

Naito Parkway Main Street and Ross Island Bridgehead Projects

Historic Landmarks Commission Briefing

October 12, 2020



Kevin Bond, BPS
Patrick Sweeney, PBOT



Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

City of Portland, Oregon
Ted Wheeler, Mayor • Susan Anderson, Director



PBOT
PORTLAND BUREAU OF TRANSPORTATION

In coordination with our regional partners TriMet, ODOT, and Metro

Why are we meeting with Historic Landmarks Commission today?



PBOT and BPS have DRAFT Ross Island Bridgehead -Naito Main Street land use and transportation concepts to share with you – here are conditions today...

Why are we meeting with Historic Landmarks Commission today?



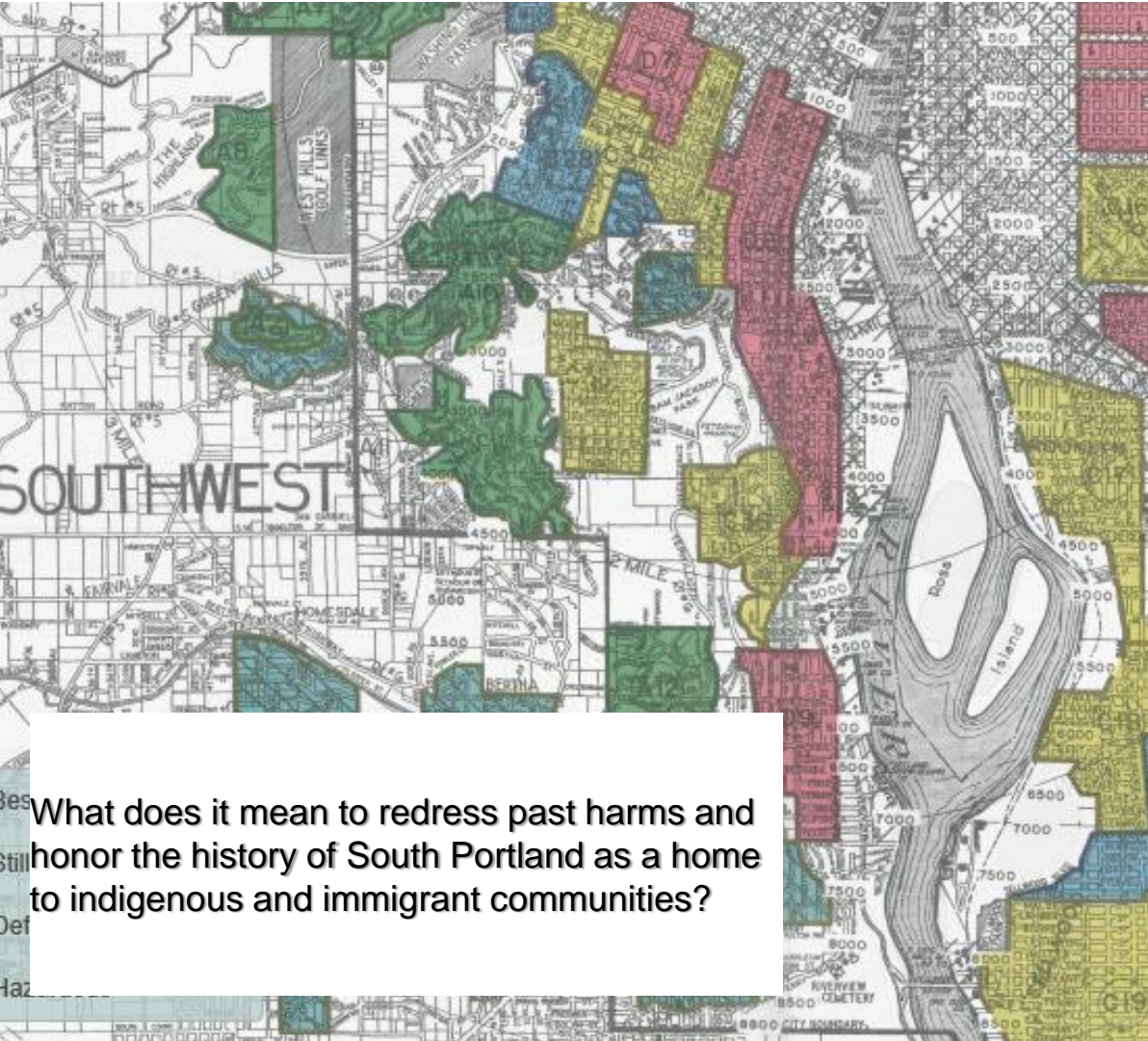
Proposed Ross Island Bridgehead reconfiguration with potential development adjacent to Naito Main Street improvements

Historical Context



South Auditorium Urban Renewal District displaced over 500 households and 200 businesses between 1958 and 1974

Historical Context



What does it mean to redress past harms and honor the history of South Portland as a home to indigenous and immigrant communities?

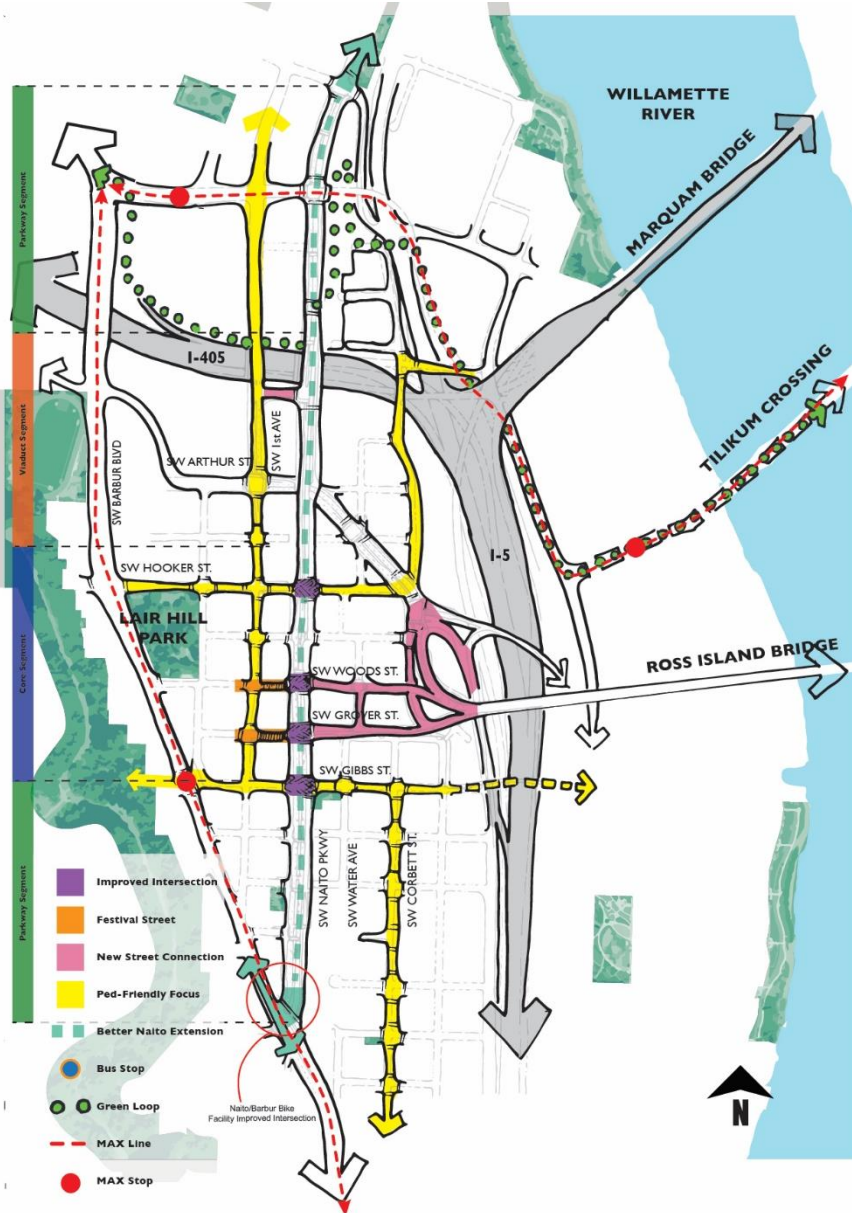


What are these projects?

Reconfiguring the Ross Island Bridgehead (RIB) is a once-in-a-lifetime opportunity for the South Portland Neighborhood, the City and the region.



