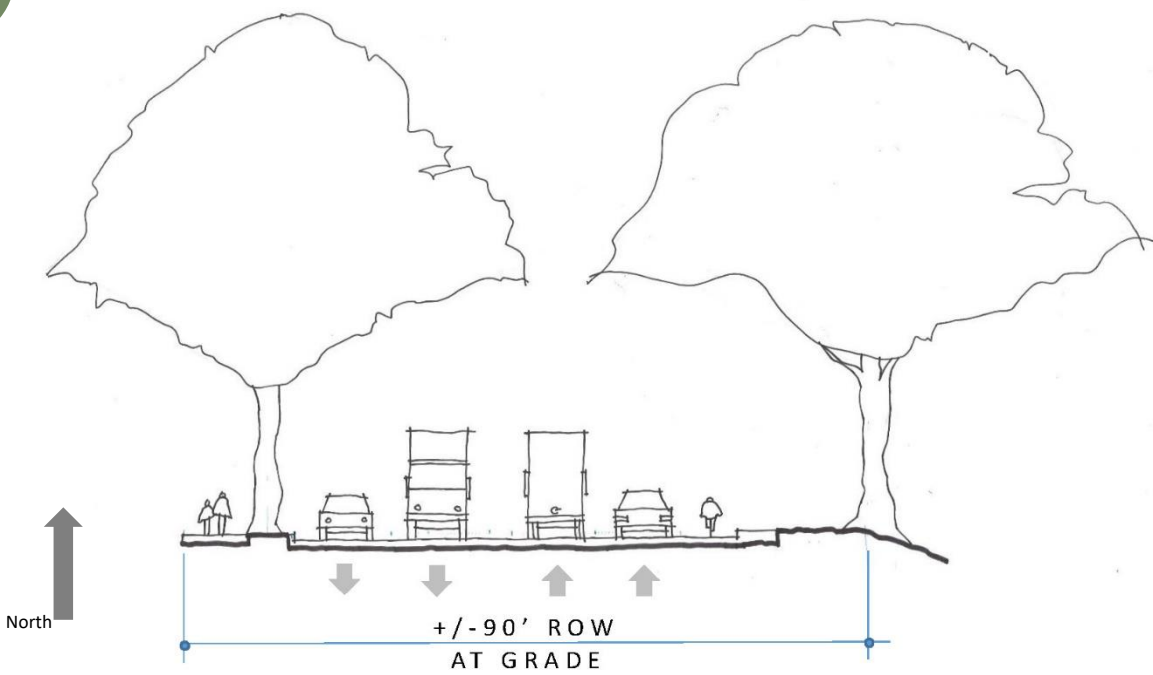
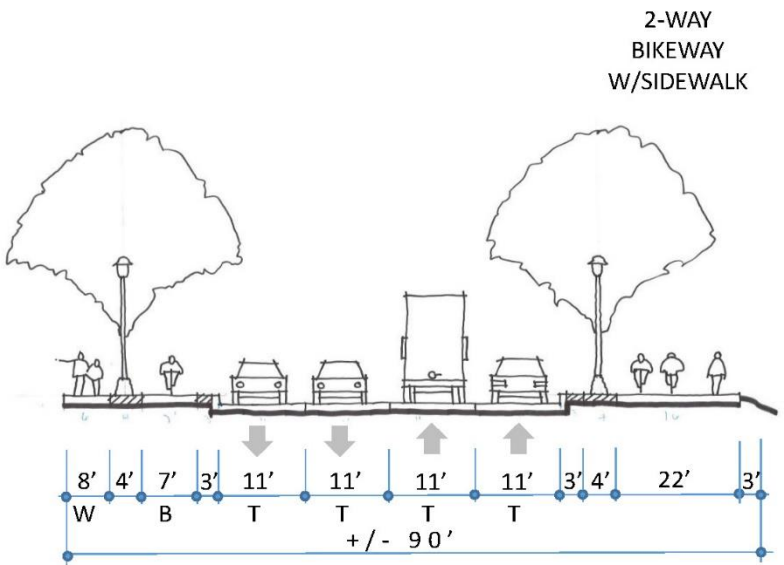


North Parkway Area – Transportation

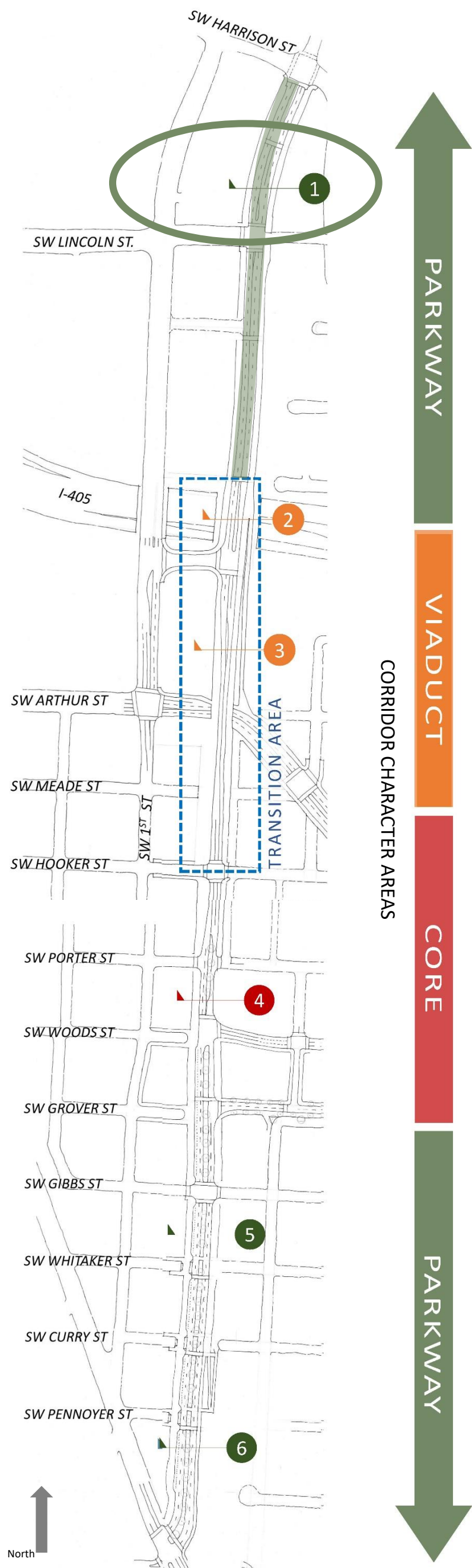
1



Existing Roadway Cross-section



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



North Parkway Area – Land Use



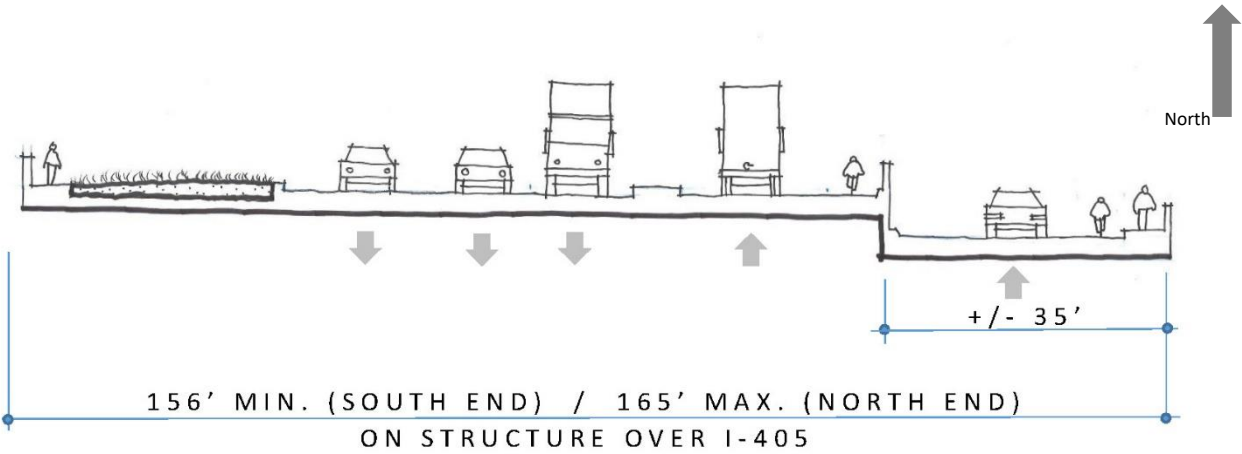
Vignette of development on publicly owned properties at Naito Parkway near Lincoln Street and potential Green Loop connection



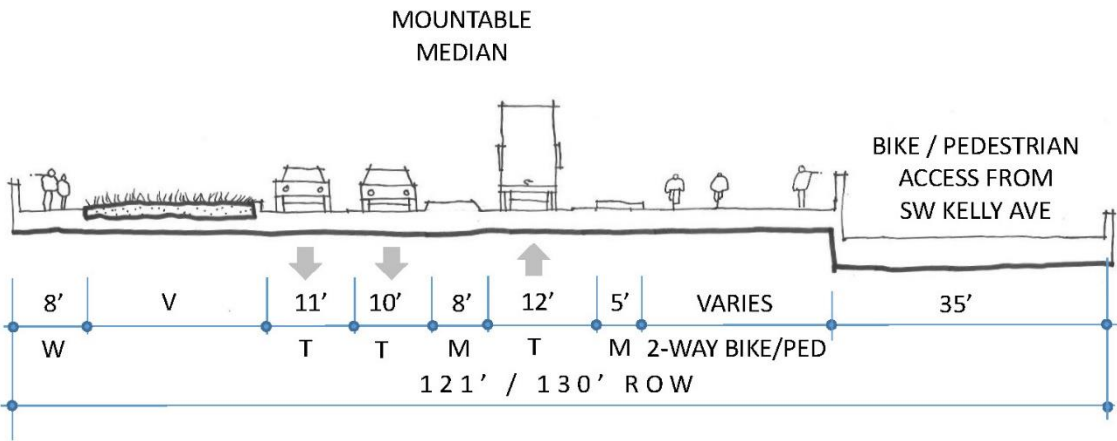
Picture facing north, east of Naito Parkway near Lincoln Street.

