



The Southwest Corridor Light Rail Project

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Southwest Corridor and PHLC

June 2018	Briefing on Draft Environmental Impact Statement (DEIS)
May 2020	Briefing on Conceptual Design Report and Marquam Hill connector
June 2020	Briefing/Advice on Section 106 and Memorandum of Agreement
2021-2022	Approval Process for Land Use Actions

Previous PHLC Feedback

DEIS Letter – July 30, 2018

- Preference for Barbur alignment - fewest historic impacts
- Concern for Jewish Shelter Home
- Interest in providing input on Section 106 mitigations

May 2020

- Interest in protecting views and character of Terwilliger Parkway
- Interest in using project's historic survey work in City's Inventory of Historic Resources

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)

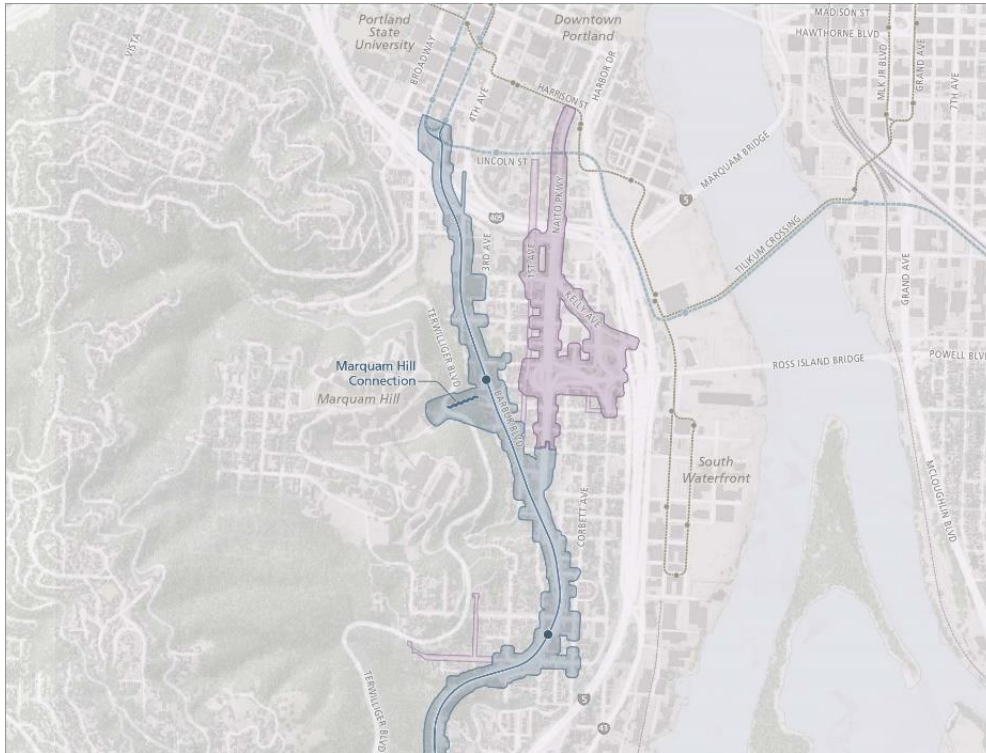
Examples of Adverse Effects

- 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

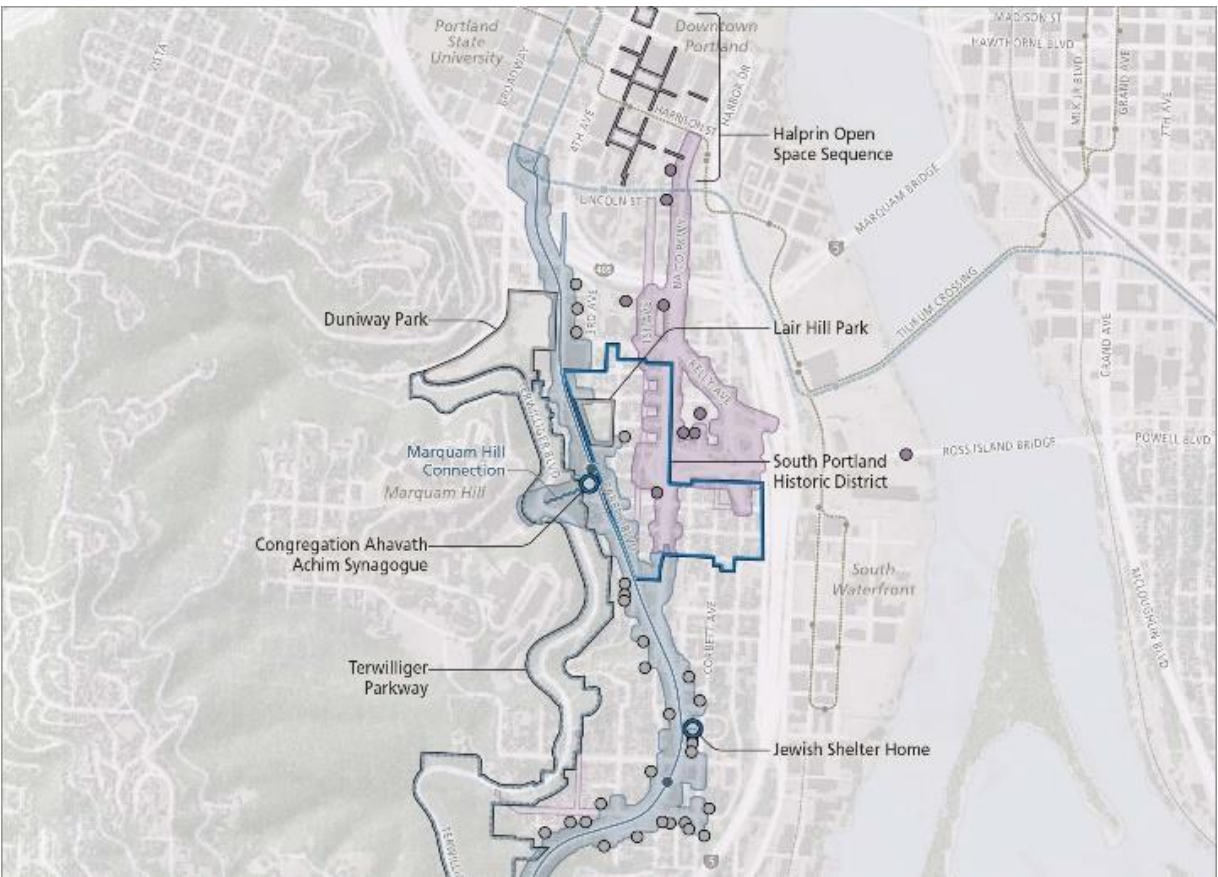
Section 106 Context Area of Potential Effect (APE)