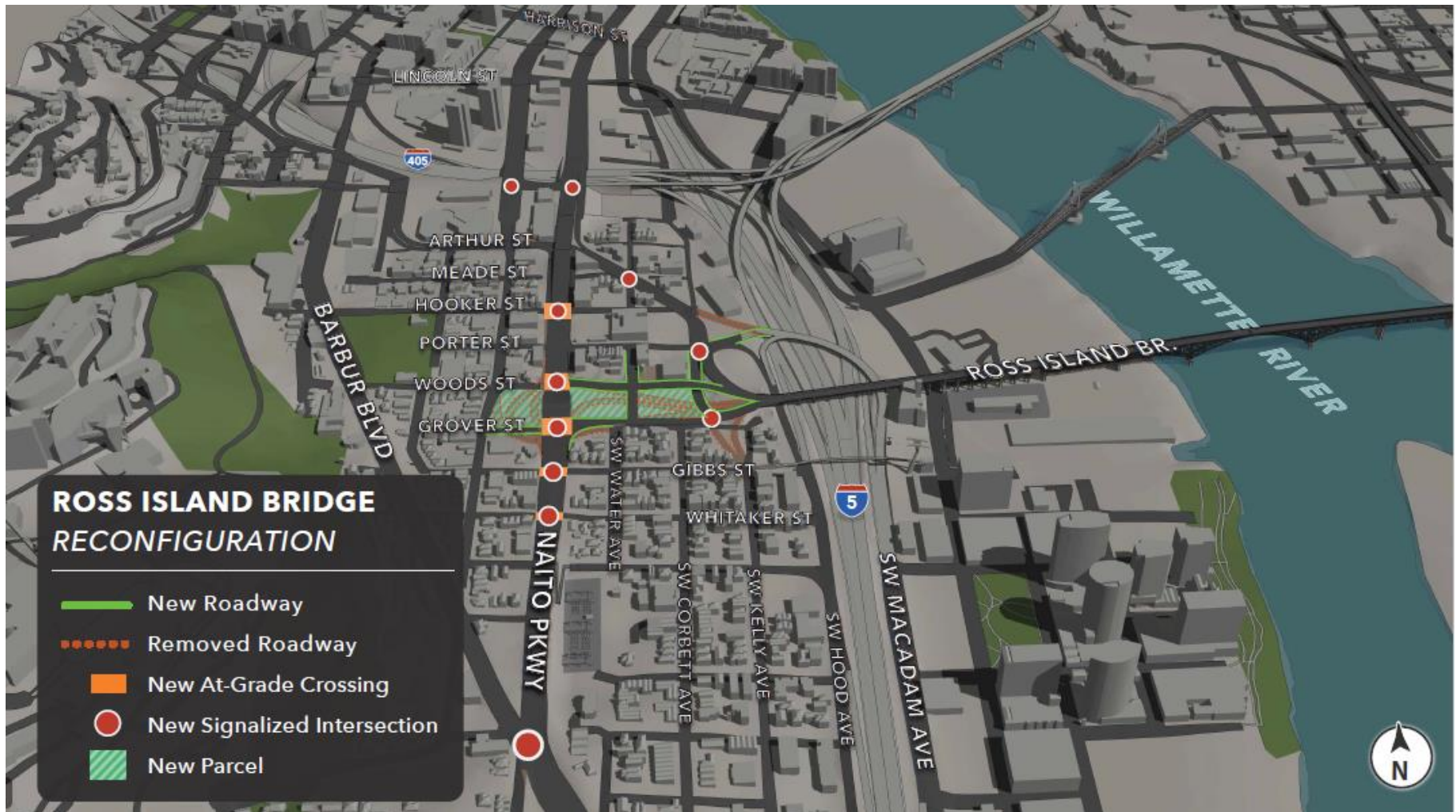
What are these projects?



Transportation Features

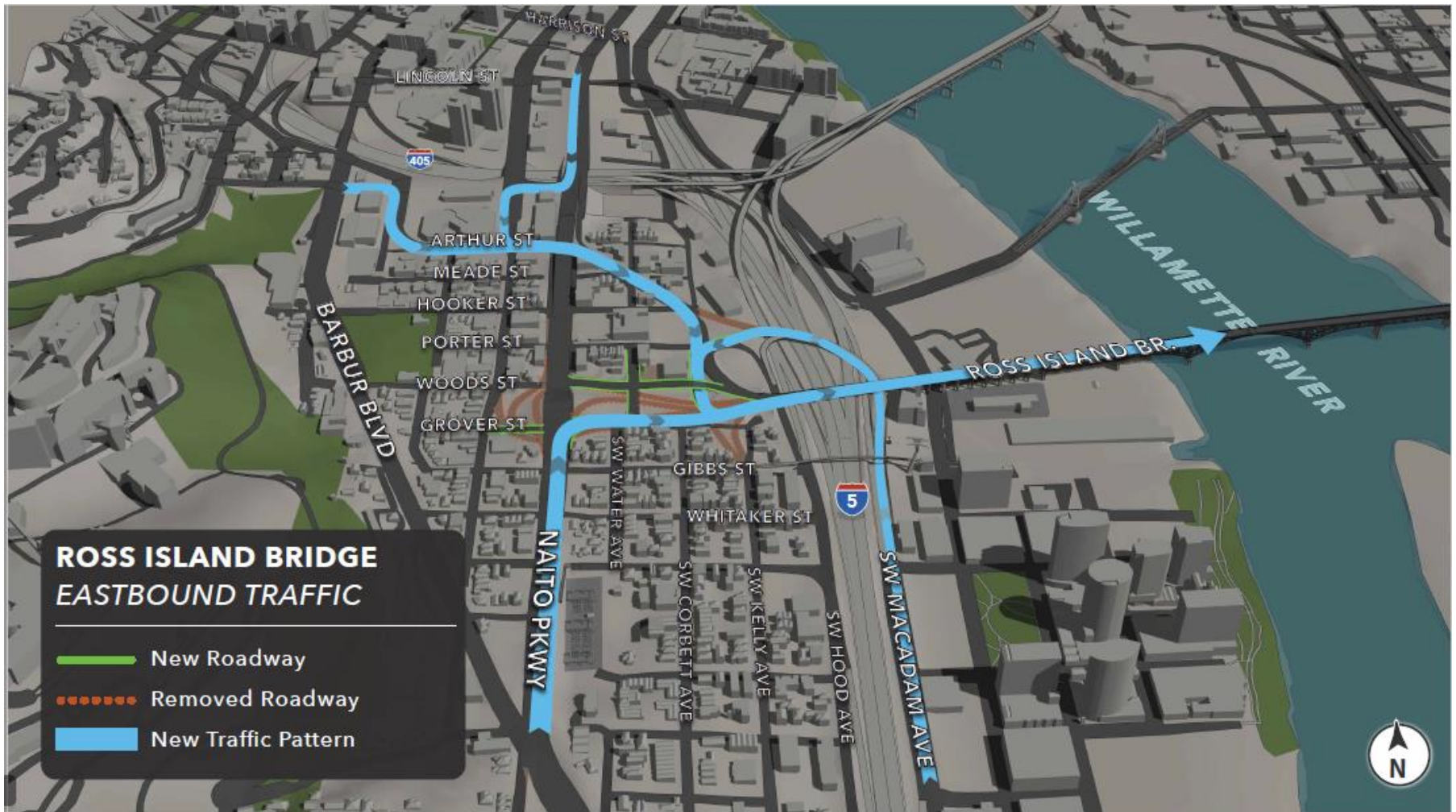
1. Removal of bridgehead braided ramps, replace with multimodal street grid
2. Reduced regional traffic in neighborhoods
3. Signalized intersections
4. Pedestrian street crossings
5. Complete Better Naito to Barbur
6. NUNM-Lair Hill-Corbett neighborhood connectivity

What are these projects?



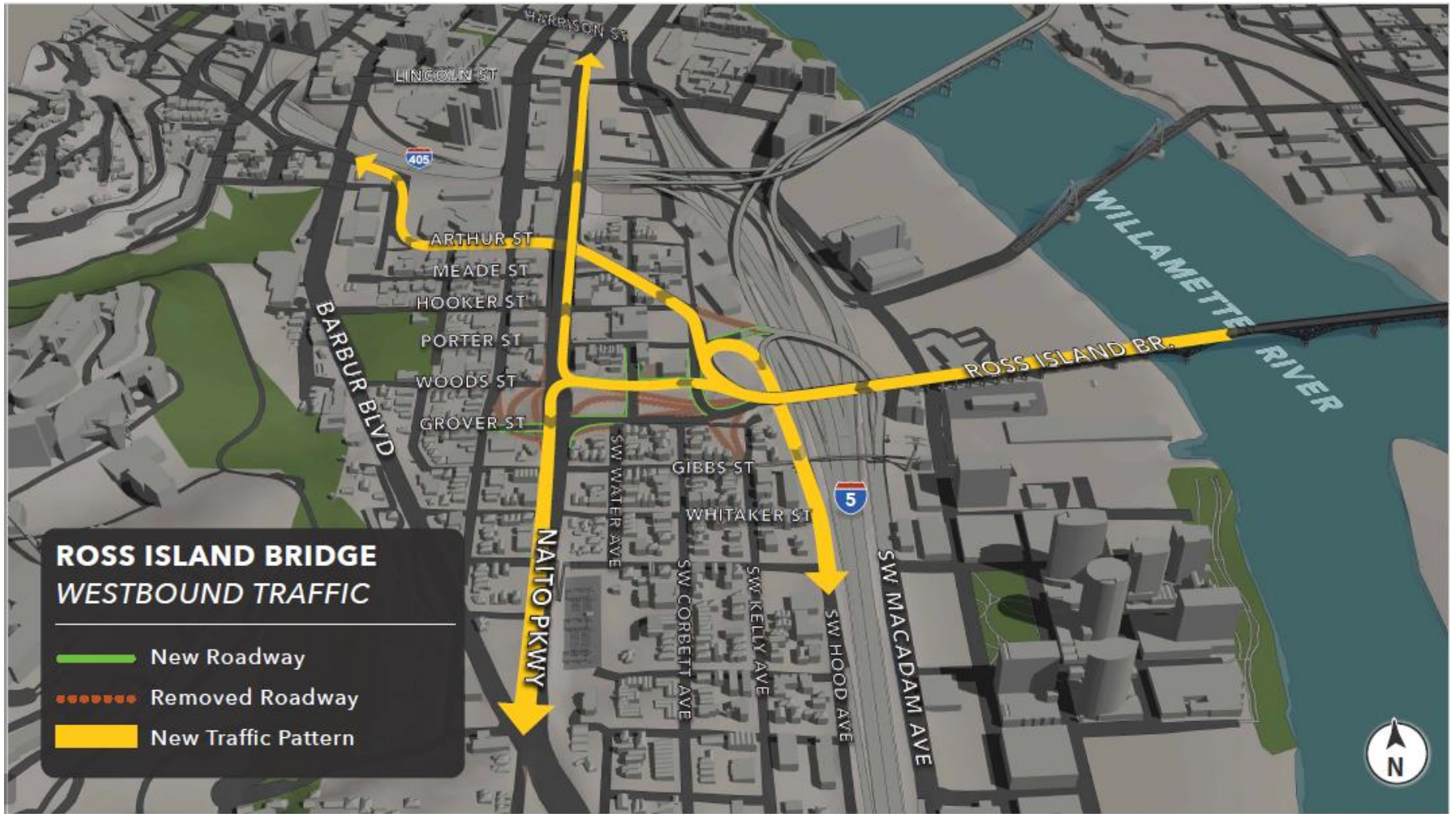
Aerial view of the new reconfiguration of the Ross Island Bridgehead

What are these projects?



