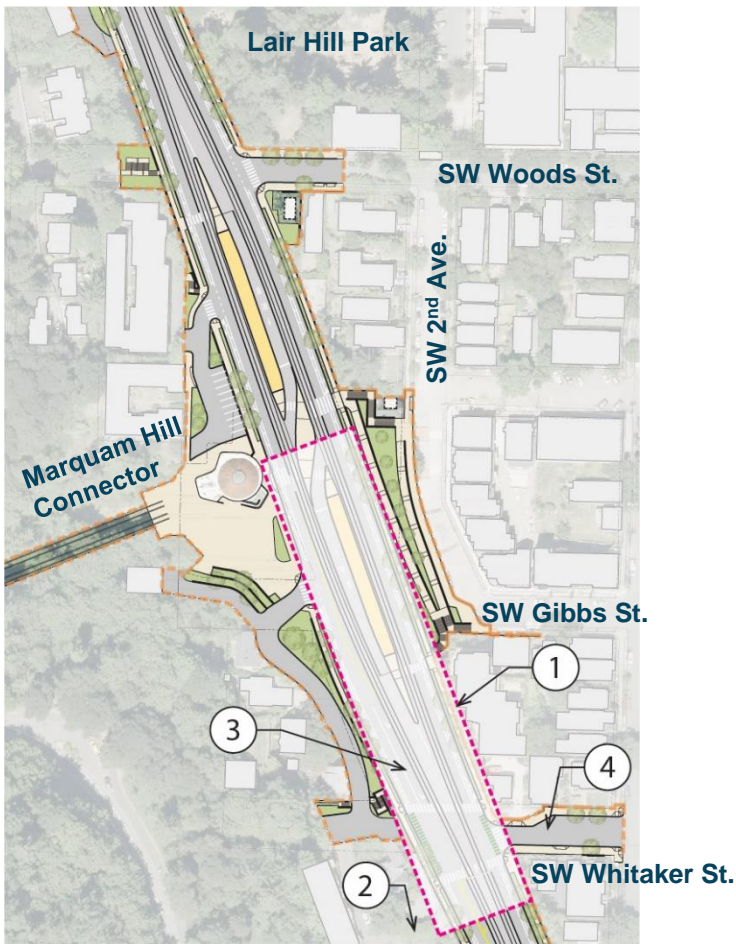
Current station location:

- Reduces impact to historic park
- Reduces impacts to residential buildings
- Pinch point at synagogue building



Shifting Station to the North:

1. Impacts Lair Hill Park
2. Impacts Ironwood Apts
3. Impacts Medina Apts (off page)
4. Steepens side streets



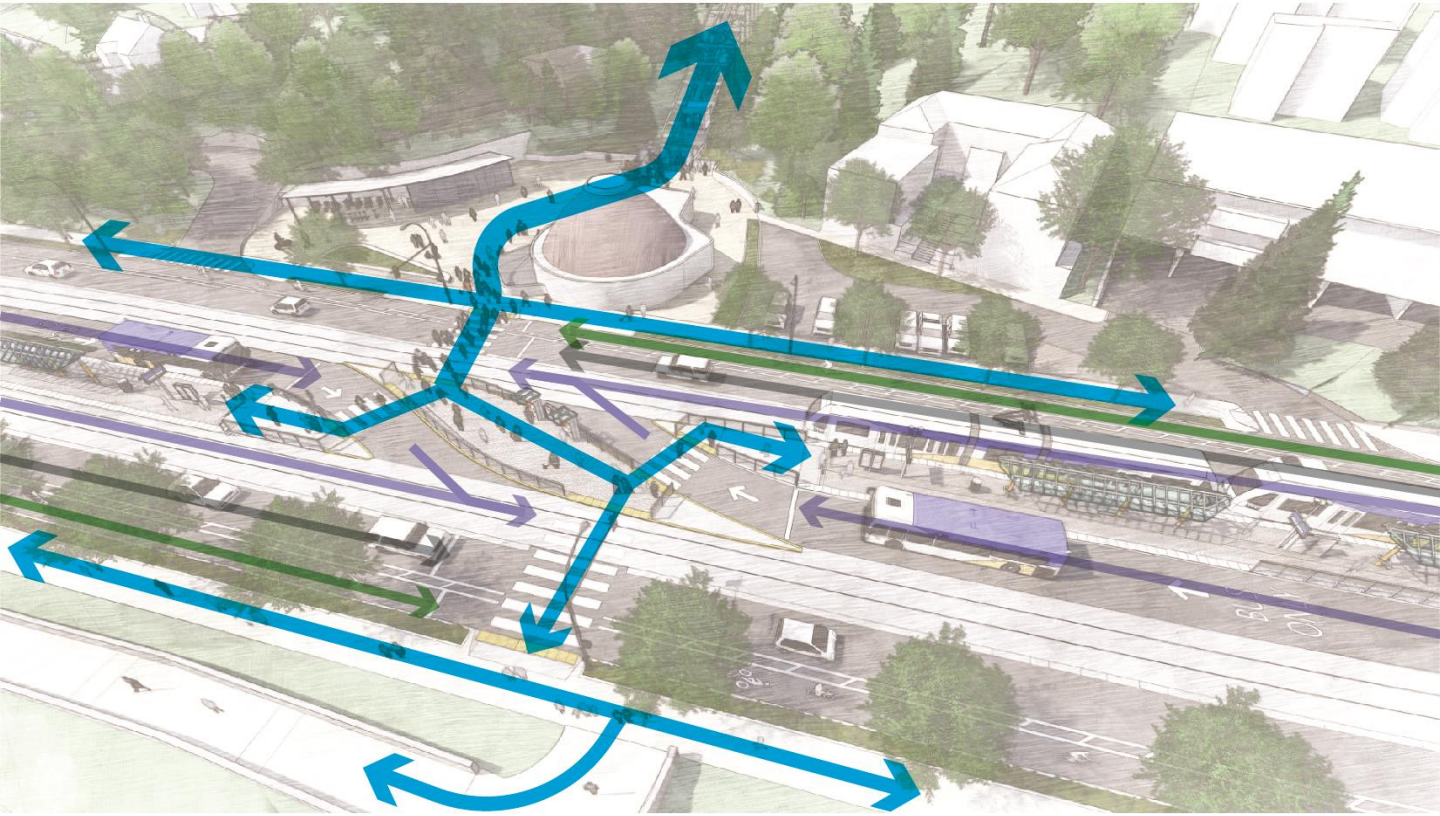
Shifting Station to the South:

1. Impacts Lair Hill House Condos
2. Impacts Lair Hill Heights Condos (off page)
3. Limits Neighborhood Access at Whitaker
4. Steepens side streets