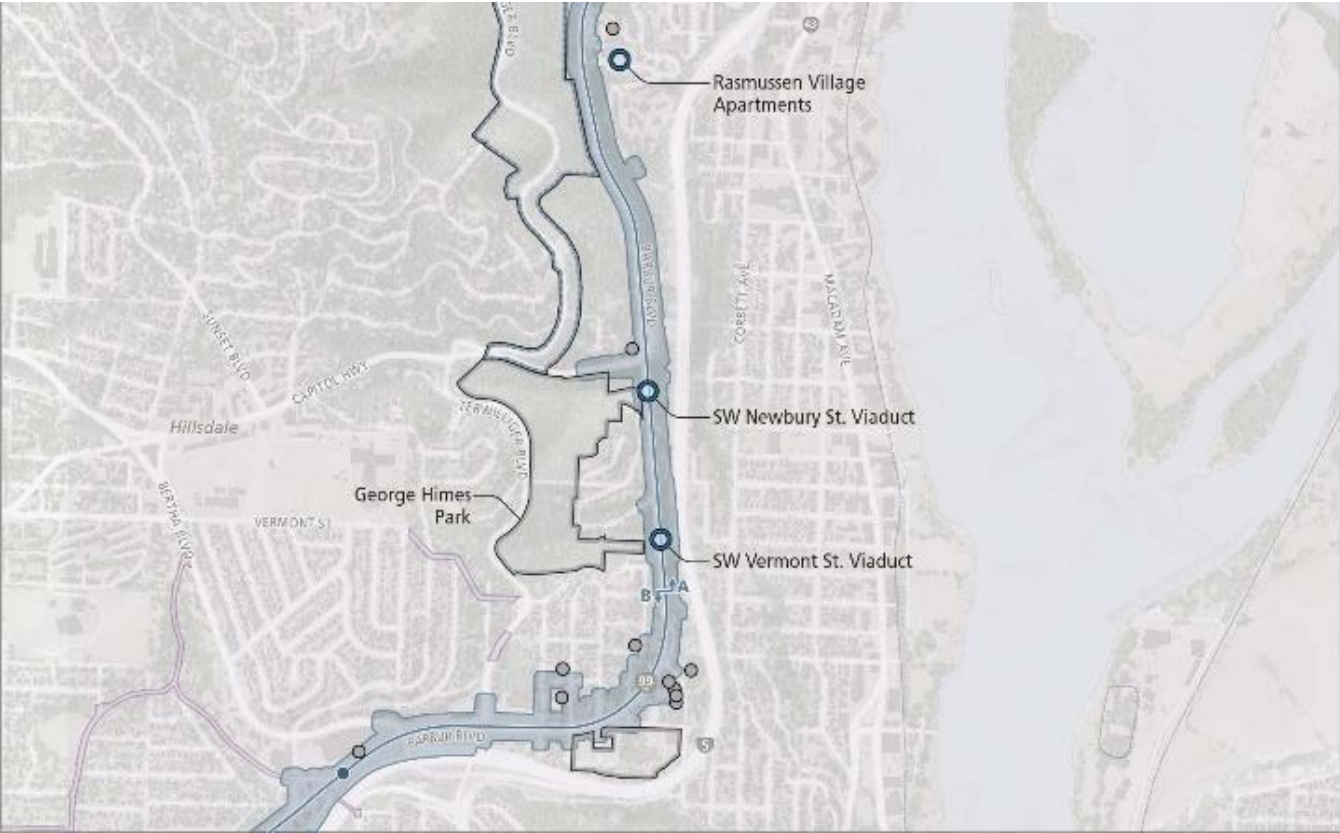
Determination of Eligibility and Draft Findings of Effect