Aerial view of car travel routes for eastbound travelers.

What are these projects?



Aerial view of car travel routes for westbound travelers.

What are these projects?



Land Use Features

1. Historic district
2. Core commercial district
3. Major institutions
4. Opportunity sites to redevelop

What are these projects?



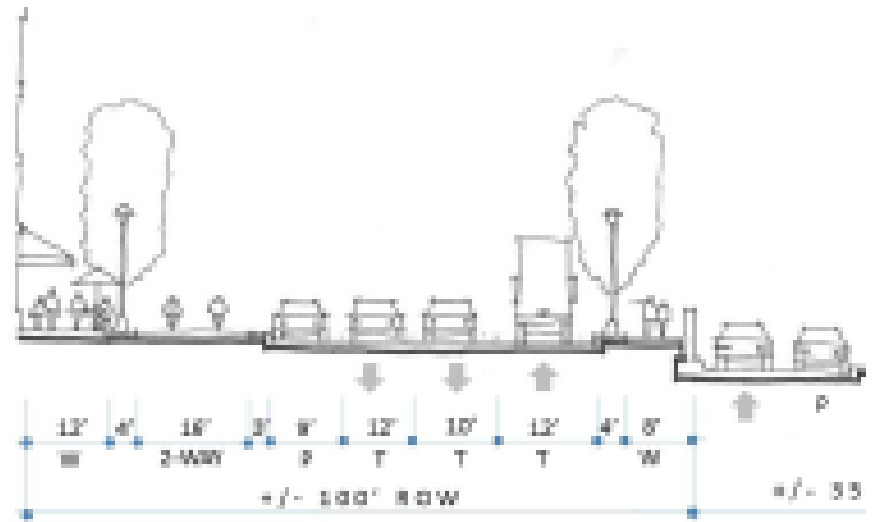
Conceptual view of Naito at SW Porter Street, looking north



Aerial view of existing development between SW Arthur and Hooker Streets on the west side of Naito Parkway



Existing Naito Parkway, Looking North near S Porter St



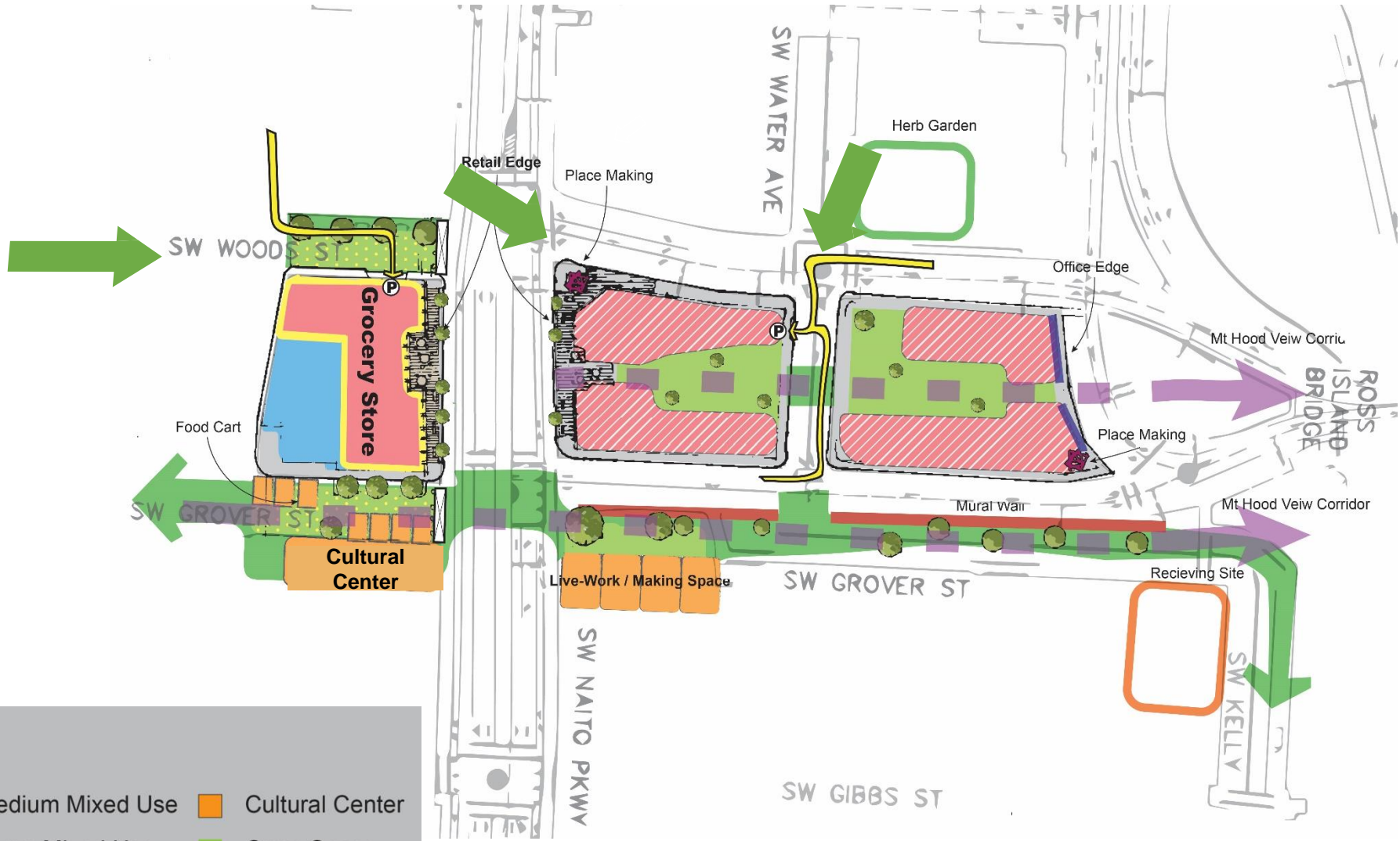
Naito Main Street concept, looking North same area

Naito Main Street Urban Form



Signalized intersections with pedestrian street crossings help “stitch” the Lair Hill and Corbett neighborhoods back together and reinforces community connectivity.

Core Area – Opportunity Sites – 3 acres of publicly owned property



- Medium Mixed Use
- Cultural Center
- Large Mixed Use
- Open Space
- Affordable Housing
- Plaza
- Townhouse
- Greenway

Core Area – Opportunity Sites

Naito at Woods St facing southeast



Existing conditions



Core Area – Opportunity Sites

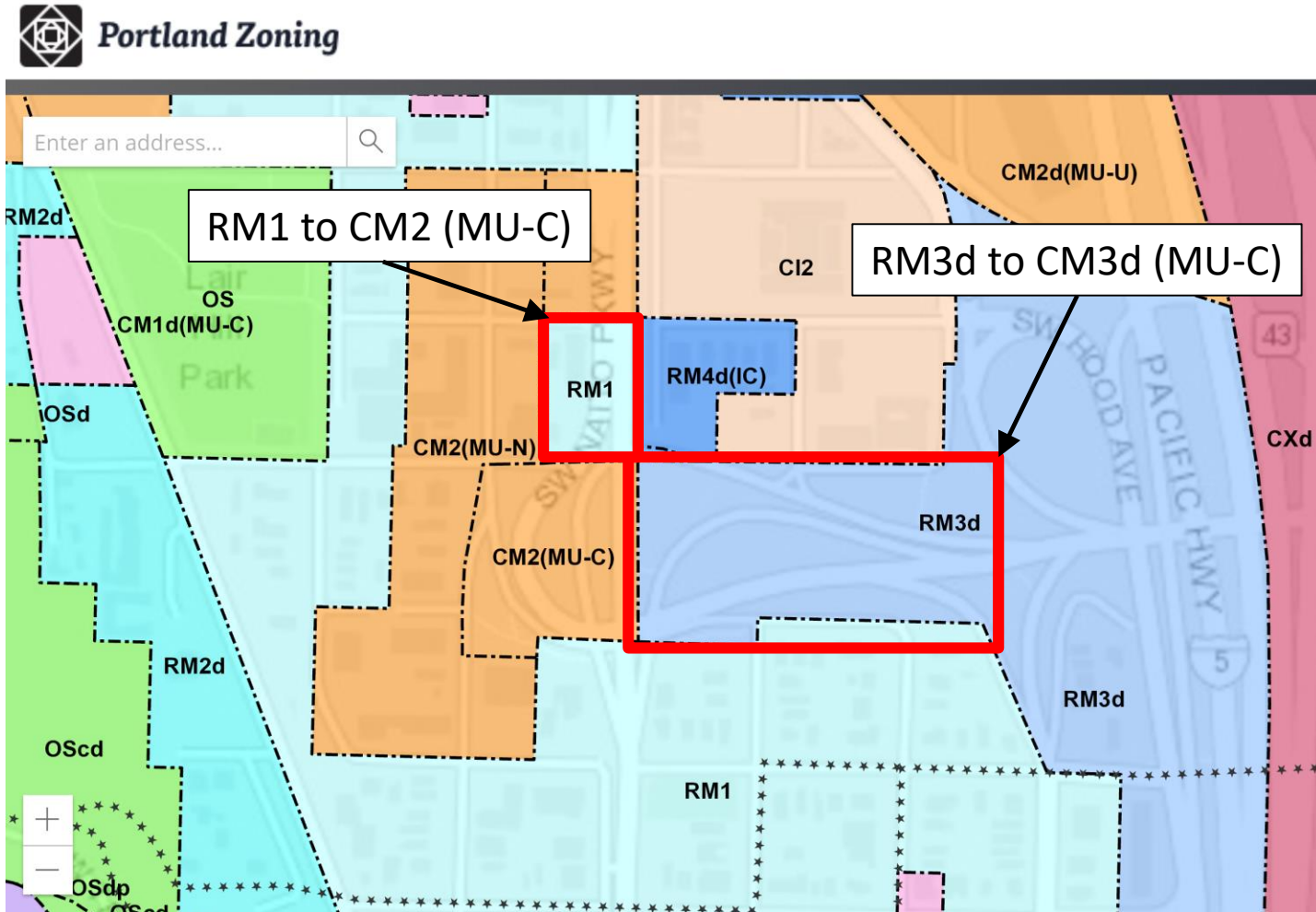
Festival street on Woods St between Naito and 1st Ave facing east