Viaduct Area – Transportation

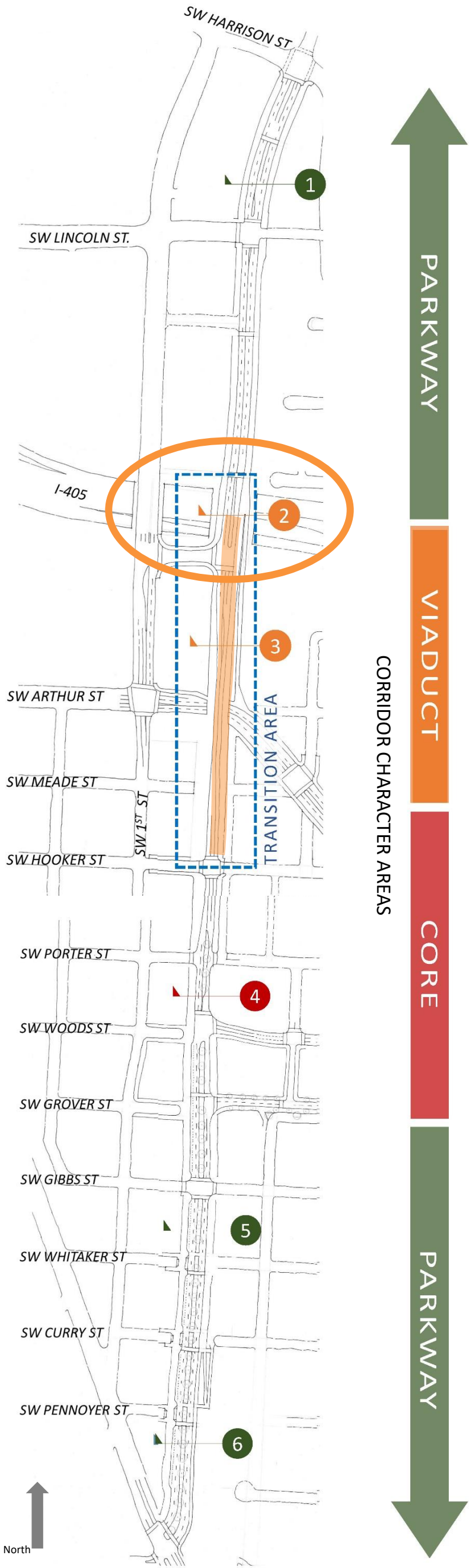
2



Existing Roadway Cross-Section

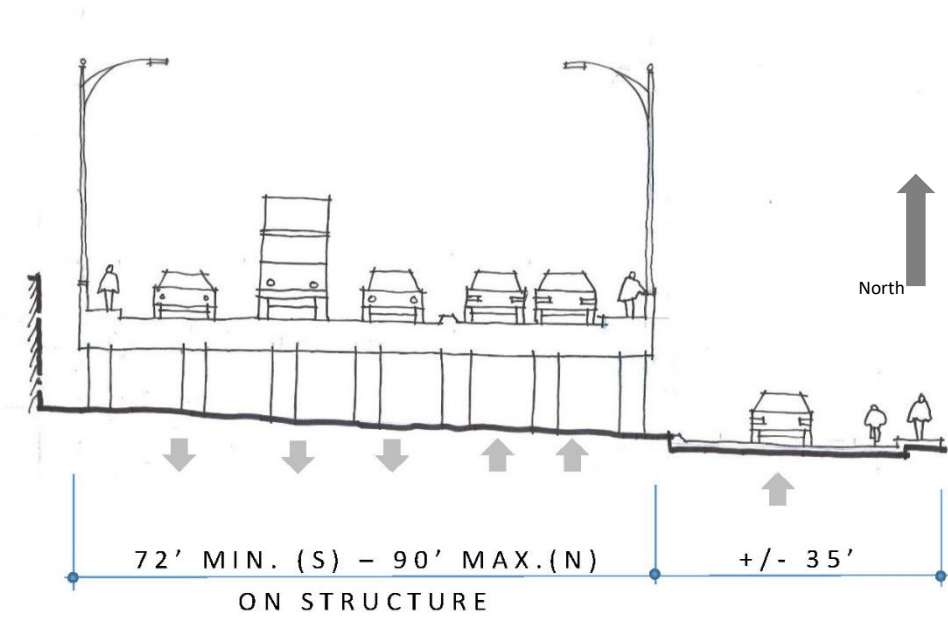


Proposed Cross-section
2-way bikeway with sidewalk on eastside

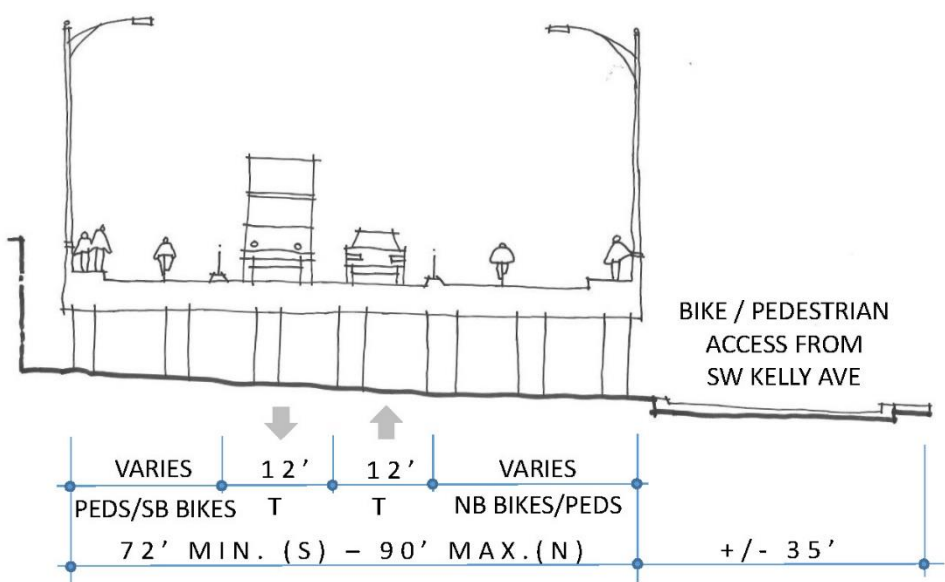


Viaduct Area – Transportation

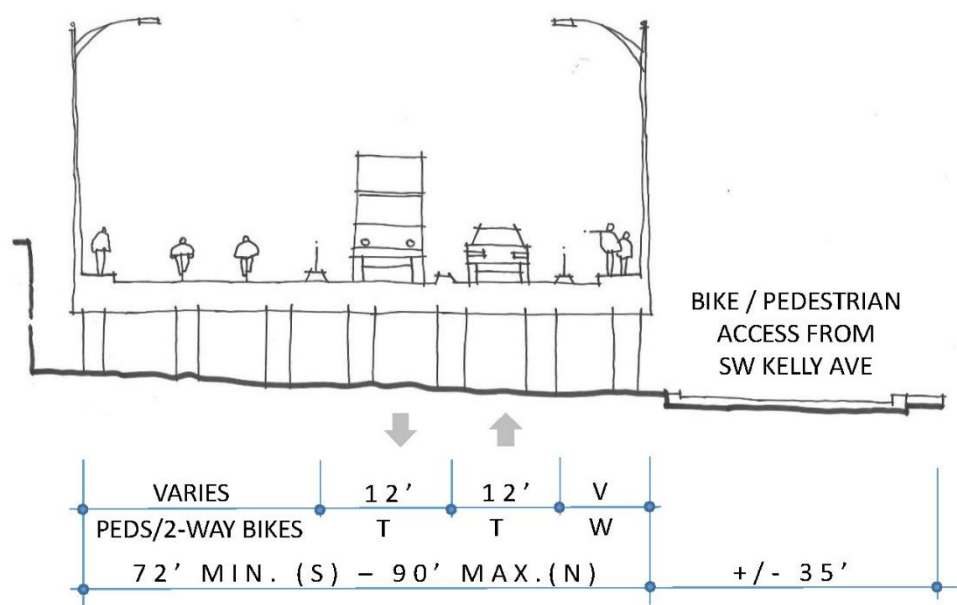
3



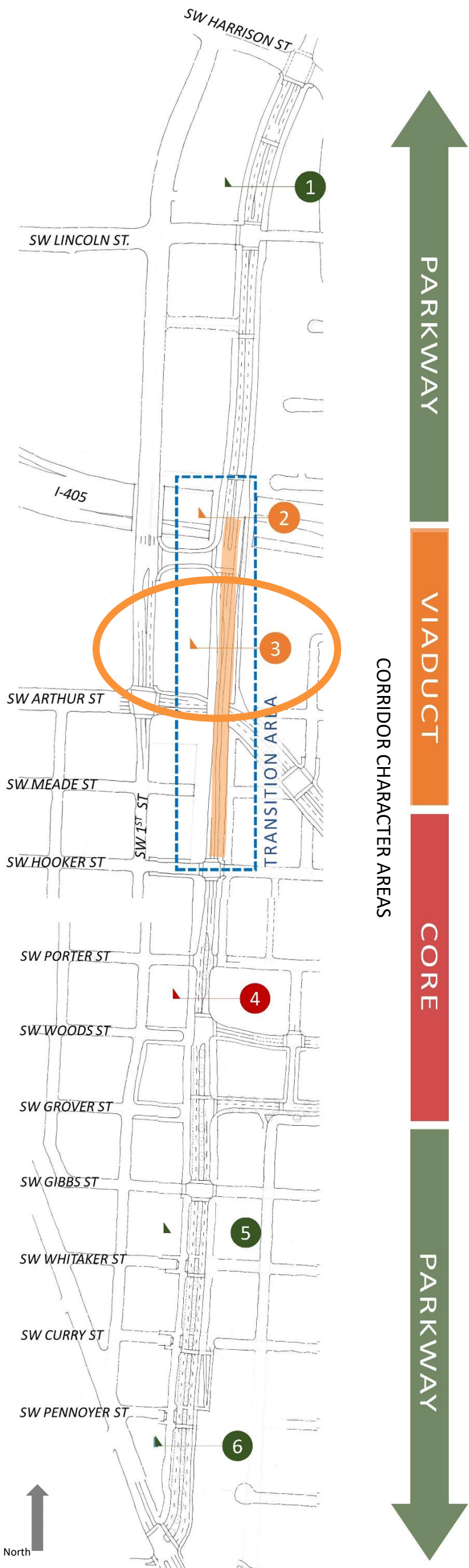
Existing Roadway Cross-Section



Option 1 Cross-section
Directional bikeways on both sides of road



Option 2 Cross-section