- 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

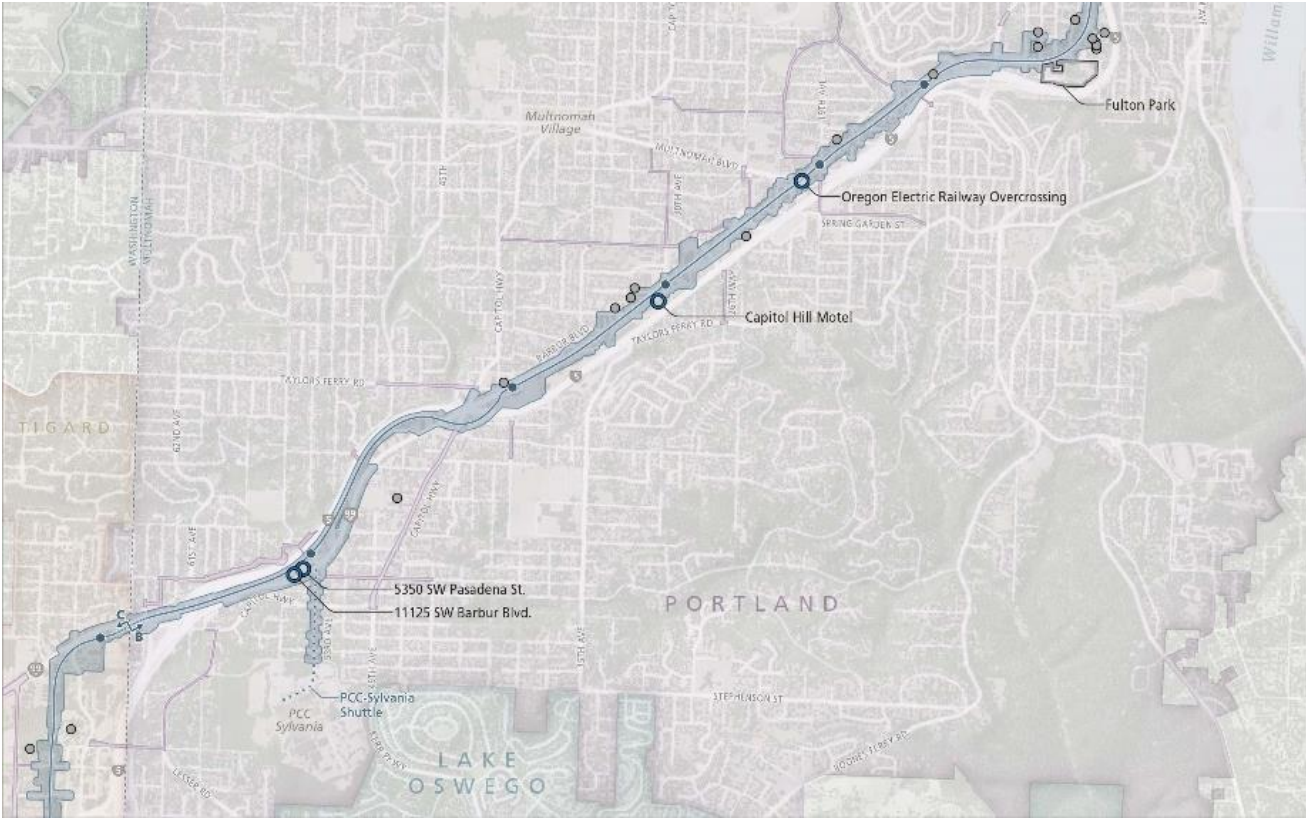
Inner Portland Resource Map



Inner Portland Resource Map



Outer Portland Resource Map



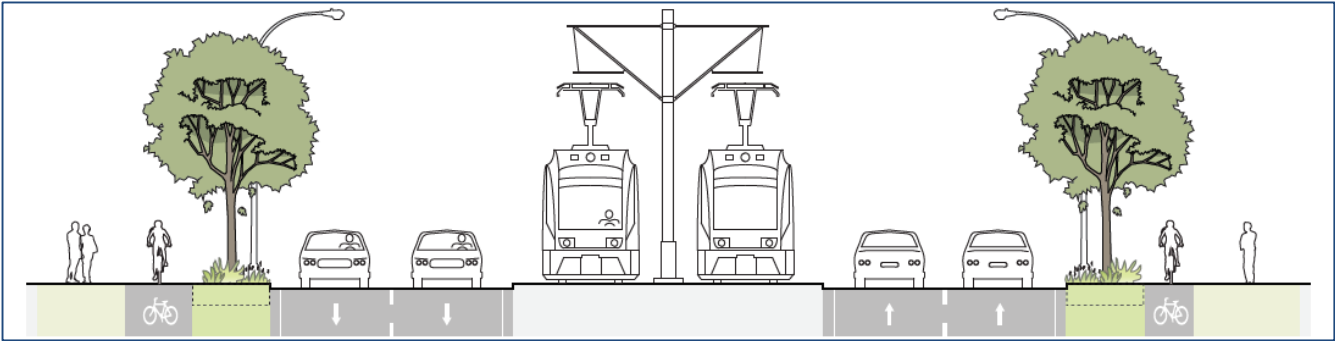
Existing Conditions



SW Barbur Blvd

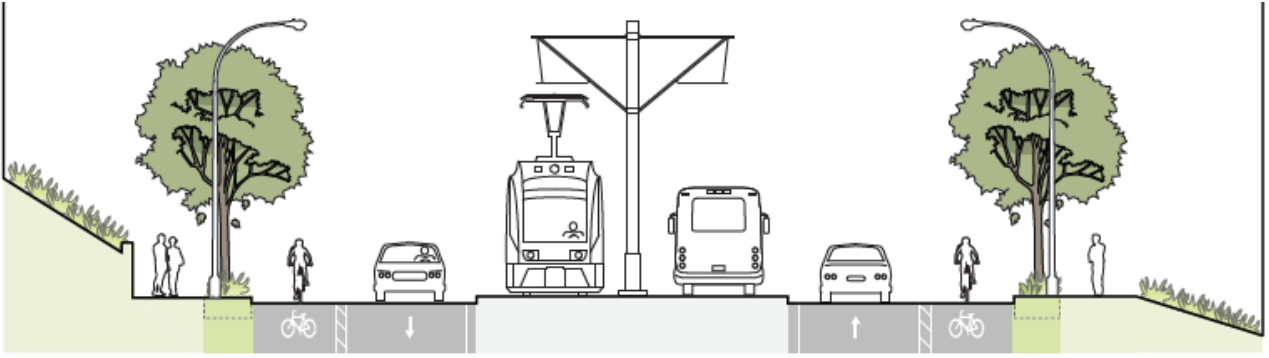
Streetscape Improvements

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

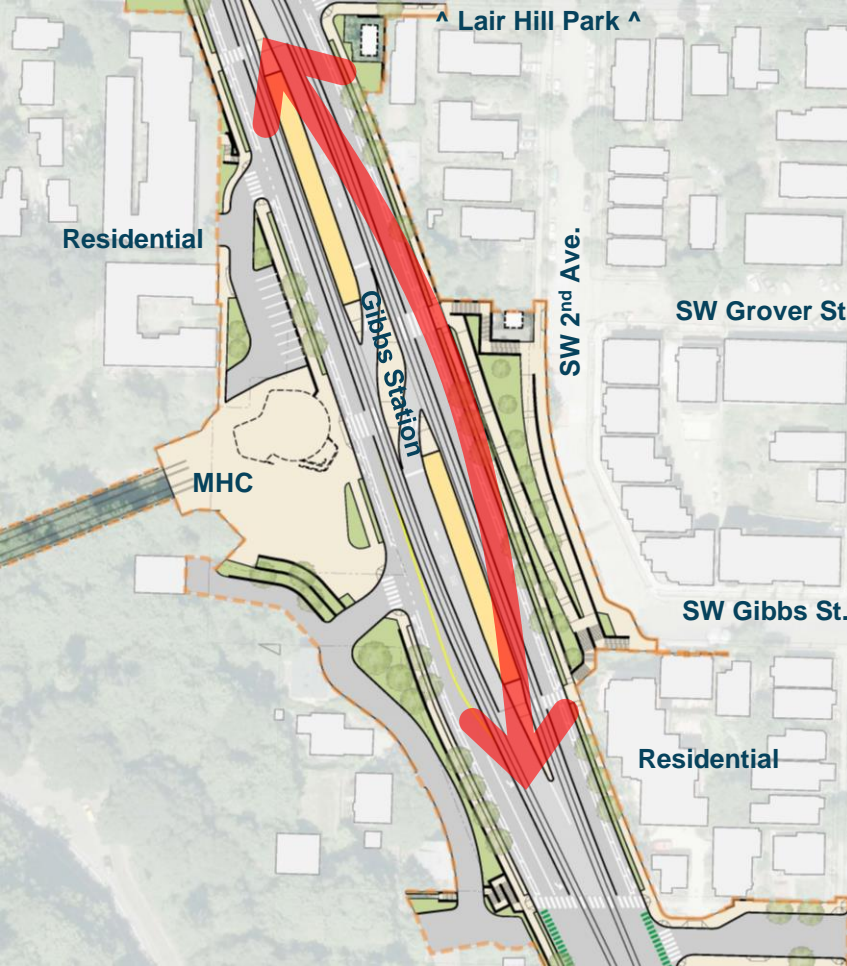
- Historic American Engineering Record (HAER) documentation
- Develop and install interpretive sign for the viaducts
- Historical markers commemorating the historic structures on the new structures

Congregation Ahavath Achim Synagogue

Removal due to:

- Key station area location
- Limiting impacts to residential and historic properties
- Shared bus and light rail station and connection to Marquam Hill