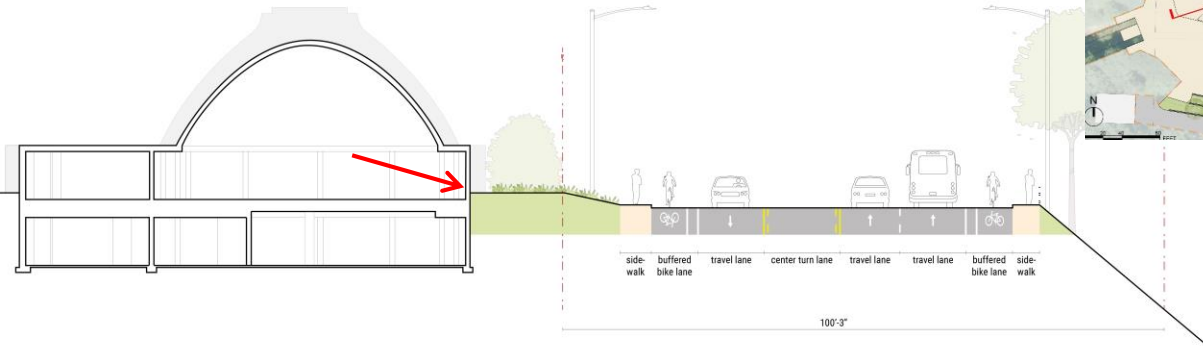




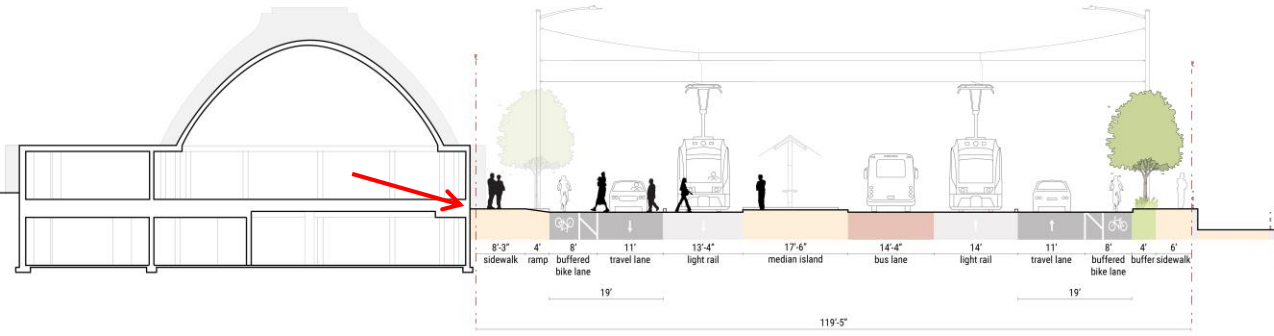
Shared Transitway Station – Buses & Light Rail
Single Auto & Bike Lanes Each Way
High Pedestrian Volumes – 10,000 trips/day on MHC

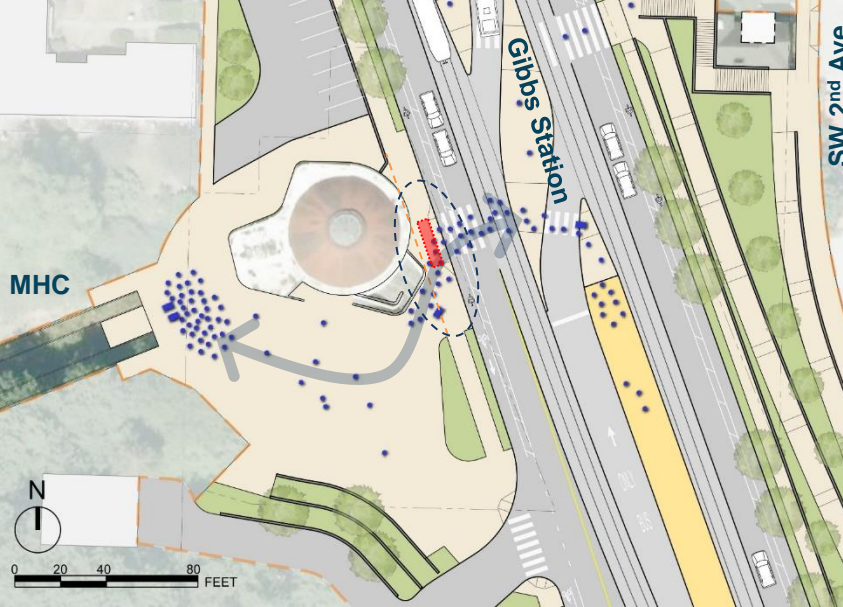


EXISTING



PROPOSED





ISSUES

- Required ADA ramp needs a minimum depth of 4' – top-of-ramp is the effective edge-of-sidewalk
- Top-of-ramp landing space needs a minimum 5' clear zone to avoid pedestrian conflict
- Remaining sidewalk 3' or less
- TriMet/PBOT standards require 15' sidewalk at LRT stations
- Insufficient width for projected pedestrian volume (40-80 people queuing per signal cycle; 1,400/hour at peak times)
- Min 1' construction buffer around building