2-way bikeway on westside

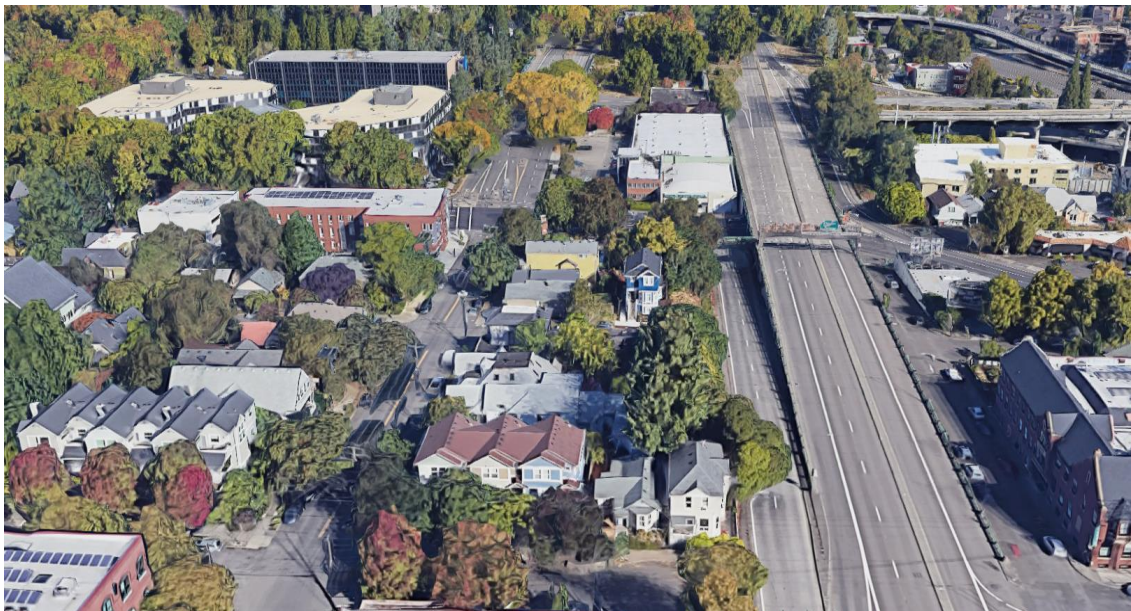


Viaduct Area – Land Use

Conceptual view of Naito at SW Hooker Street, looking north



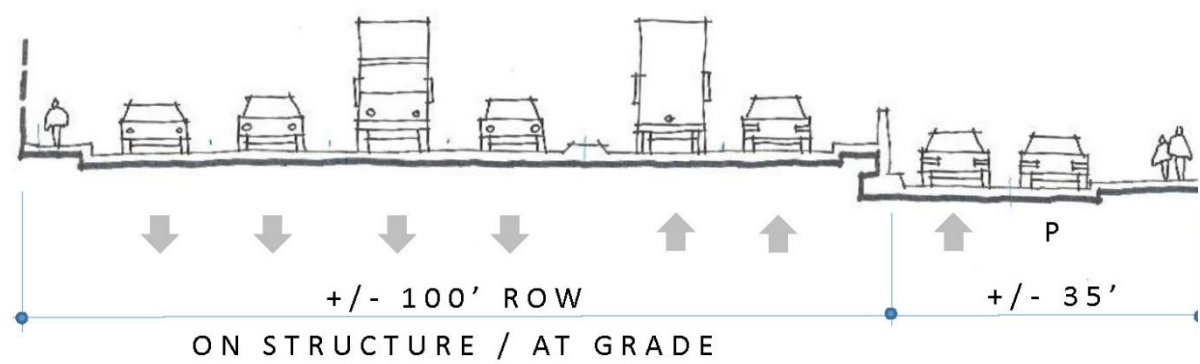
*Existing ramps and frontage roads to and from Naito may be removed or repurposed for bicycle and pedestrian use**
** Pending jurisdictional transfer from ODOT to PBOT*



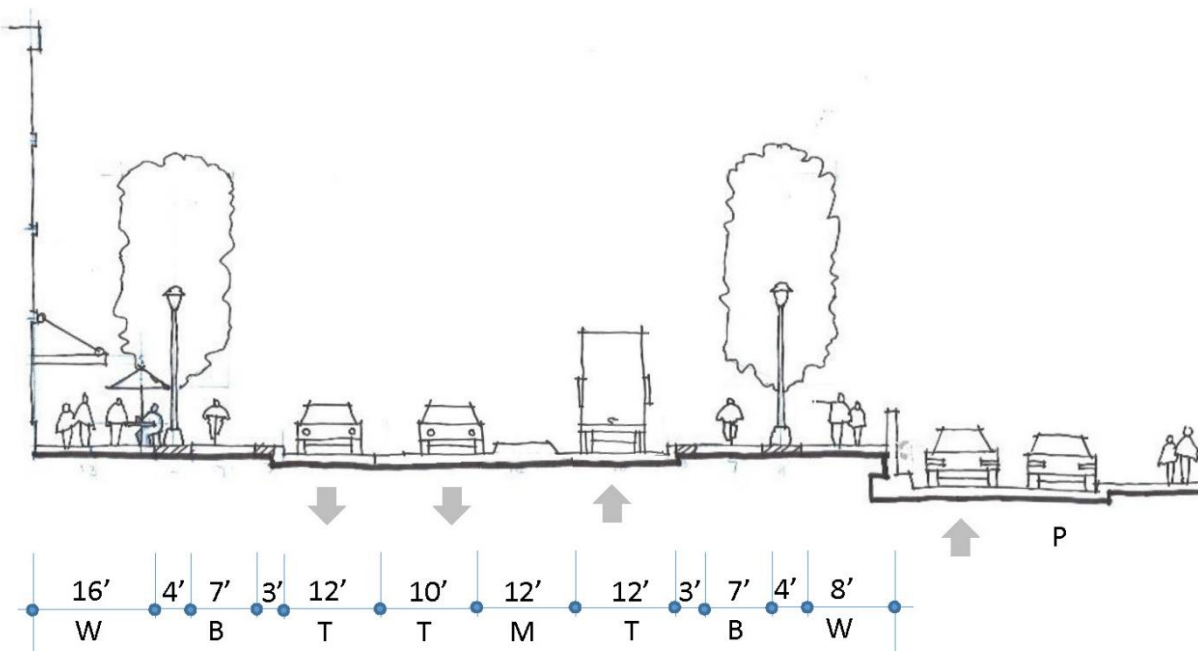
Aerial view of existing development between SW Arthur and Hooker Streets on the west side of Naito Parkway