- Right of way constraints
- Maintaining safe pedestrian movement





ISSUES

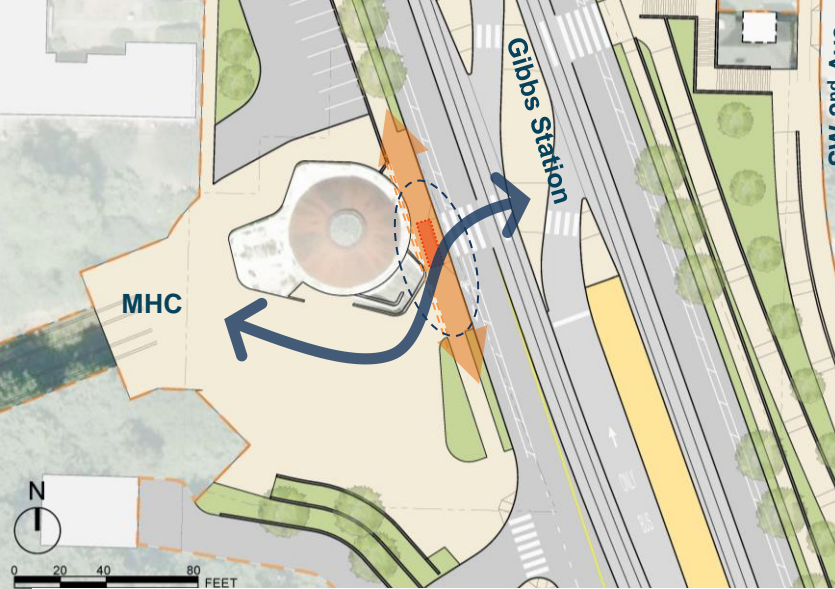
- Current station location is least impactful to other historic properties, affordable housing and residential properties – Multiple locations were explored
- Street ROW narrowed to minimum functionality: 1 travel lane - each direction + 1 buffered bike lane - each direction = substandard space for emergency vehicle access; shared transitway combines LRVs and buses for space efficiency
- Still insufficient room for minimum sidewalk width per TriMet/PBOT standards w/ projected volume of people transferring between modes
- Extreme topography requires additional space for ADA access to station and sidewalks
- Moving the building is structurally difficult.