Existing conditions

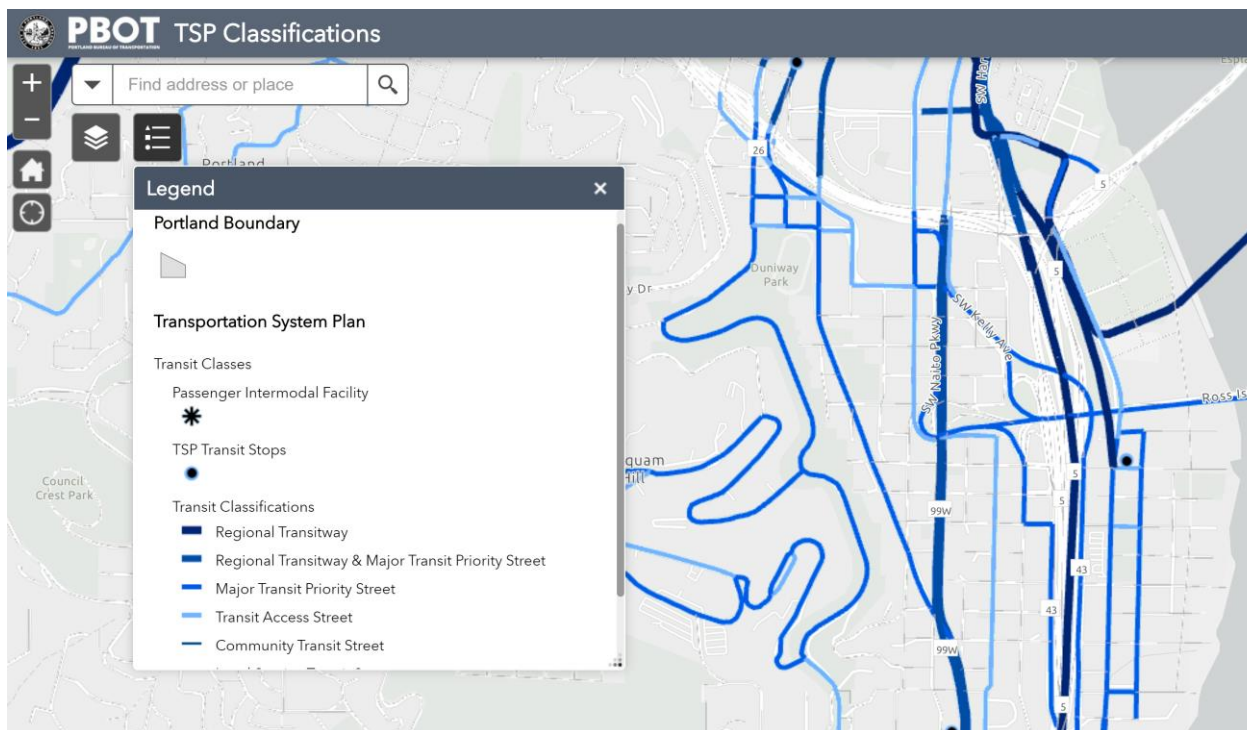


Potential zoning map amendments:



How will new street connections impact local neighborhoods?

TSP street classification amendments are a needed action for this plan. For example, Naito is classified as a Major City Transit Street, which reflected the past expectation of future HCT on that corridor.



Plan will include a list of all streets that need their TSP classifications changed. This includes ped, bicycle, transit, freight, etc. Some new streets are being created, which need new TSP classes.

What we've heard from the community

Concerns and suggestions from the Nov 2019 and Feb 2020 open house events, and from meetings with SPNA and NUNM. Direct quotes from meeting participants are in blue.

Conditions

- Reduce cut-through traffic on residential streets.
- Keep local access and parking for residents.
- Pollution concerns to the neighborhood residents.

“Want to be assured that the cut through traffic heading north on SW Kelly and SW Corbett will end in any bridgehead re-design.”

Neighborhood Needs

- Improved safety for walking and biking.
- Create a calmer environment for all modes.
- Make it easier to get around the neighborhood without a car.

“As a cyclist on Naito, I appreciate those improvements.”
“How will local access be maintained during construction?”

Land Use

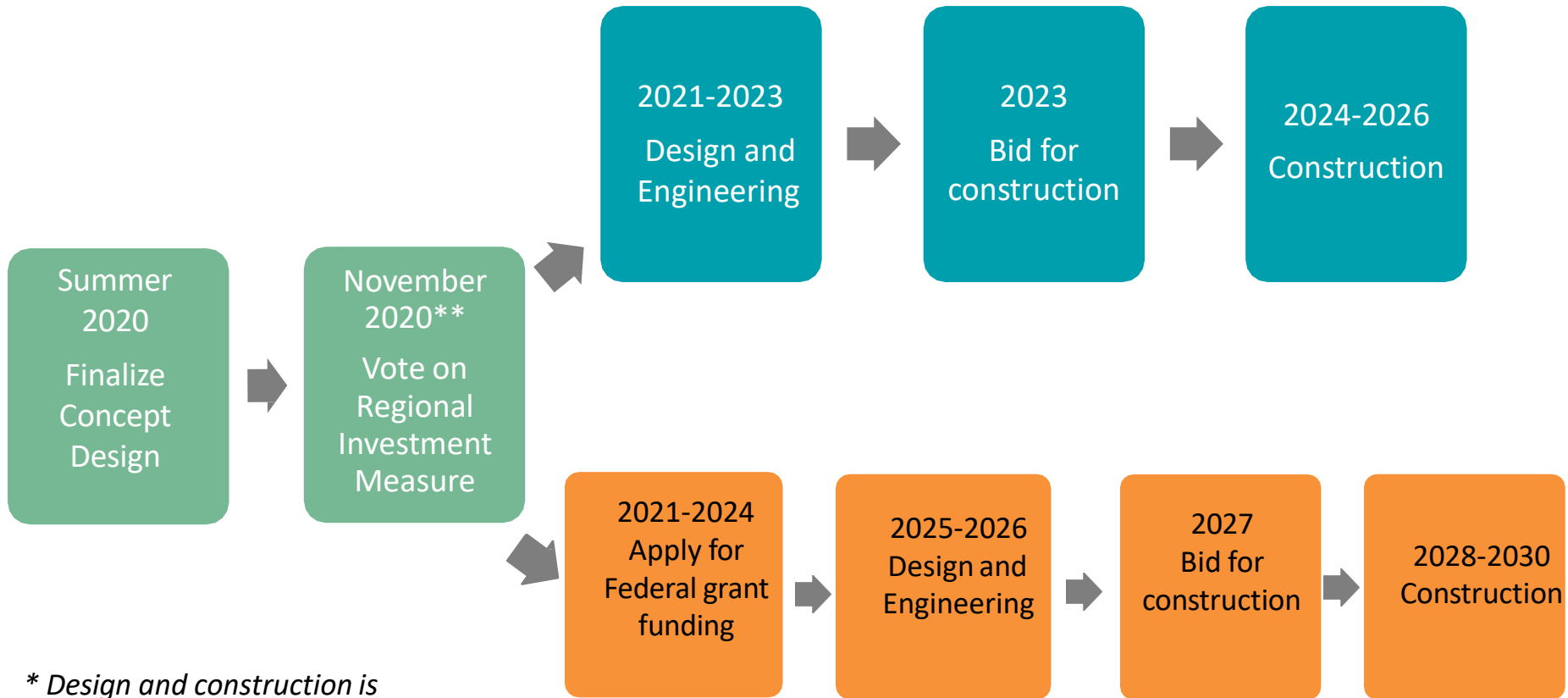
- Providing daily use services, grocery stores, housing, etc.
- Providing low- and medium-income housing, particularly for students and seniors.

“Grocery store.”
“Student housing for NUNM and/or campus expansion.”