Core Area – Transportation

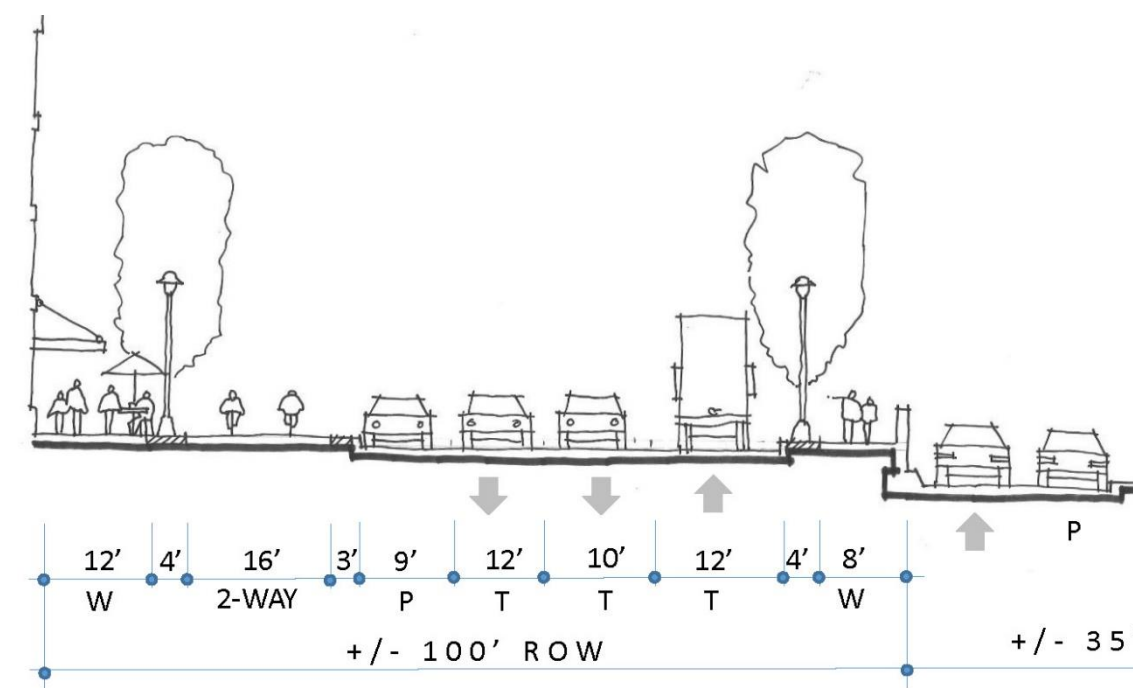
4



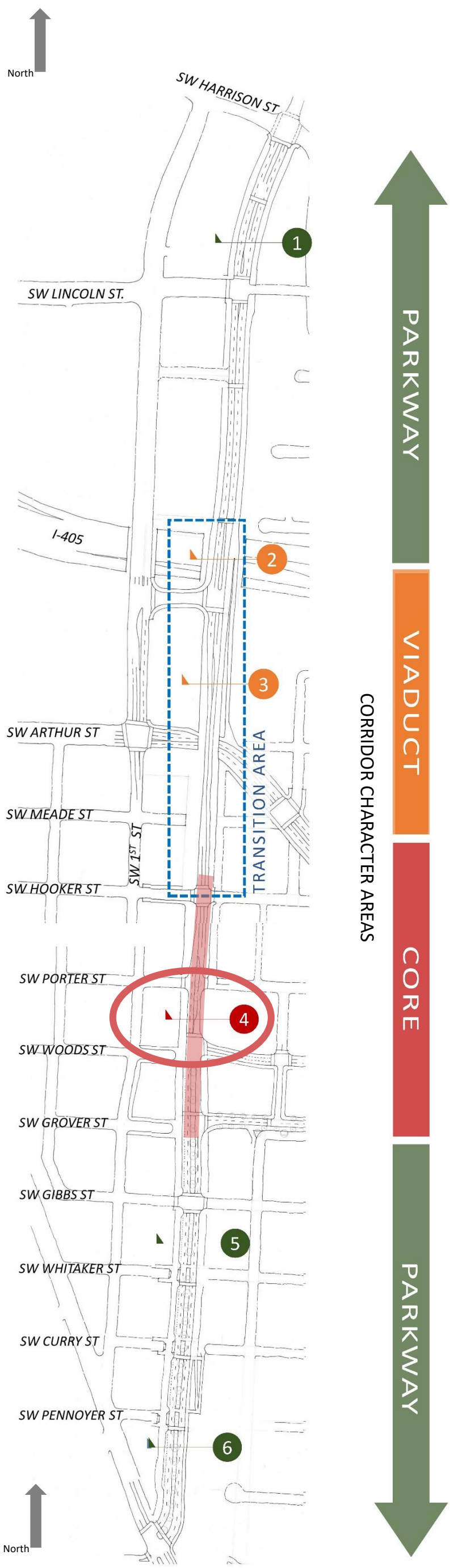
Existing Roadway Cross-Section



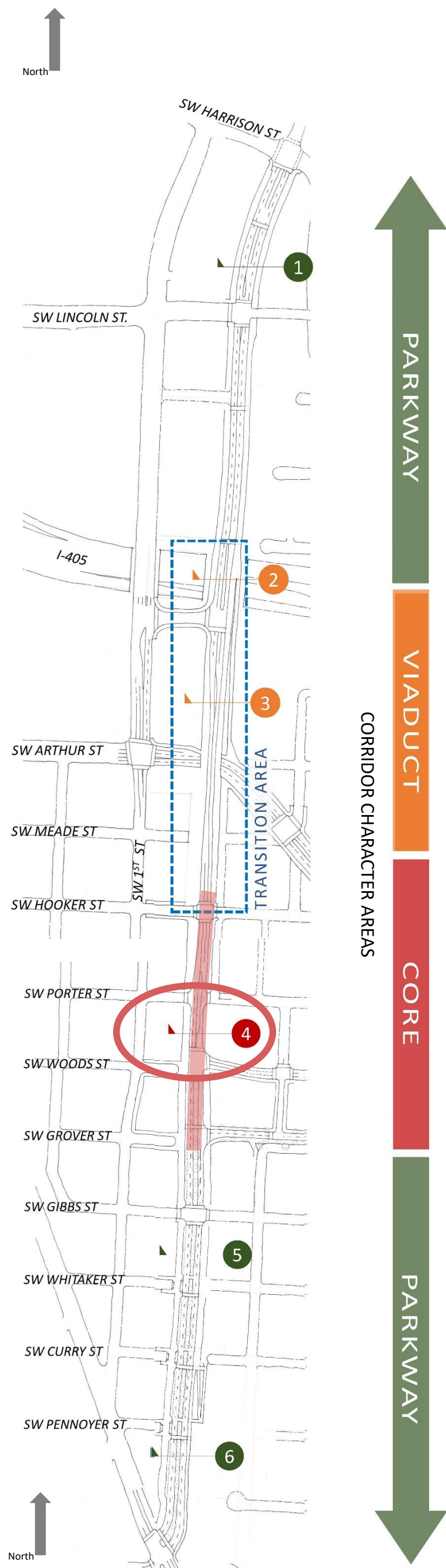
Option 1 Cross-section
Directional bikeways on both sides of road
(with frontage road at NUNM)



Option 2 Cross-section
2-way bikeway on westside
(with frontage road at NUNM)