Gibbs station

- Key connection to OHSU via the inclined elevator
- Key connection to SOWA via improved pedestrian safety to the Darlene Hooley bridge

Gibbs station

- Forecasted to be the busiest station with Light Rail riders from Green line and from south
- Bus lines (2 lines 44&56) serve this station
- 13,800 daily trips at Gibbs station with over 10,000 going to Marquam Hill



Sidewalk – Constrained area for pedestrian thru-traffic.



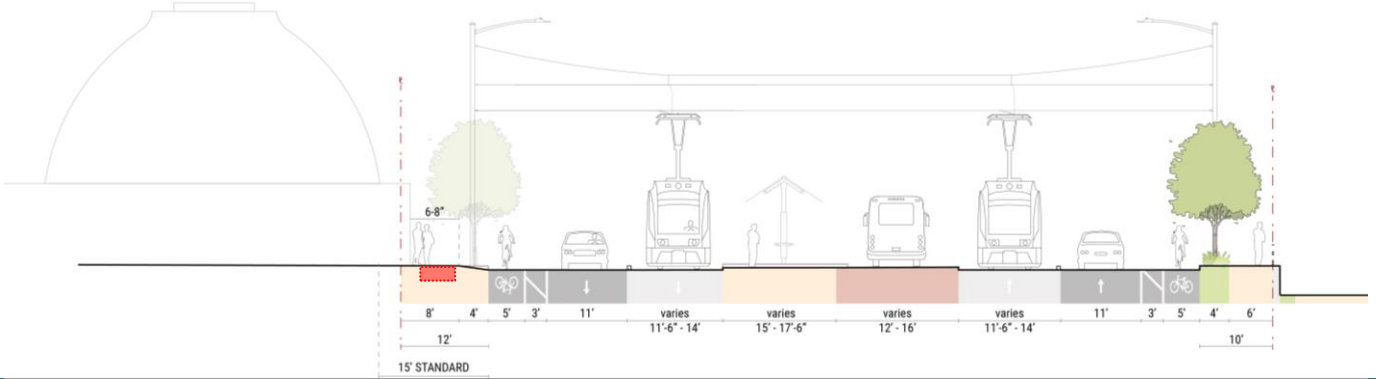
Top-of-ADA ramp landing space