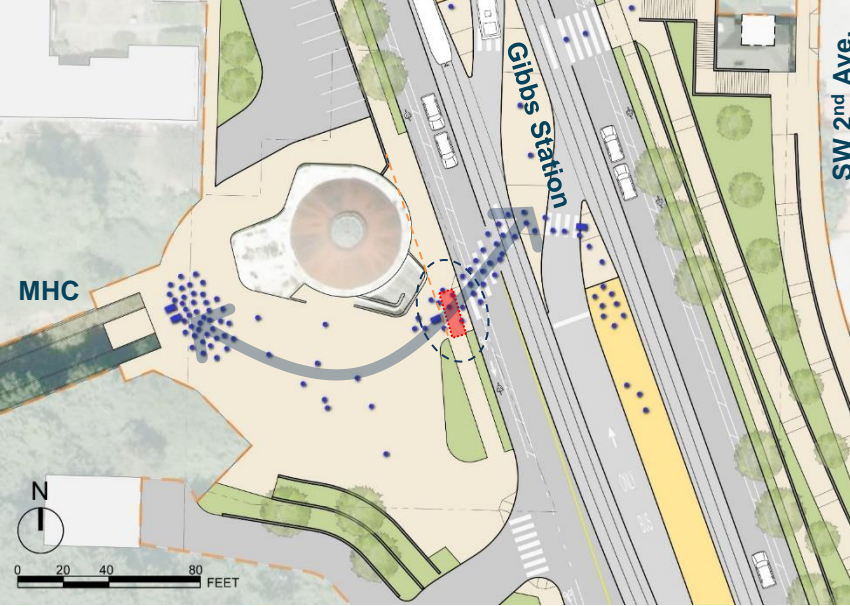
----- 12ft offset from face of curb

█ Top-of-ADA ramp landing space



Pedestrian flow – Gibbs Station to MHC

Pedestrian Conflict Area



ISSUES

- Approach to ADA ramp at an angle
- **FHA Rail Crossing Handbook:** “Angled crossings are more difficult for bicycles and wheelchairs to navigate”
- **Safety Concerns:**
 - Non-intuitive navigation for visually impaired
 - Adds crossing distance & reduces signal efficiency
 - Awkward sightlines for pedestrians crossing from station
 - Likelihood of illegal street crossing at unique street configuration w/ contra-flow buses
- Remaining sidewalk still less than TriMet/PBOT standards at LRT stations.

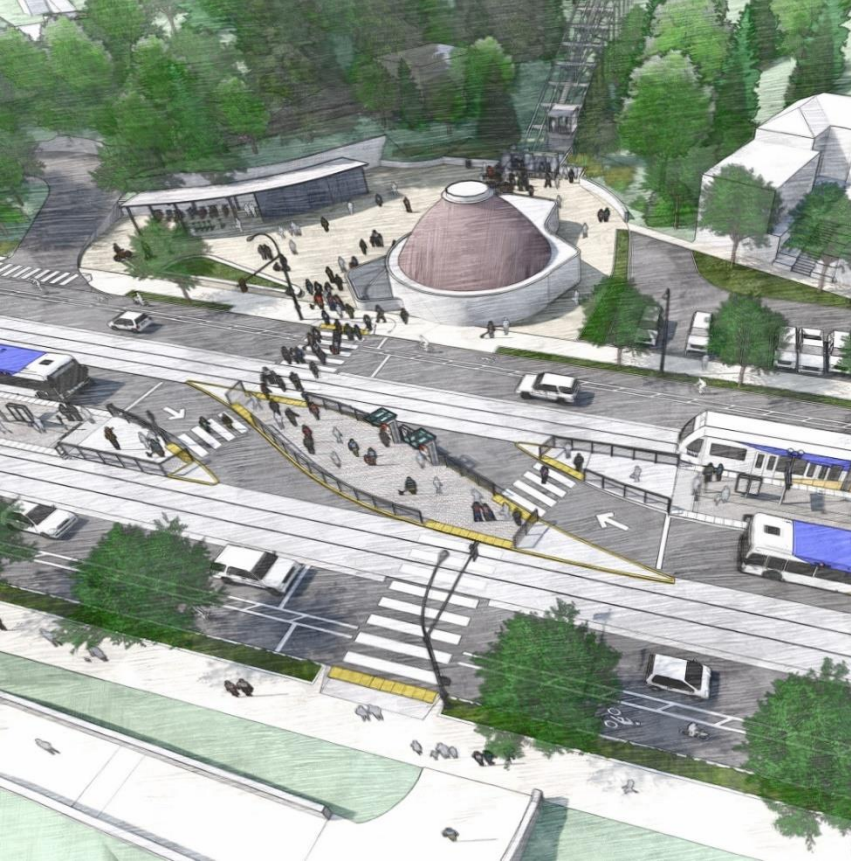
----- 12ft offset from face of curb

█ Top-of-ADA ramp landing space



Pedestrian flow – Gibbs Station to MHC

Pedestrian Conflict Area



ISSUES

- Design constraints limit the lower MHC landing location to behind the building
- Building obstructs passenger visibility from the street, diminishes perceived safety
- Less intuitive wayfinding between station & MHC