Transportation Funding and Phasing Schedule

If the Regional Investment Measure passes*



* Design and construction is dependent on funding. Timeline dates are estimated.

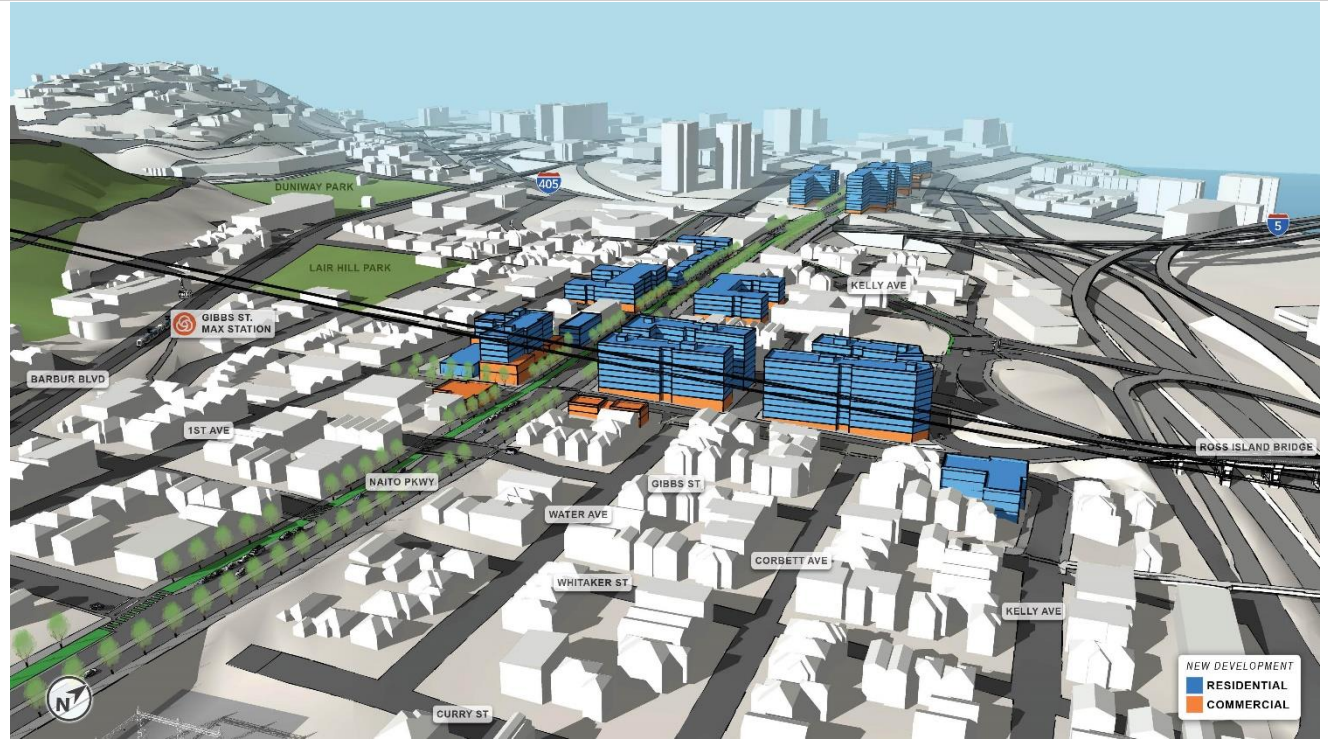
If the Regional Investment Measure Fails*

Questions?

October 20 Online
Public Meeting

5:30-7:00 PM

See links below to
sign up for the
meeting



Transportation (PBOT)

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Land Use (BPS)