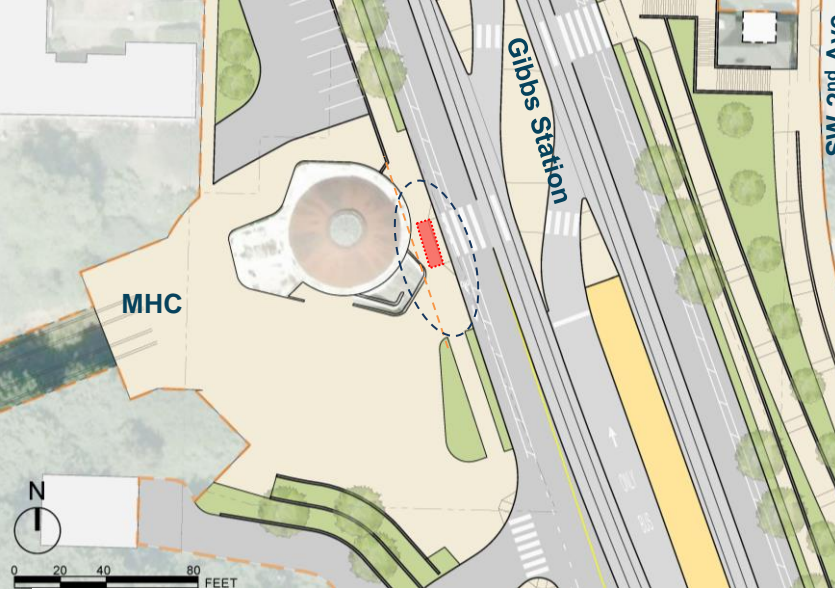


Pedestrian flow – Gibbs Station to MHC



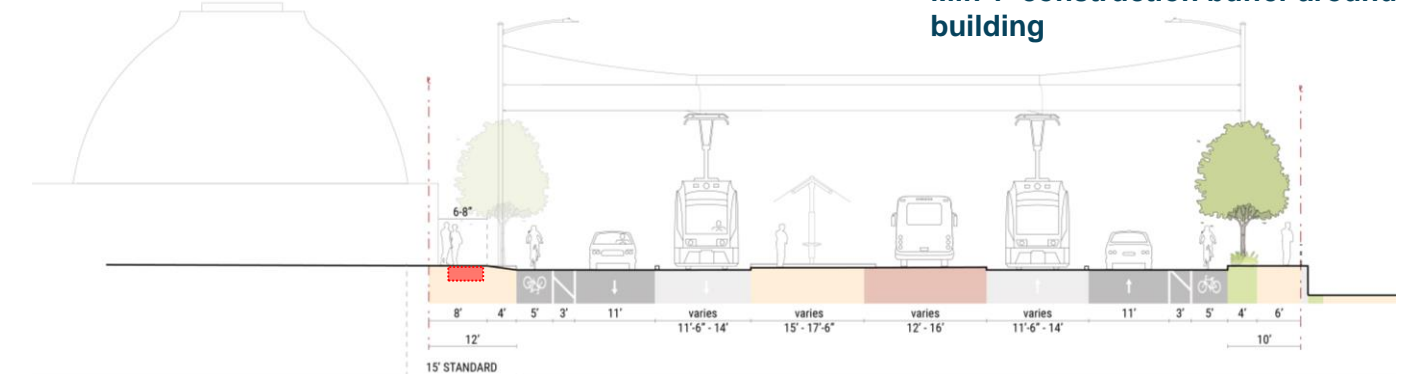
Pedestrian Conflict Area

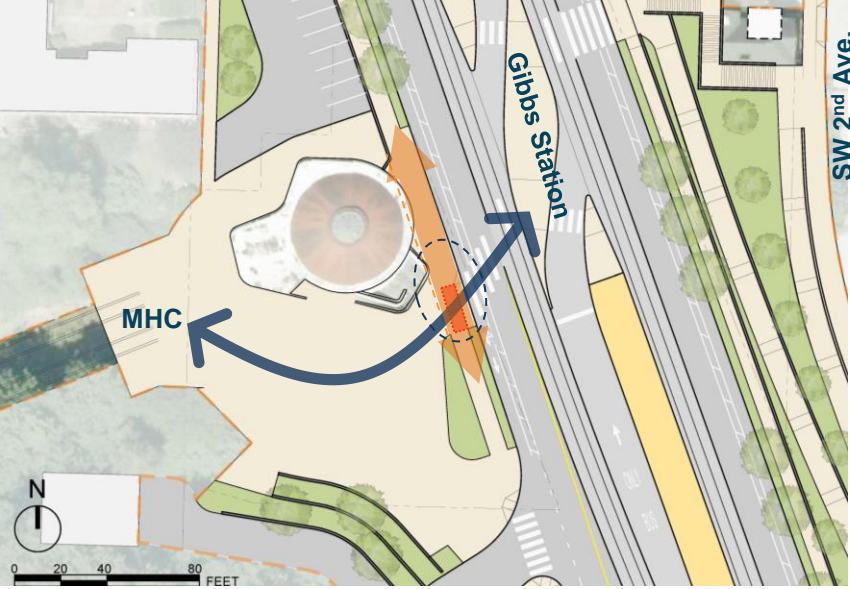




ISSUES

- 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 less than 2'
- 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





Sidewalk – Constrained area for pedestrian thru-traffic.



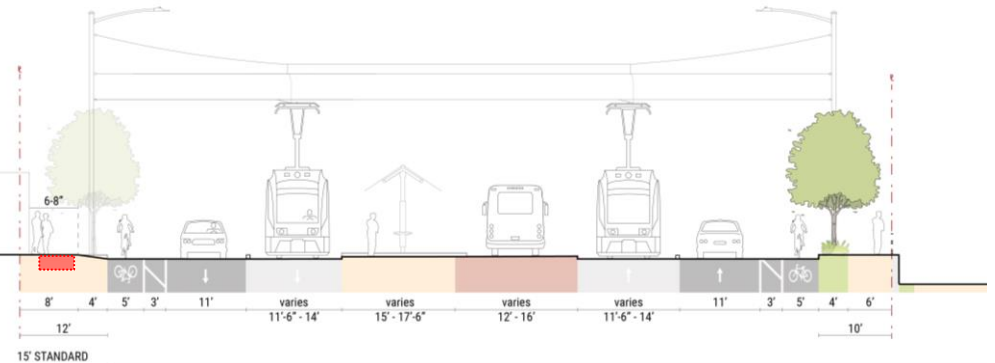
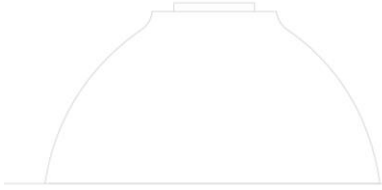
Top-of-ADA ramp landing space