4



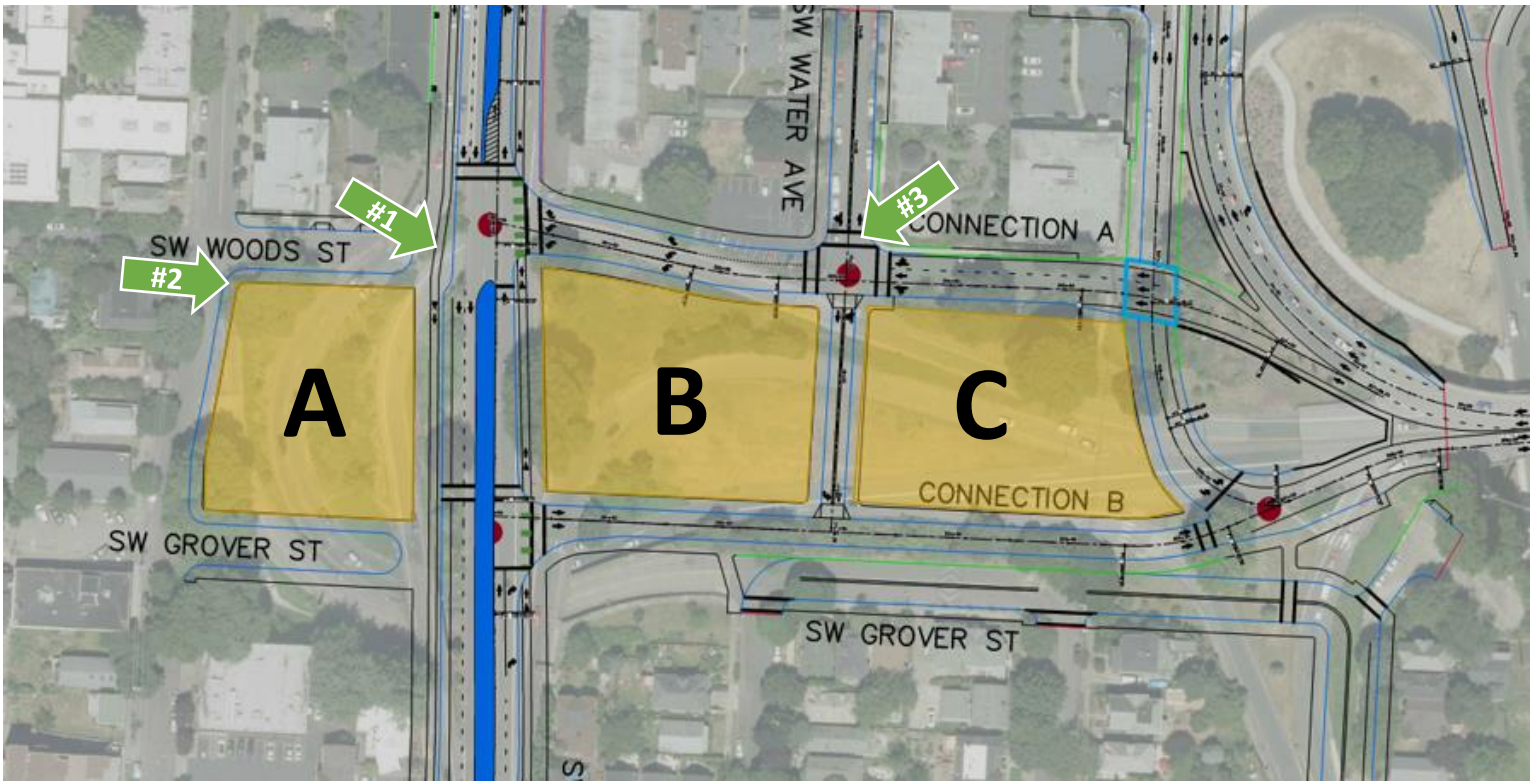
Core Area – Opportunity Sites

Three acres of publicly-owned land will be available for redevelopment. Here are two options for developing much needed housing and amenities on these opportunity sites.

Opportunity Site Locations

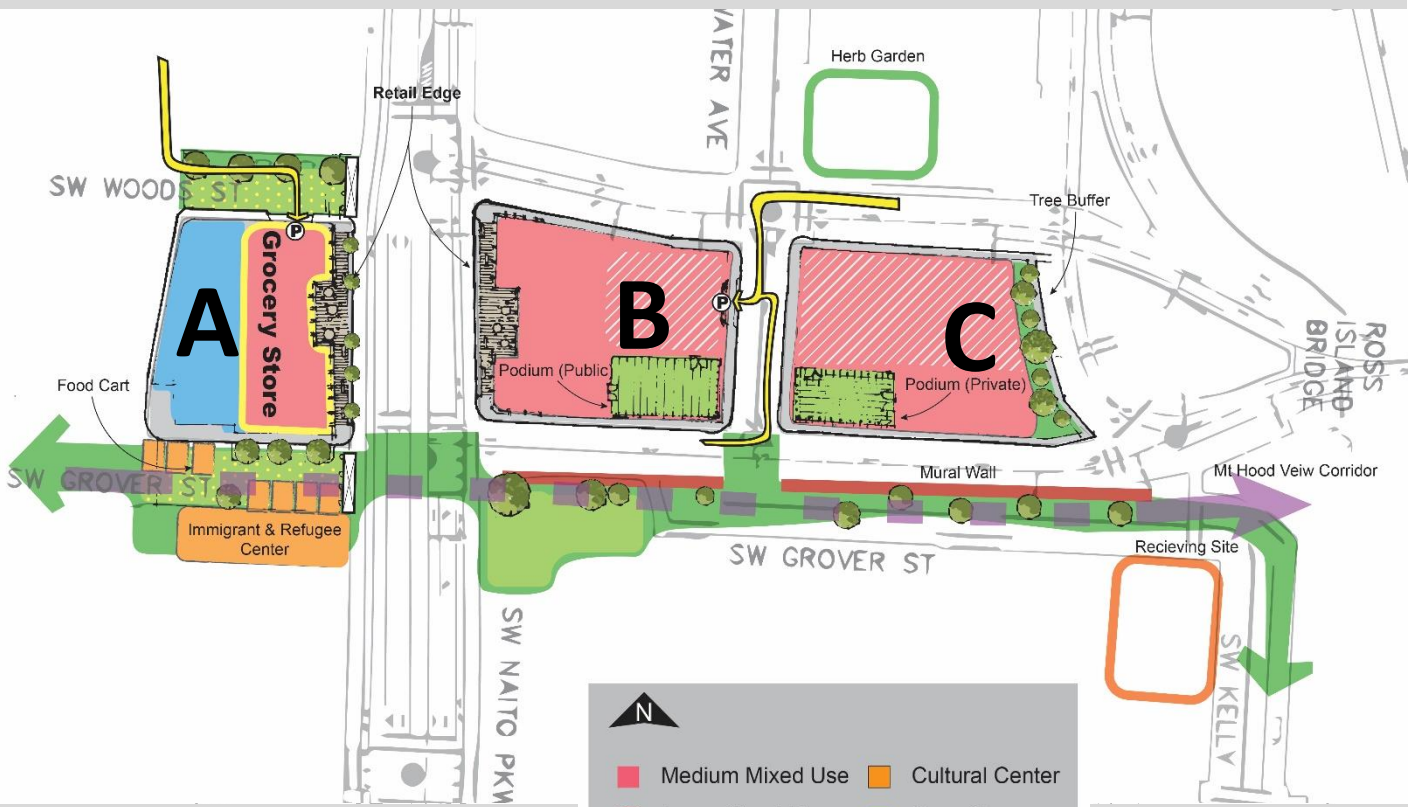
Both development options below have taller buildings on the east side and a shorter building in the historic district (west side) with retail uses on Naito, 300-400 apartments, 40-80 affordable homes, a grocery store, and a cultural center for immigrant and refugee communities.

Distinctions are listed below.



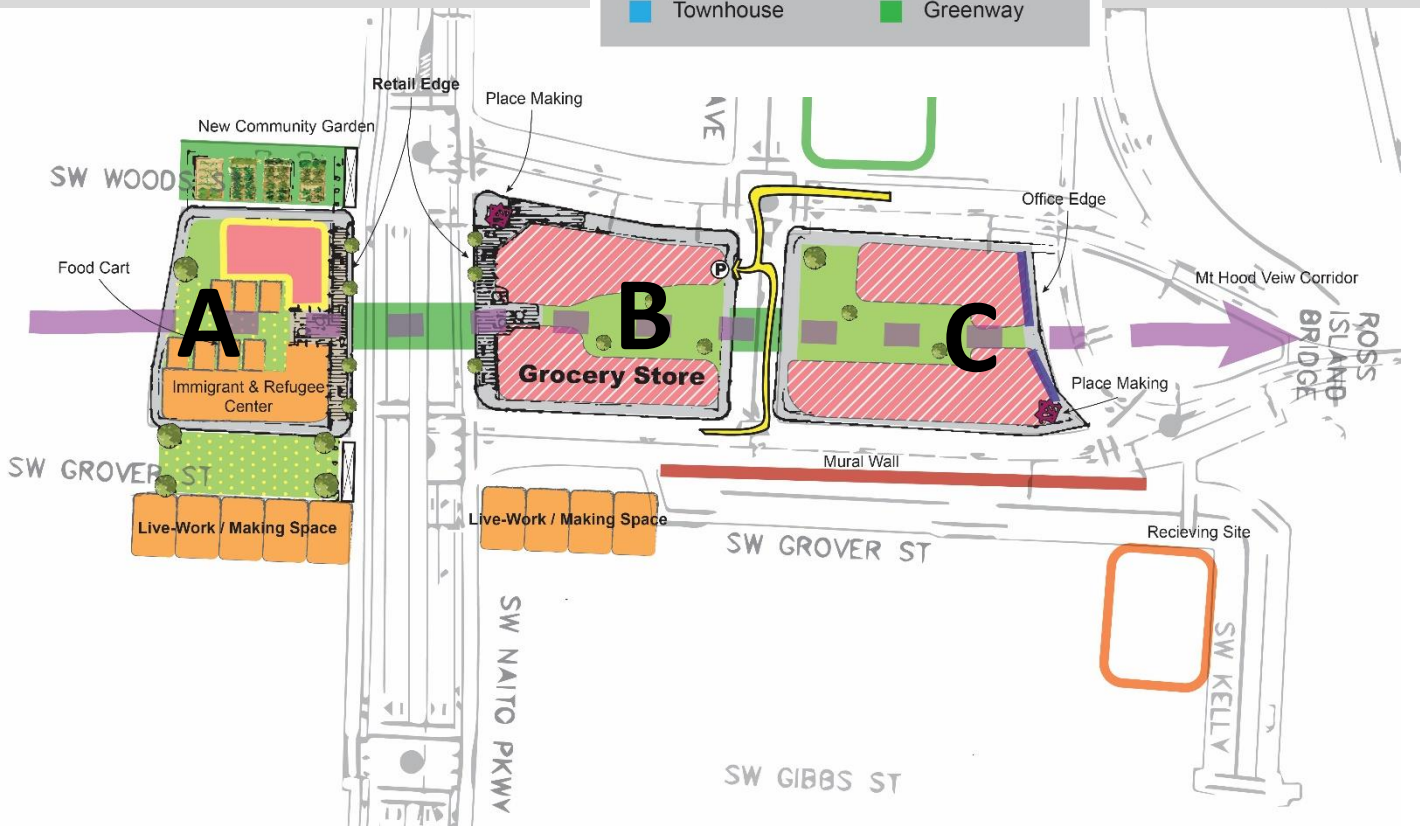
Option 1

- Green Corridor on SW Grover St with park, food carts, & cultural center
- Two parking entrances: one on SW Woods St; one on SW Water Ave
- Multifamily townhouses on SW 1st Ave
- Tree buffer facing bridgehead
- Pedestrian connection through retaining wall at SW Water & Grover



Option 2

- Open space creates view corridor through the sites
- Community focus with garden and live-work space for artists
- Office uses as buffer facing bridgehead
- One parking entrance on SW Water Ave



Core Area – Opportunity Sites Feedback

Which option comes closer to meeting your vision for the opportunity sites regarding the FEATURES below?
Add more comments/thoughts to your comment form!