Ryan Curren

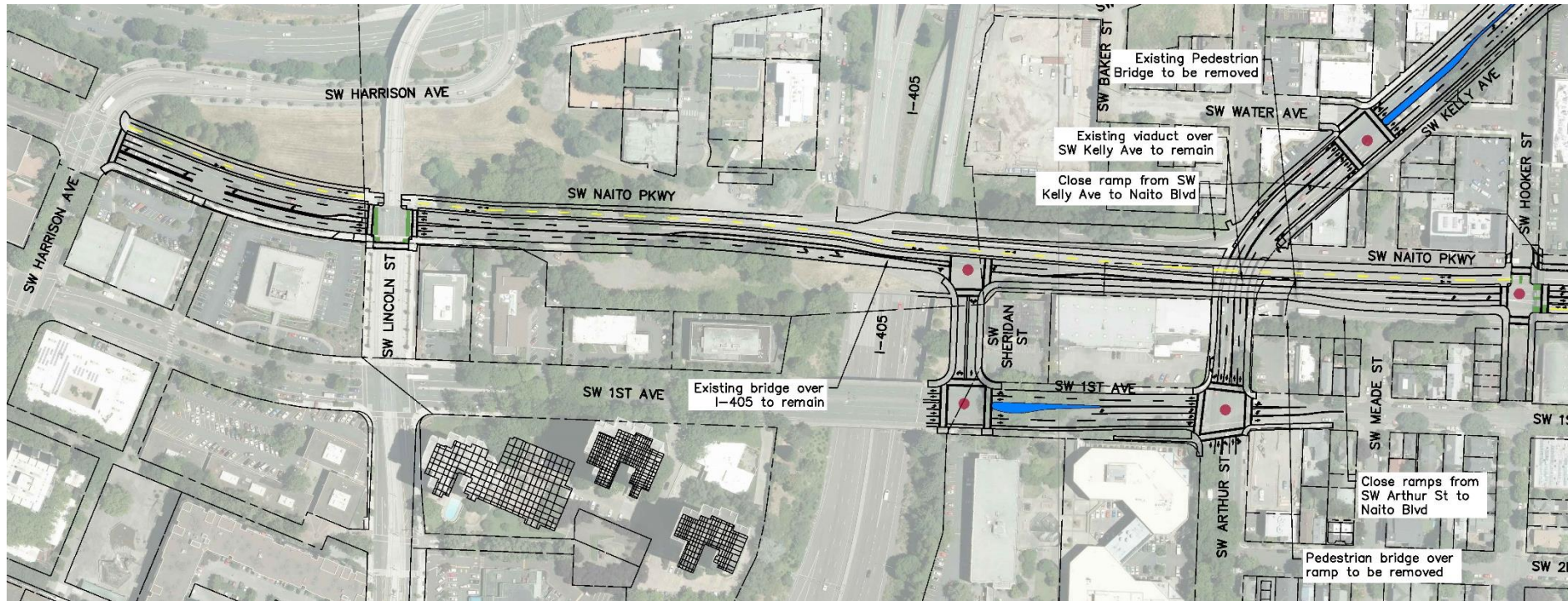
Ryan.curren@portlandoregon.gov

503-823-4574

www.portland.gov/naito-mainstreet

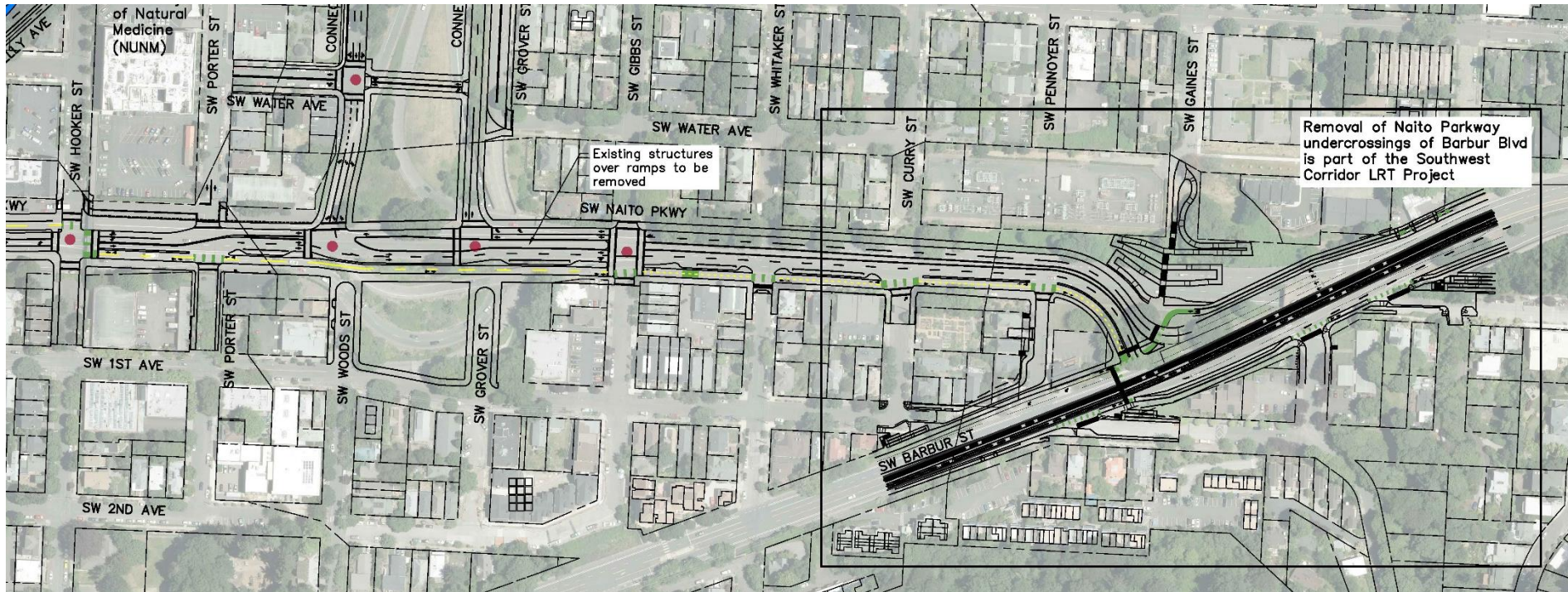
RESOURCE SLIDES

Naito Main Street Concept Plan



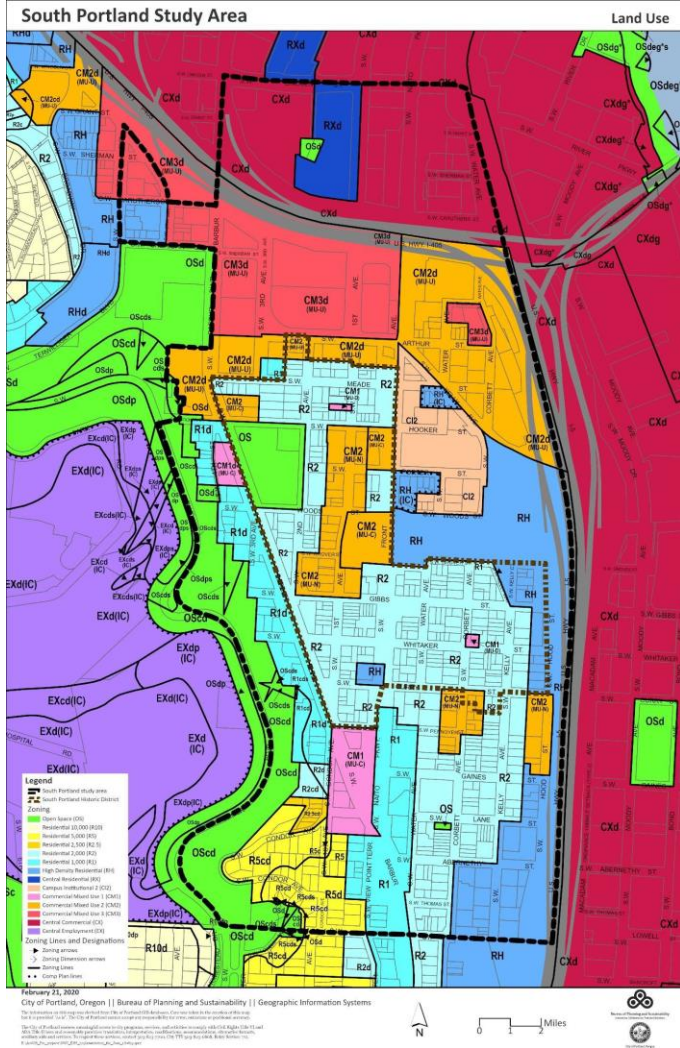
Plan view (S Harrison to S Hooker Ave) of the new reconfiguration of Naito Main Street

Naito Main Street Concept Plan



Plan view (S Hooker to S Barbur Blvd) of the new reconfiguration of Naito Main Street

How to plan the urban form?



Zoning allows for more variety and density of uses outside the historic district and closer to downtown.



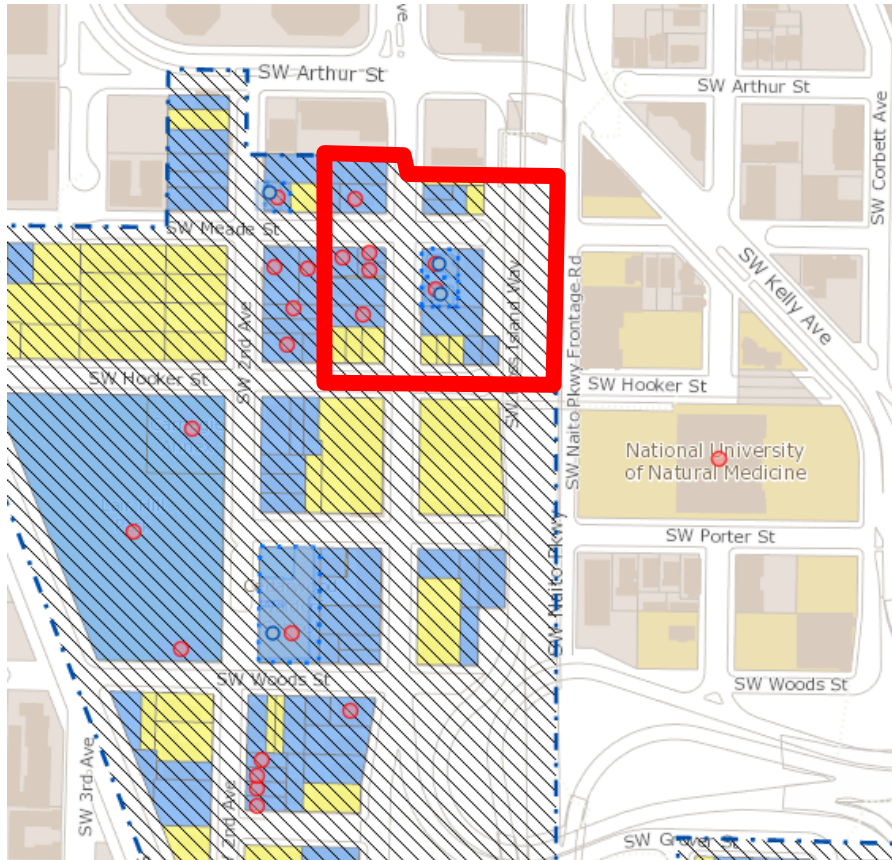
South Portland is amenity rich with good access to transit, parks, community gardens, and schools though it lacks a full-service grocery store.



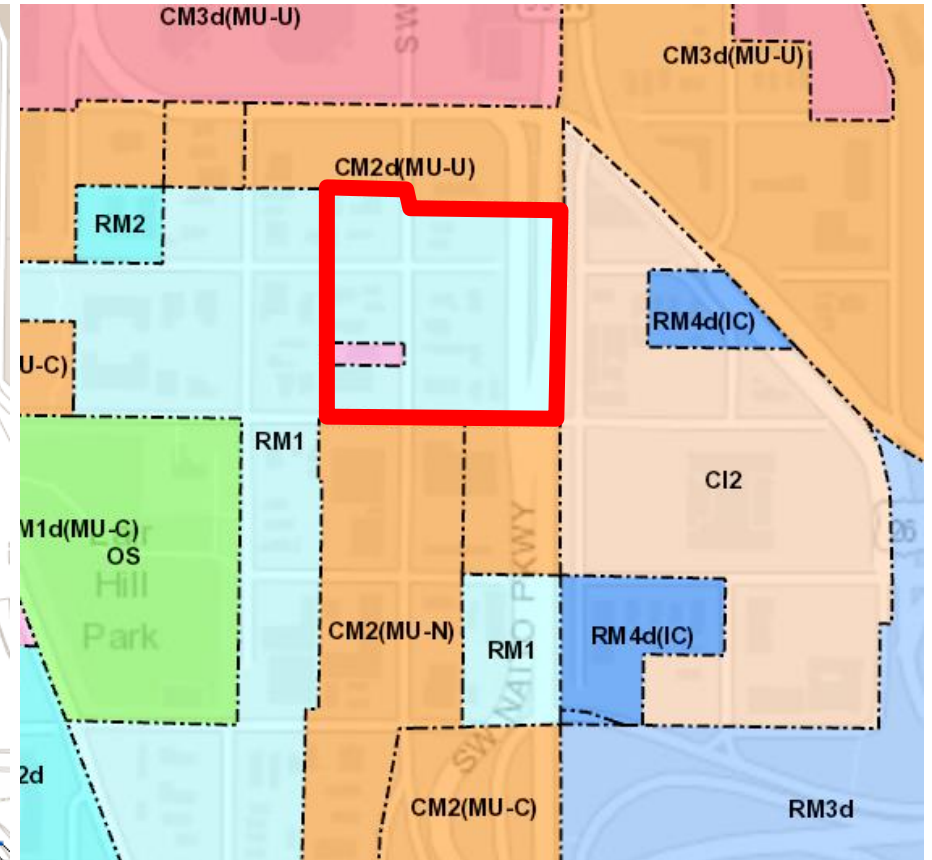
Viaduct Area – Land Use

Potential zoning map amendment:

Multi-dwelling residential area in historic district, RM1 to RM2



Historic district view blue = contributing
yellow = non-contributing

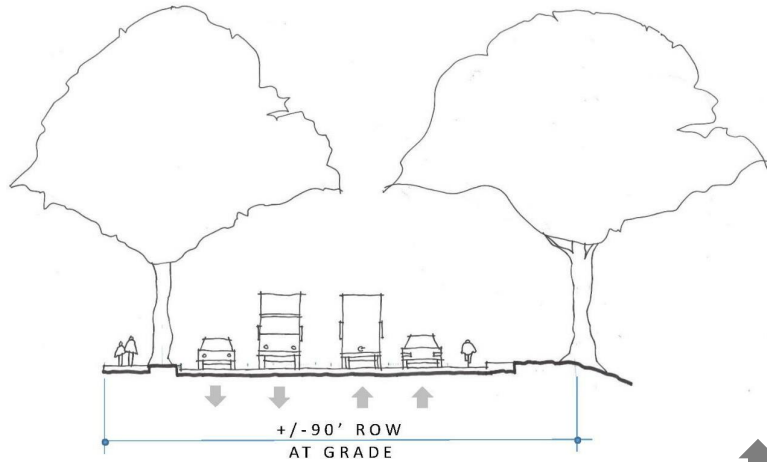


Current zoning view

North Parkway Area - Transportation

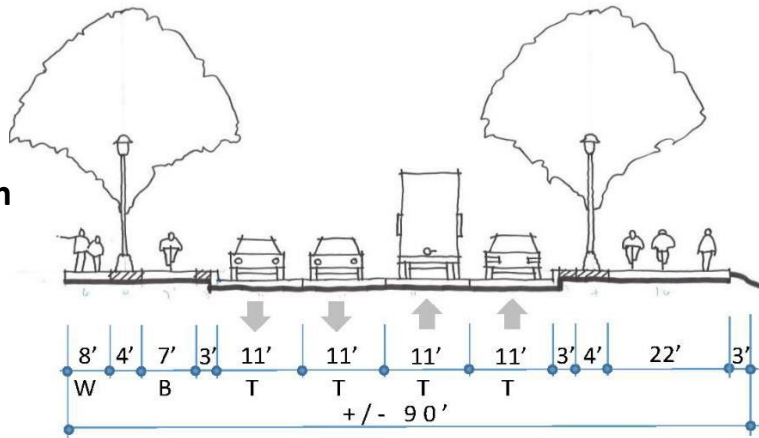
1

Existing Roadway Cross-section



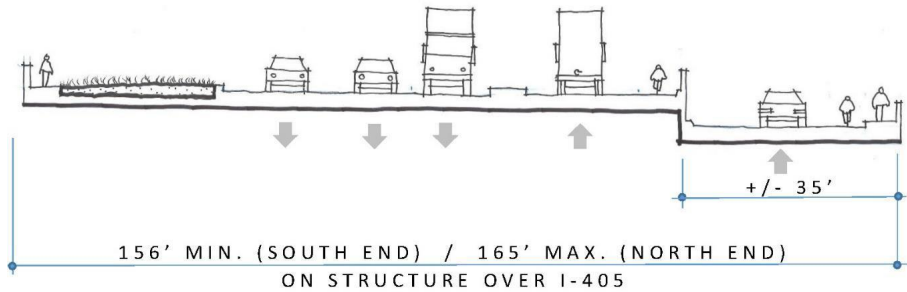
North

**Proposed Cross-section
2-way bikeway with
sidewalk on eastside**



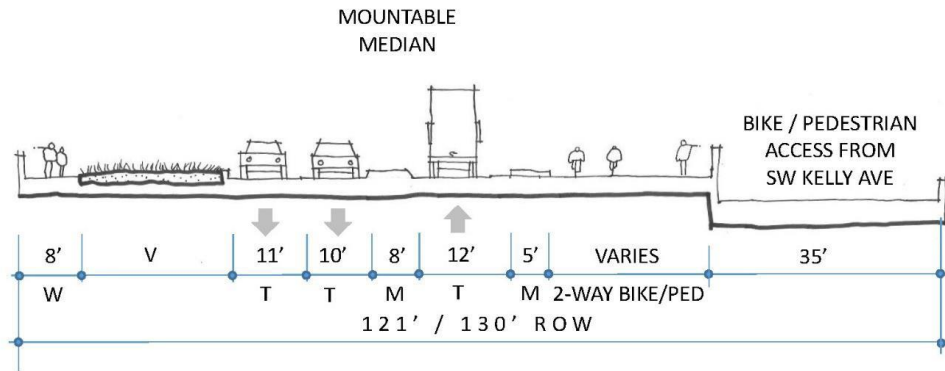
Viaduct Area - Transportation

2

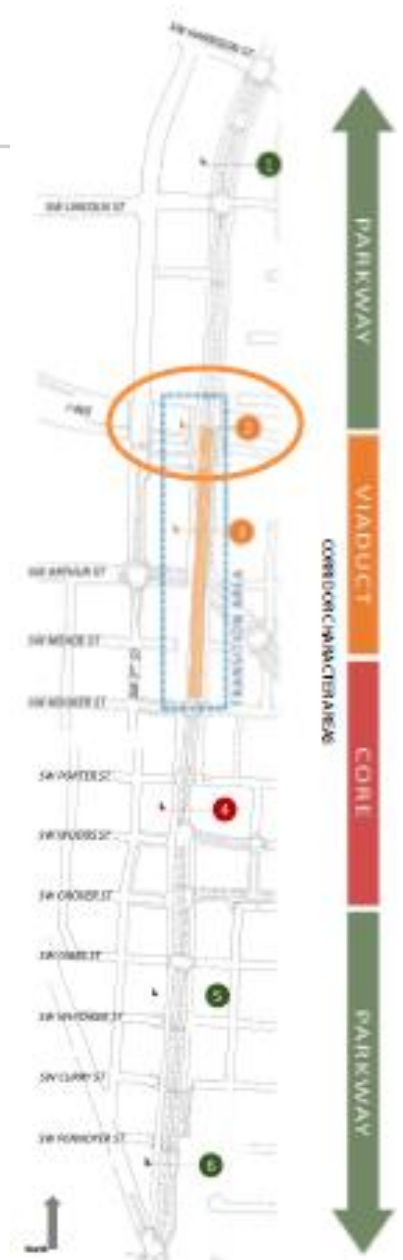


Existing Roadway Cross-Section

North



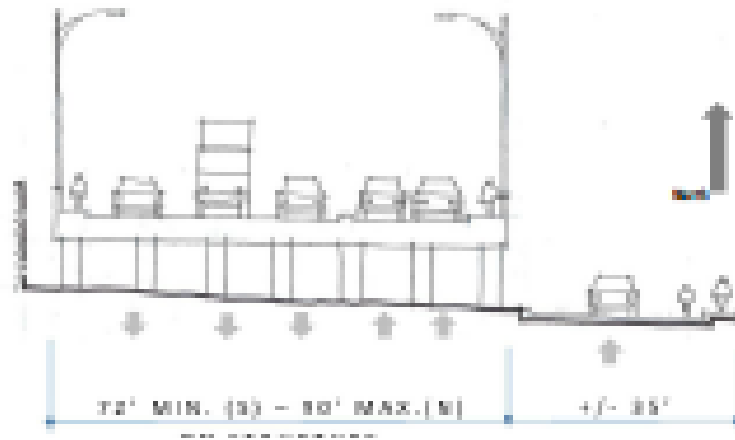
Proposed Cross-section
2-way bikeway with sidewalk on eastside



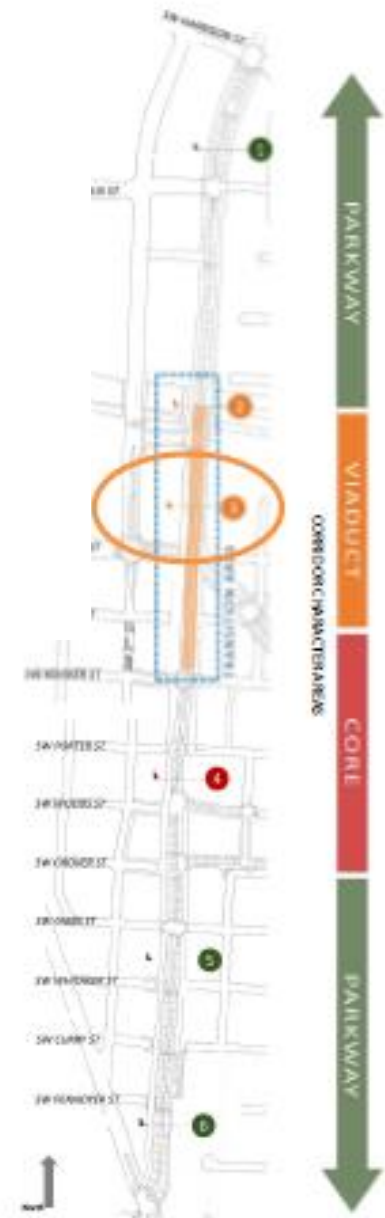
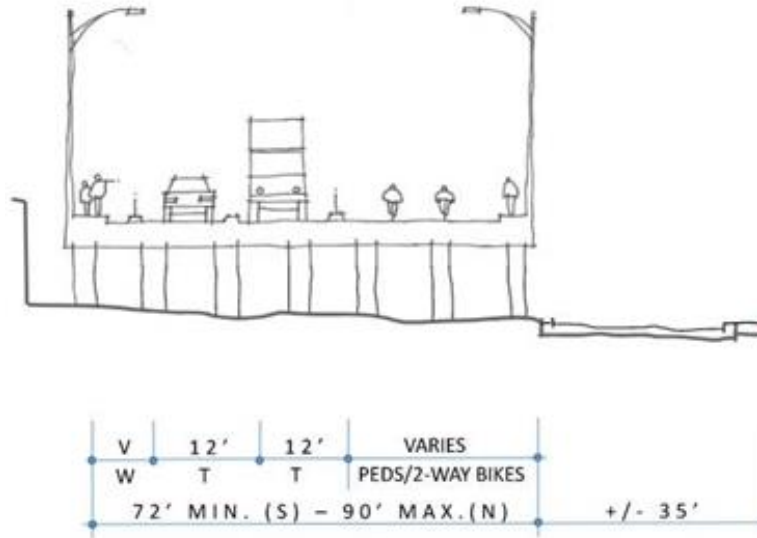
Viaduct Area - Transportation