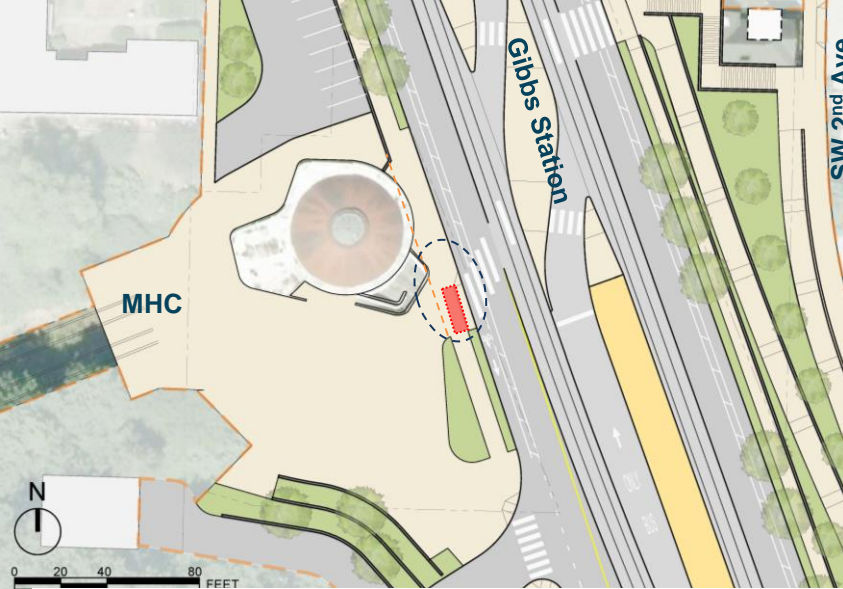


Pedestrian flow – Gibbs Station to MHC



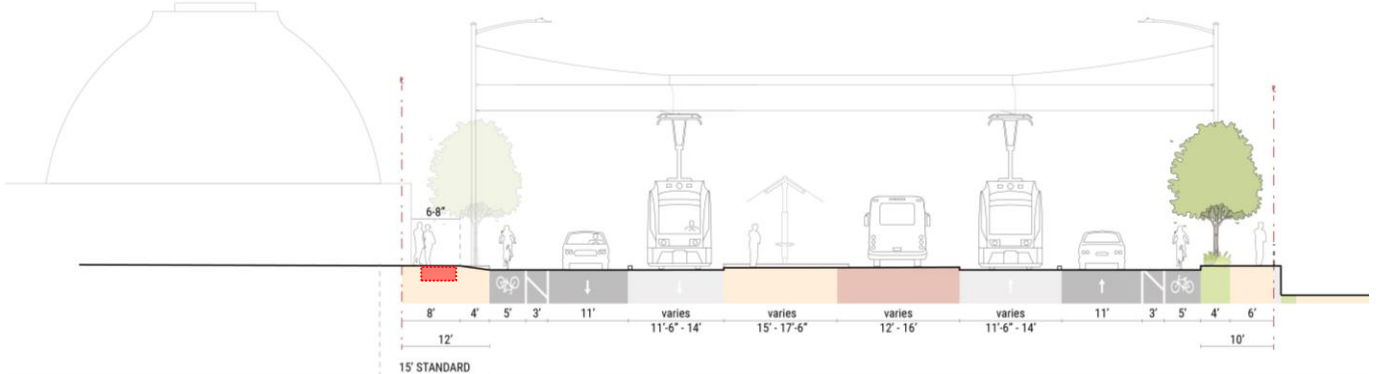
Pedestrian Conflict Area





ISSUES

- Approach to ADA ramp at an angle
- **FHA Rail Crossing Handbook: “Angled crossings are more difficult for bicycles and wheelchairs to navigate”**
- **safety concern due to unique street configuration w/ contra-flow buses; Angled crossing adds out-of-direction travel of 14 ft - Likelihood of illegal street crossing; non-intuitive navigation for visually impaired; awkward sightlines for pedestrians crossing from station**
- **Remaining sidewalk still less than TriMet/PBOT standards at LRT**

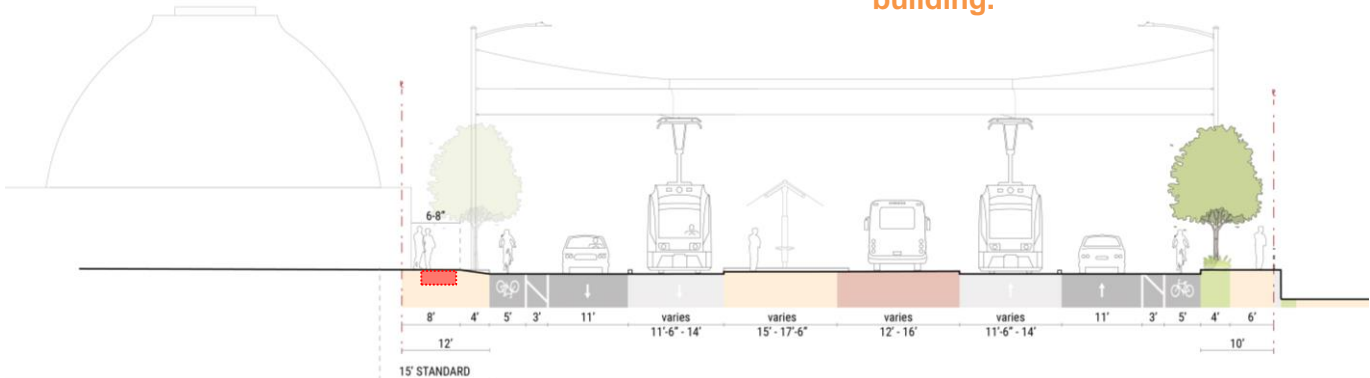




Removing Building Allows:

- Clear sidewalk and landing zone at top of ADA ramp
- Safe cuing space for pedestrians transferring between MHC and LRT
- Shortest and most direct route between MHC and LRT
- Track crossing at preferred angle (NACTO, FHA)
- *Prioritize people and occupied buildings over non-occupied buildings.*

Next steps: Explore adaptive re-use to preserve unique elements of building.



Congregation Ahavath Achim Synagogue

Potential Mitigation Strategies

- 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

Jewish Shelter Home

Historic Landmark and Listed on National Register



Main building from Corbett Ave



Isolation Hospital (attached to main building). Possible removal due to road widening