FEATURES	Prefer Option 1	Prefer Option 2
West site (west of Naito) responds to historic district	dots	dots
Grocery store - location	dots	dots
Housing - location and mix of types	dots	dots
Affordable housing – amount and location	dots	dots
Retail space – amount and location	dots	dots
Cultural center and services for immigrant and refugee communities – location	dots	dots
Use of festival streets on Grover and Woods	dots	dots
Plazas and public or green spaces	dots	dots
Layout and scale of buildings	dots	dots

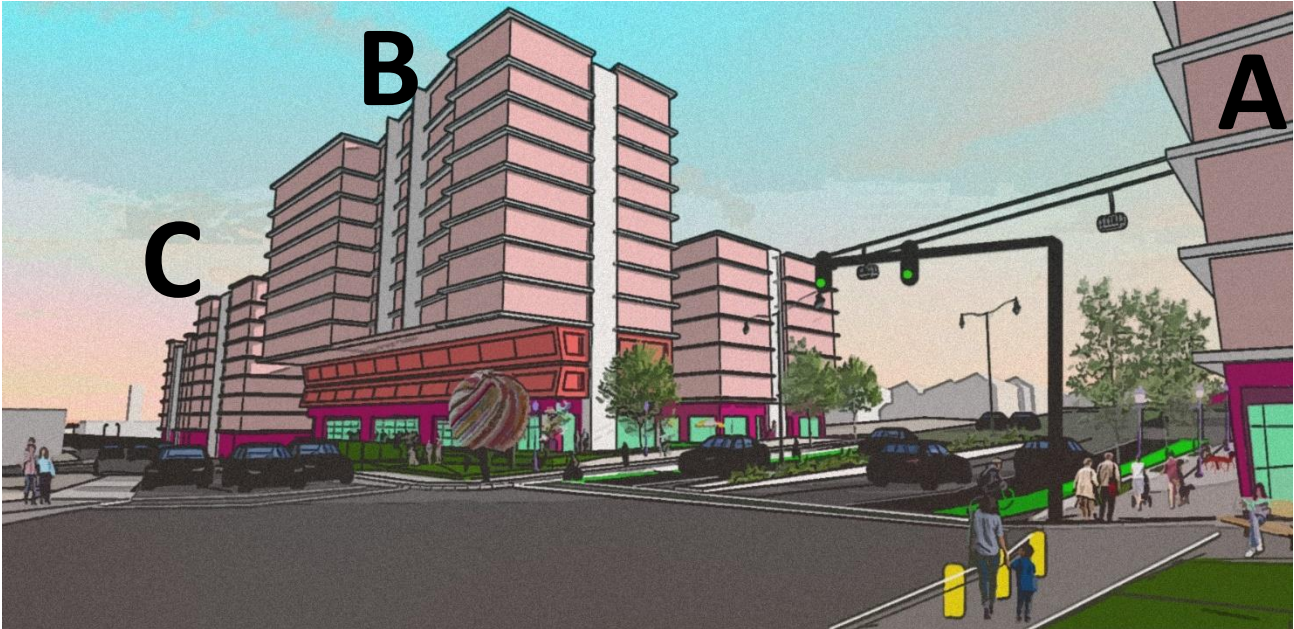
Core Area – Views of the Opportunity Sites



SW Naito & Woods St



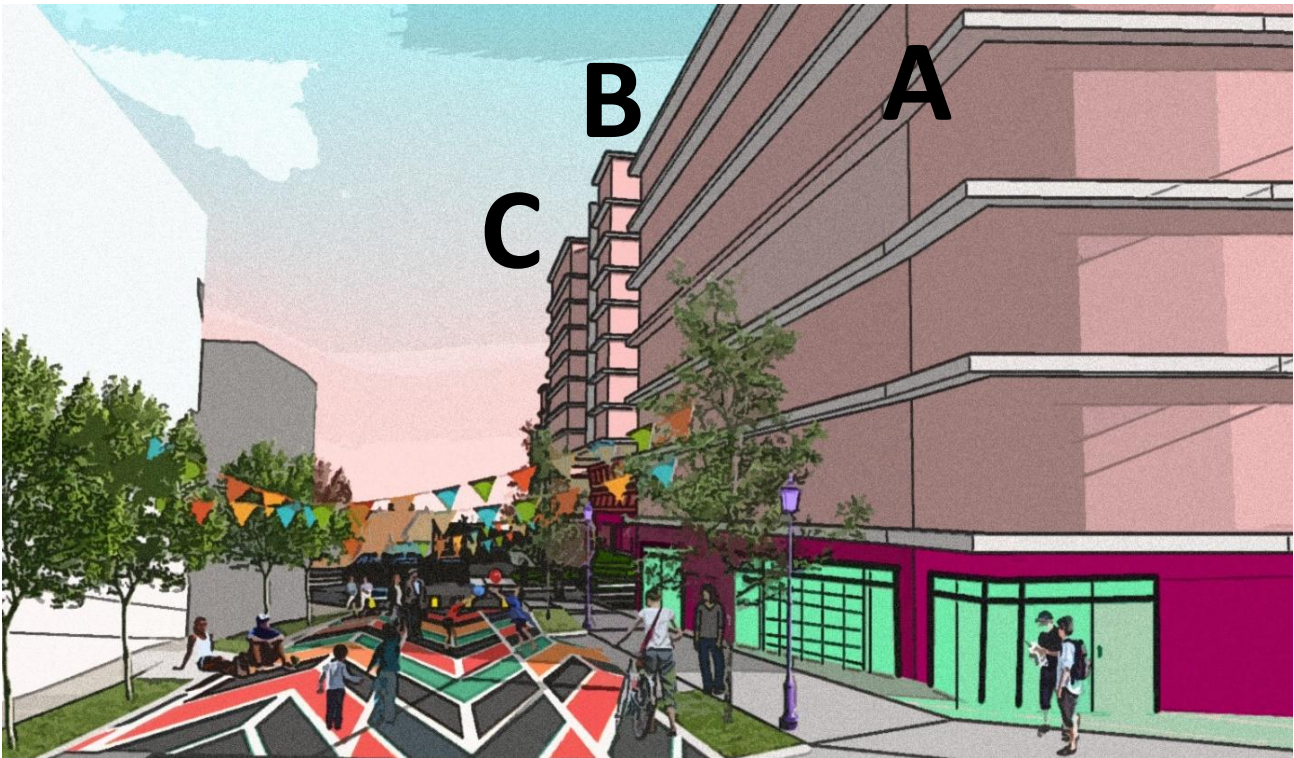
Existing conditions at SW Water and Woods, looking southeast (above) and conceptual design for development and street conditions (right)