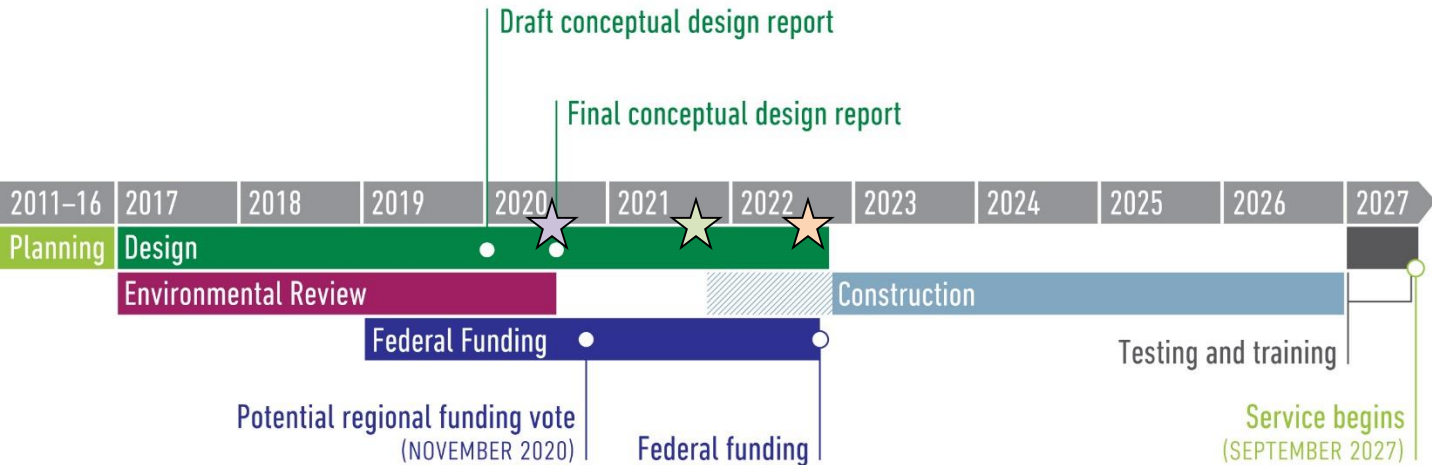
Further Study:

- **TriMet will continue to study adaptive reuse alternatives for the structure**
 - **Preserve**
 - **Modify**
 - **Relocate**
 - **Remove & Mitigate**
- **Alternatives analysis to be completed Fall 2020**

Next Steps: Stakeholder Engagement on Mitigation

- Draft Memorandum of Agreement on proposed mitigations posted to SW Corridor website for public comment
 - August or September
- Final Environmental Impact Statement completed Fall of 2020
- Consultation with Landmarks Commission for Land Use actions between late 2020 to 2023