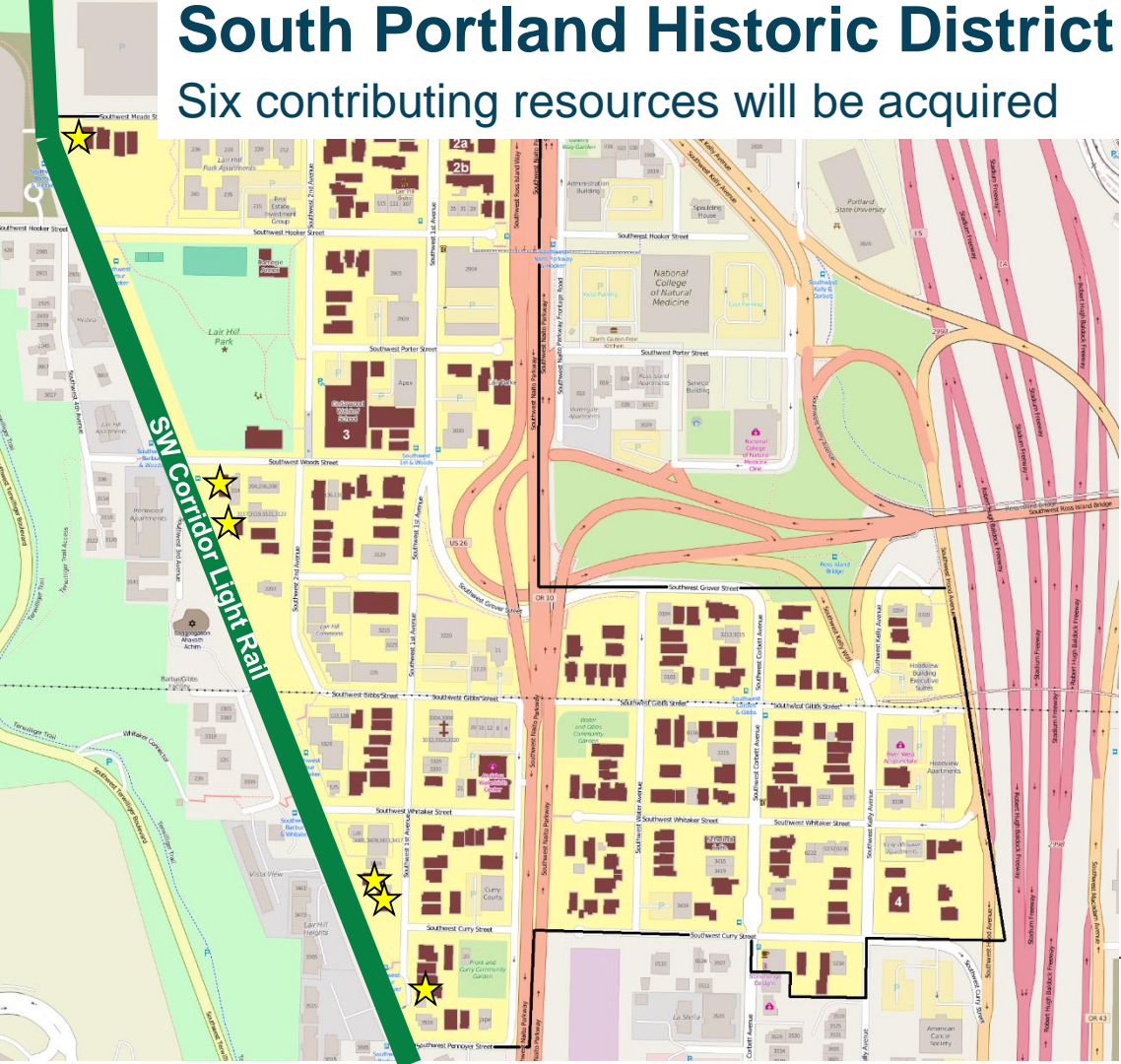
Jewish Shelter Home

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



View from Barbur



View from Terwilliger

Terwilliger Parkway

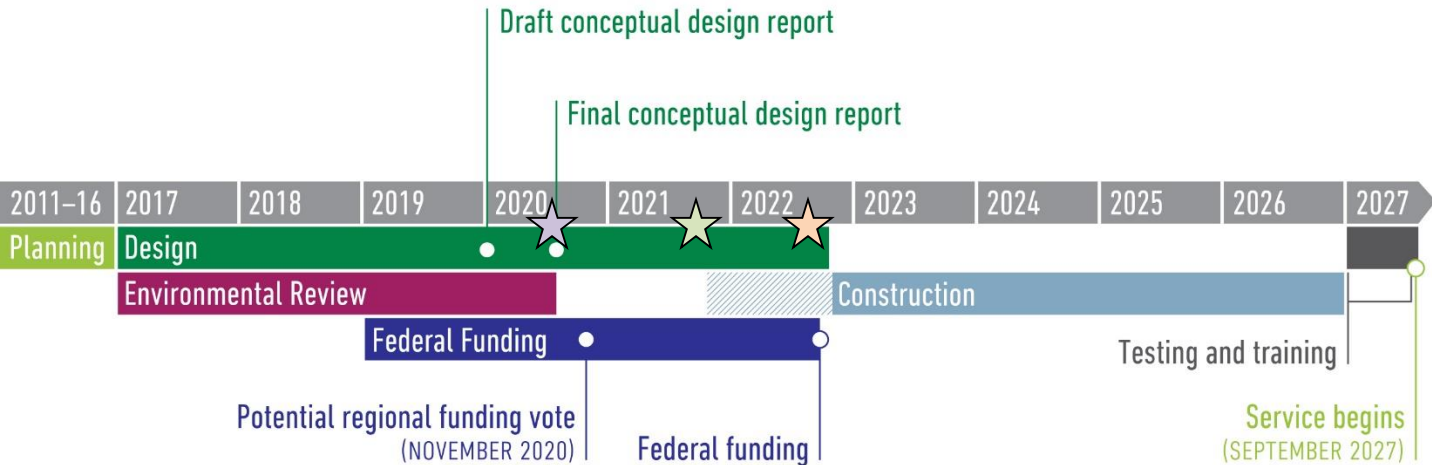
Potential Mitigation Strategies

- 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

Next Step: Stakeholder Engagement on Mitigation

- Anticipated groups and organizations may include:
 - Restore Oregon
 - Oregon Historical Society
 - DocoMoMo Oregon
 - Congregation Ahavath Achim
 - Friends of Terwilliger
 - South Portland Neighborhood

Project Timeline



Land Use Actions

★ 30% Design
Fall 2020

★ 60% Design
Late 2021

★ 90% Design
Late 2022

Questions? Comments?

trimet.org/swcorridor