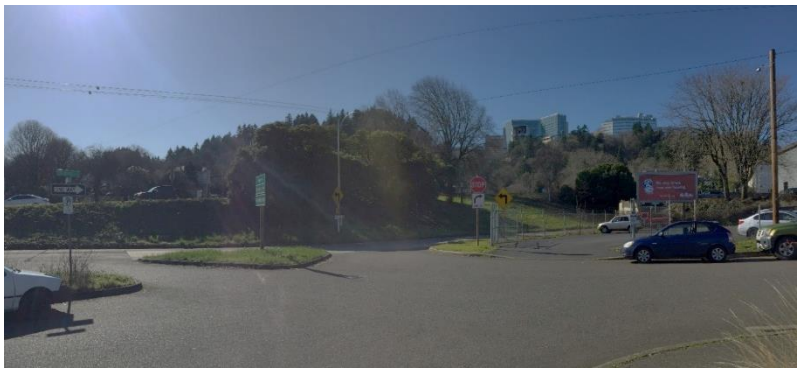
SW 1st Ave & Woods St



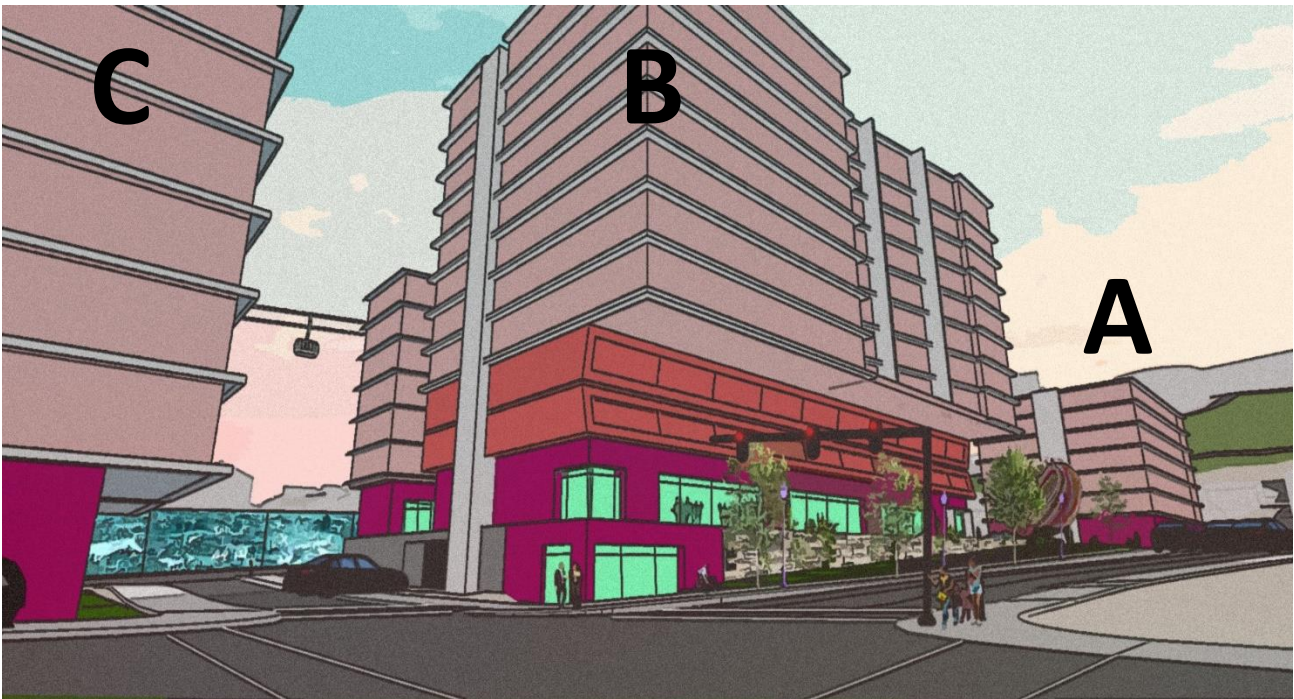
Existing conditions at SW 1st and Woods, looking east (above) and conceptual design for development and festival street (right)



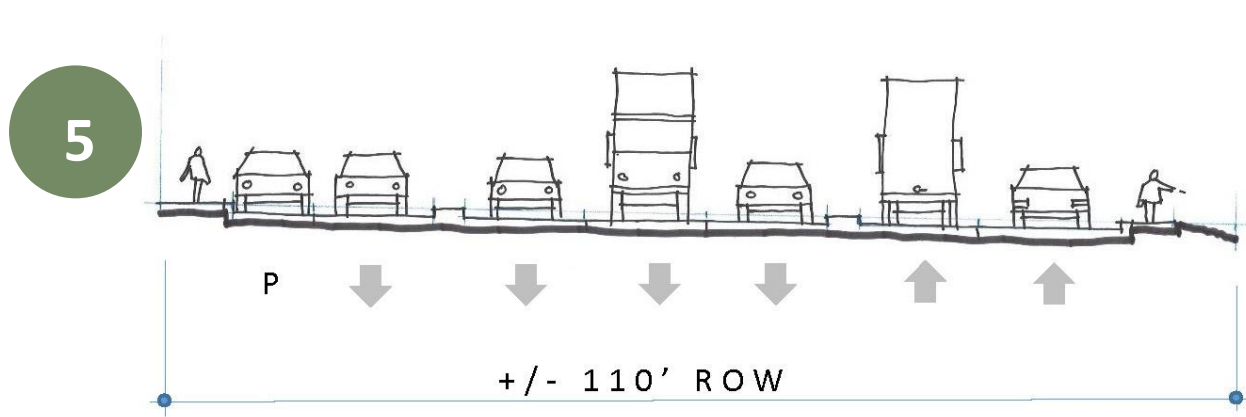
SW Water Ave & Woods St



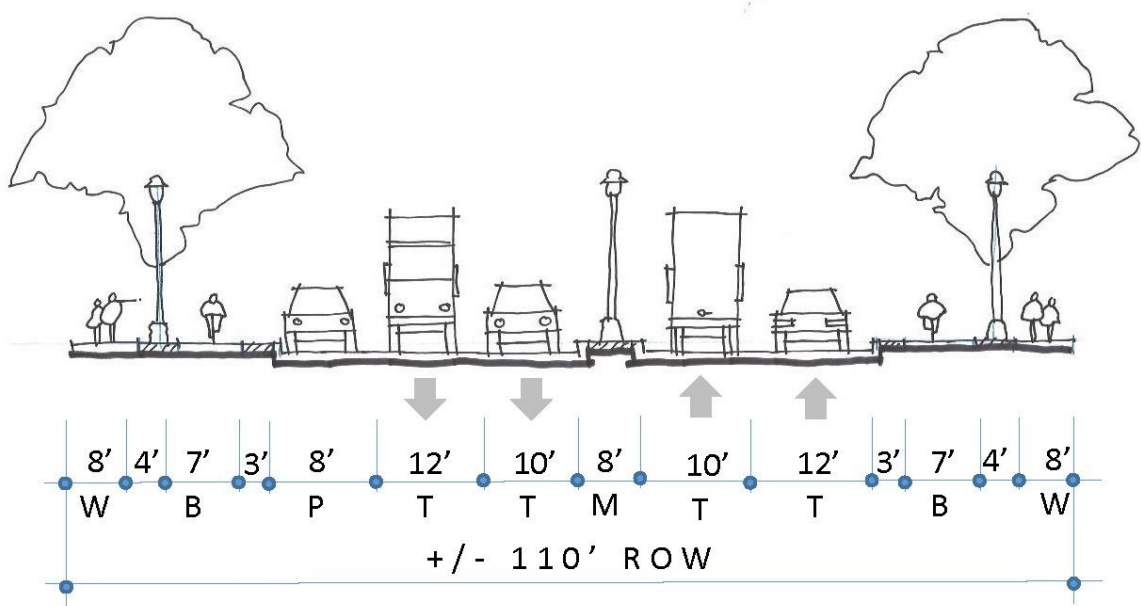
Existing conditions at SW Water Ave and SW Woods St, looking southwest (above) and conceptual design for development on the opportunity sites (right)