Project Timeline



Land Use Actions

★ 30% Design
Fall 2020

★ 60% Design
Late 2021

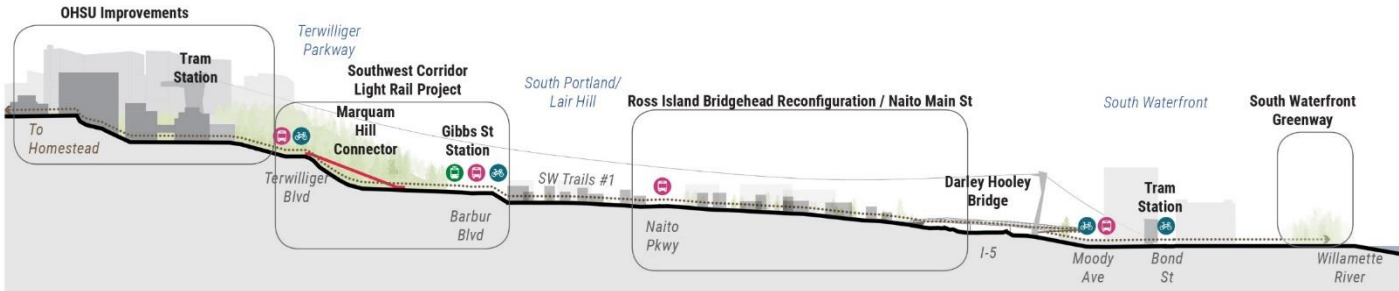
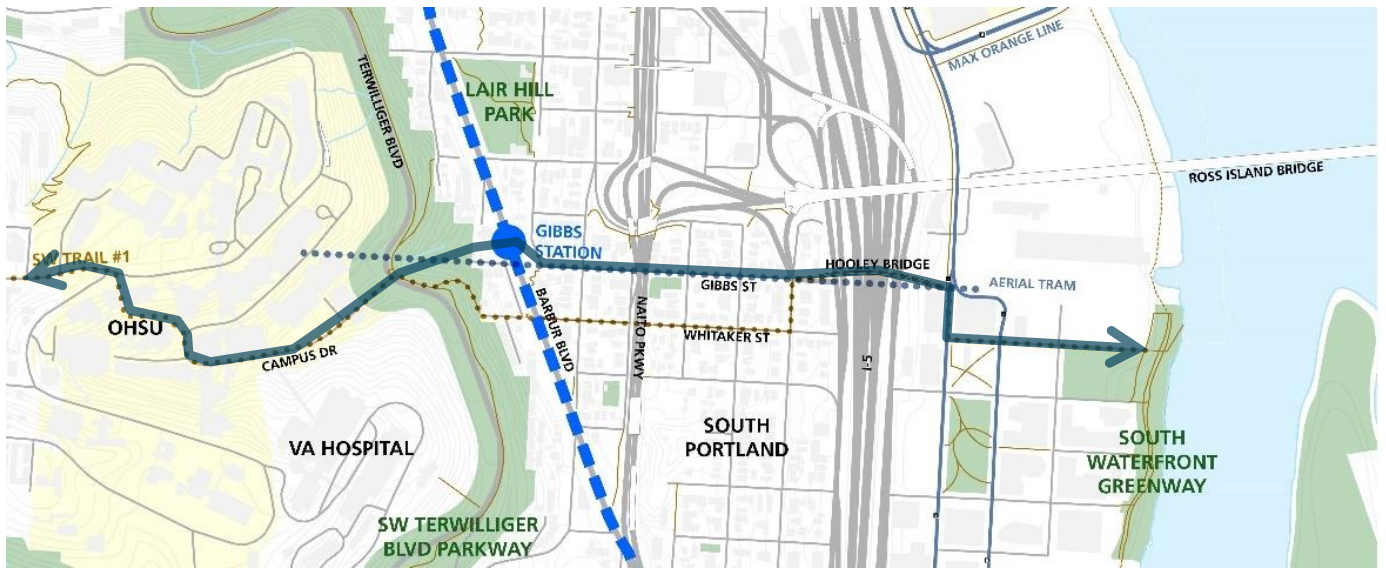
★ 90% Design
Late 2022

Questions? Comments?

trimet.org/swcorridor



MoultonA@TriMet.org

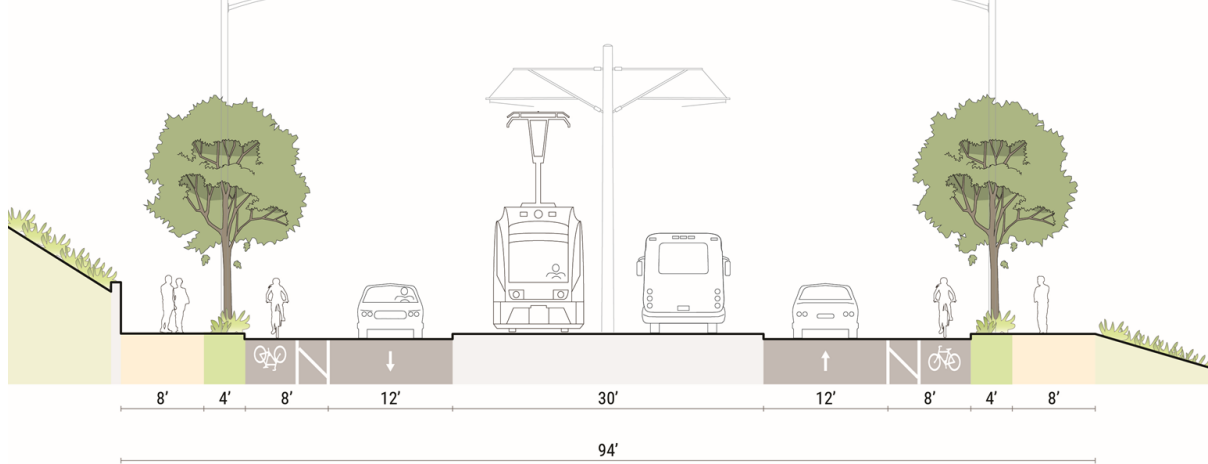




Challenges

- **Steep topography**
- **Historic properties**
- **Multi-family housing**
- **Parks (Duniway, Lair Hill, Terwilliger)**
- **Circulation/property access**
- **Resulting in a narrower cross section than elsewhere in the project**

Standard Section



Constrained Section