3

Existing Roadway Cross-Section



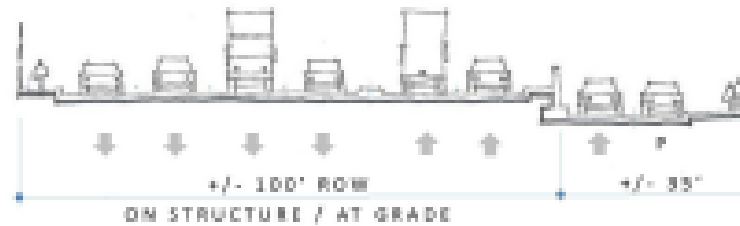
Proposed Cross-section
2-way multi use path on eastside



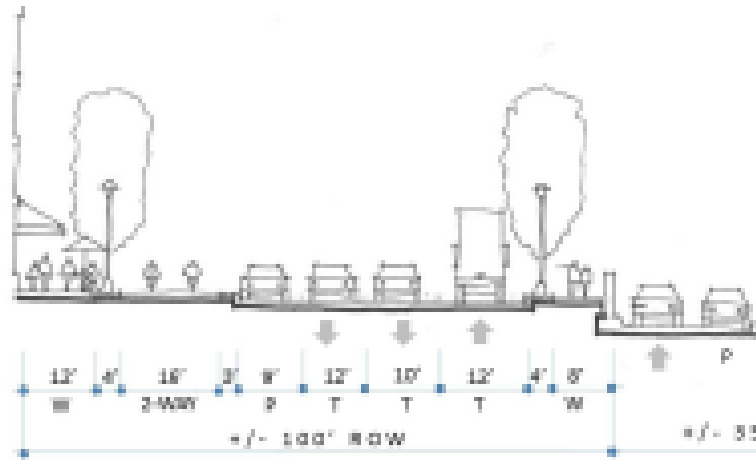
Core Area - Transportation

4

Existing Roadway
Cross-Section

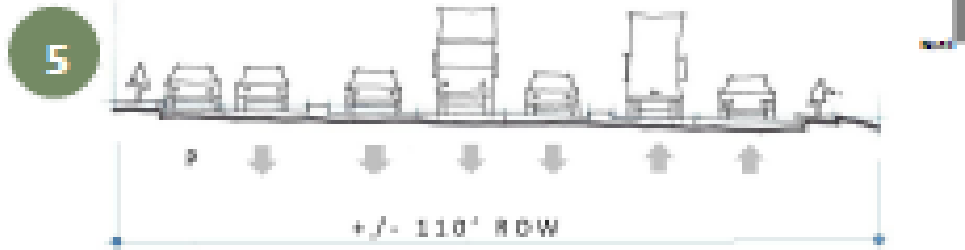


Proposed Cross-section
2-way bikeway with
sidewalk on westside

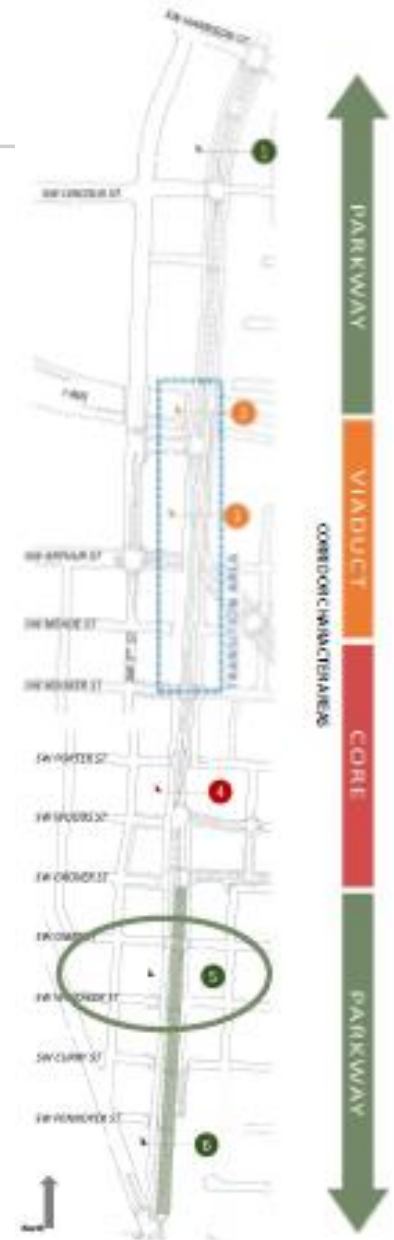
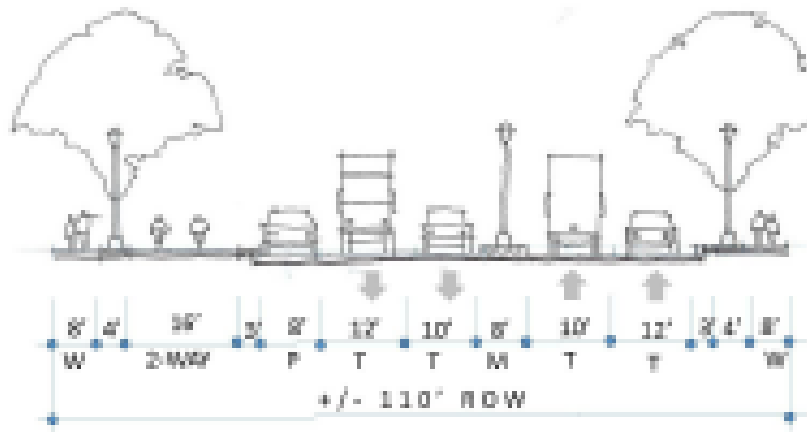


South Parkway Area - Transportation

Existing Roadway Cross-Section



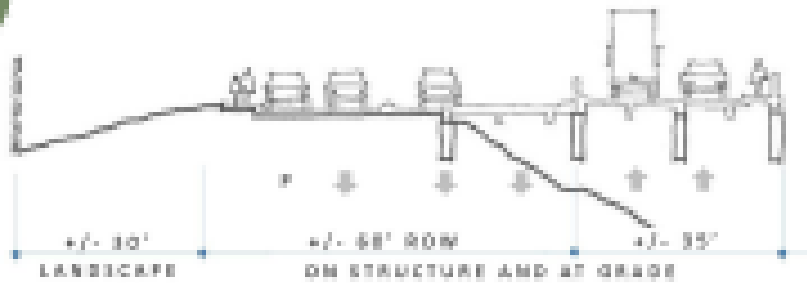
Proposed Cross-section
2-way bikeway with sidewalk on westside



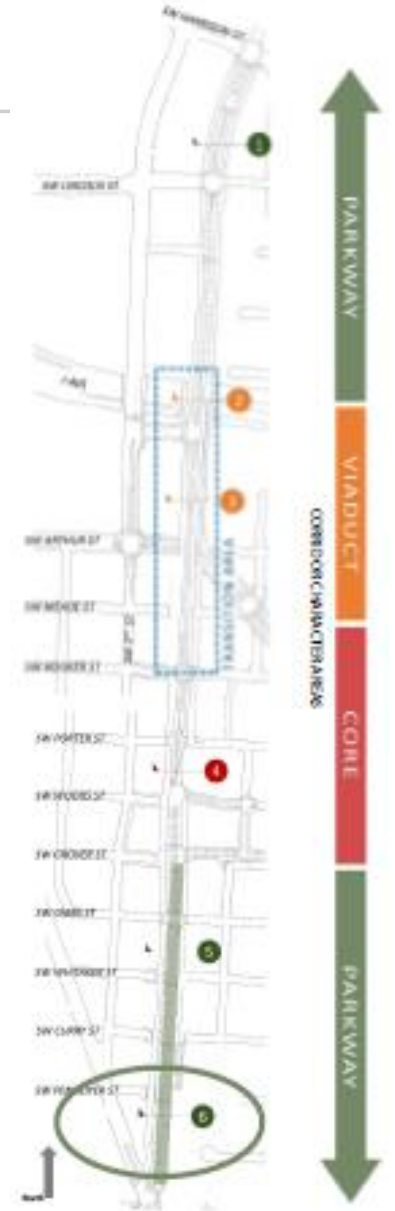
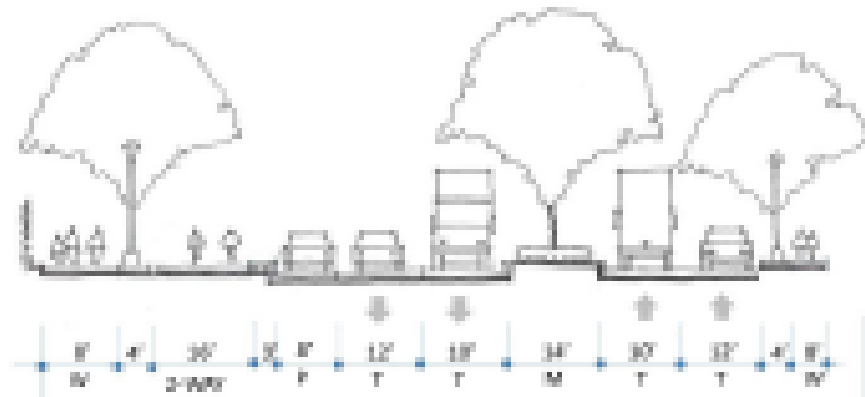
South Parkway Area - Transportation

6

Existing Roadway Cross-Section



Proposed Cross-section
2-way bikeway with sidewalk on westside



South Parkway Area – Naito –Barbur at-grade Intersection

Intersection to be constructed by SWC LRT project.

Intersection design will be coordinated with Naito Main Street project.

Image courtesy of TriMet SWC Final Conceptual Design Report



Figure 5.6.2 DRAFT Barbur - Naito Intersection Plan; Design is conceptual and will be further developed through community engagement and technical design efforts