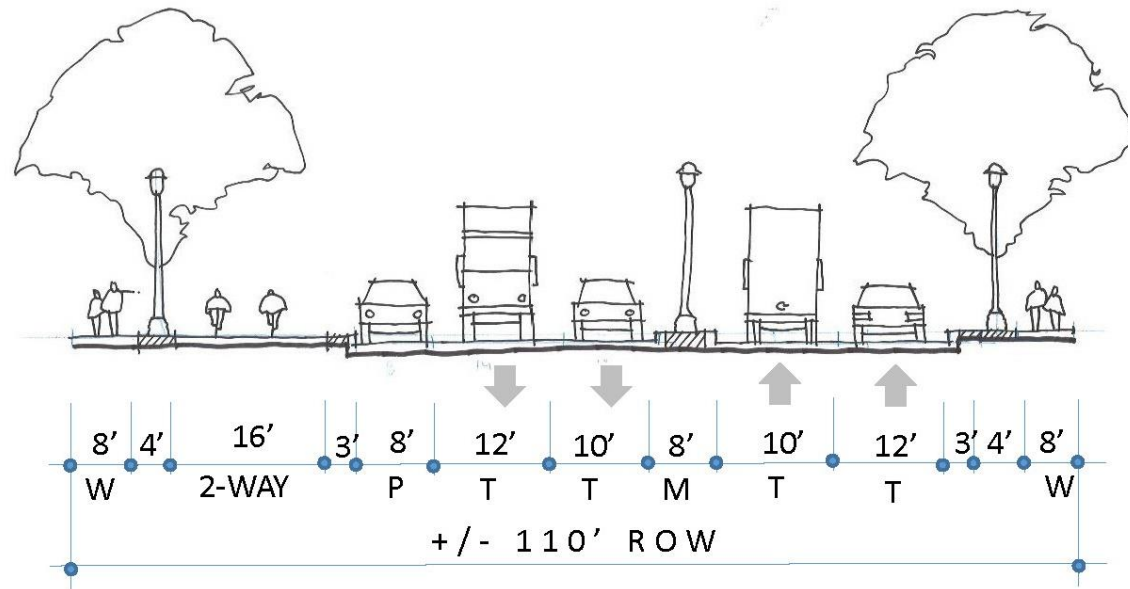
South Parkway Area – Transportation



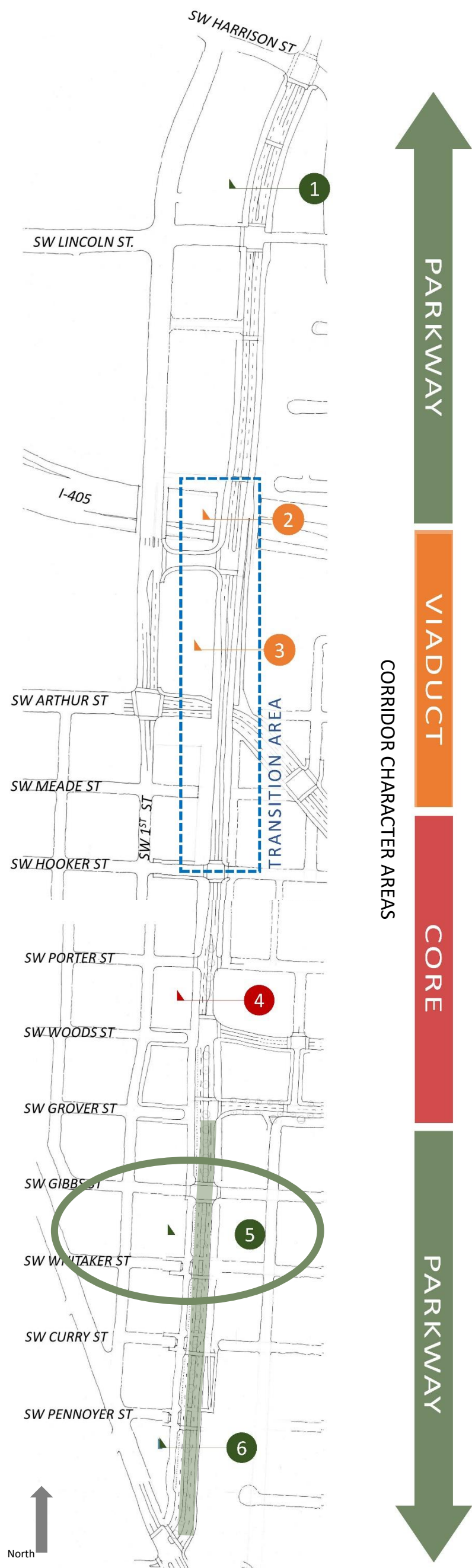
Existing Roadway Cross-section



Option 1 Cross-section
Directional bikeways on both sides of road

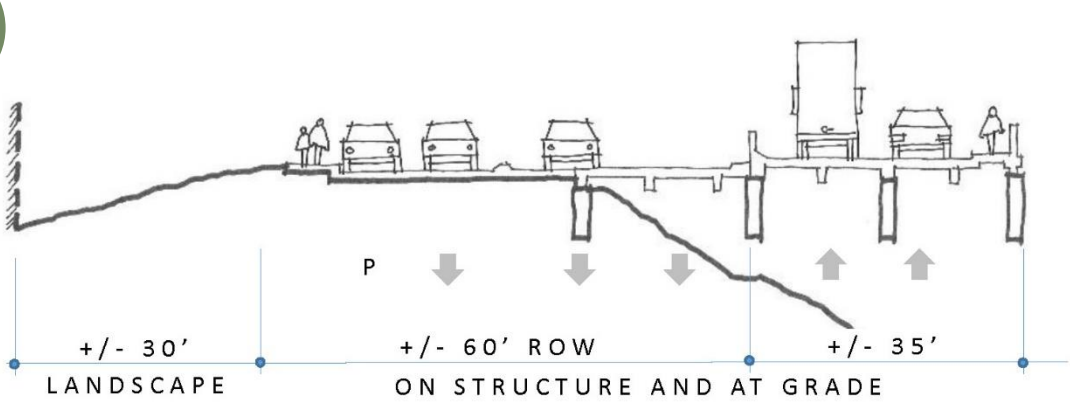


Option 2 Cross-section
2-way bikeway on westside

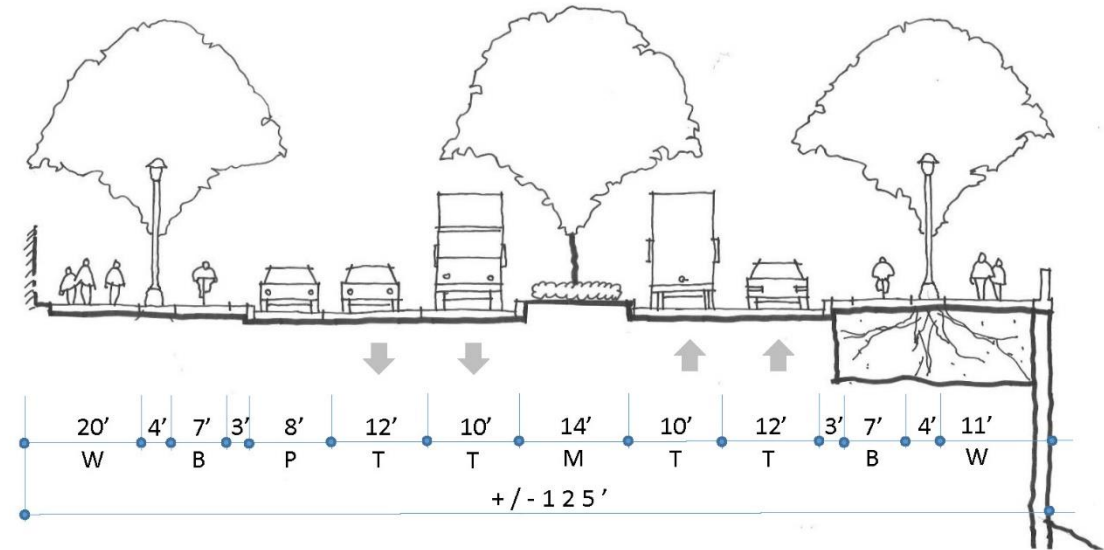


South Parkway Area – Transportation

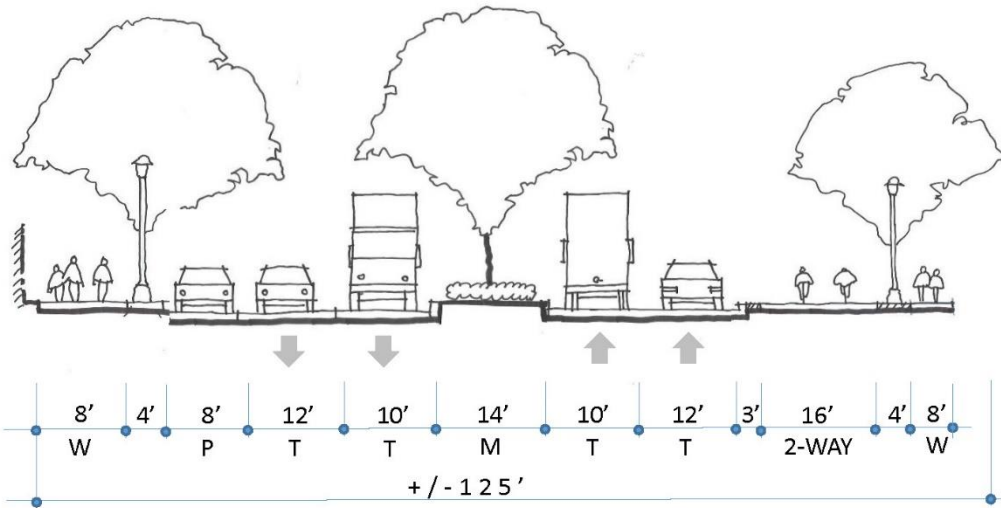
6



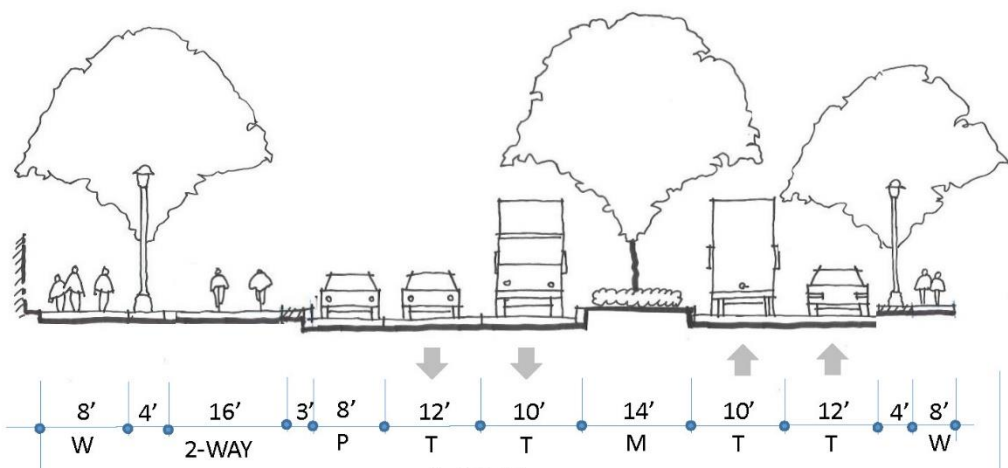
Existing Roadway Cross-section



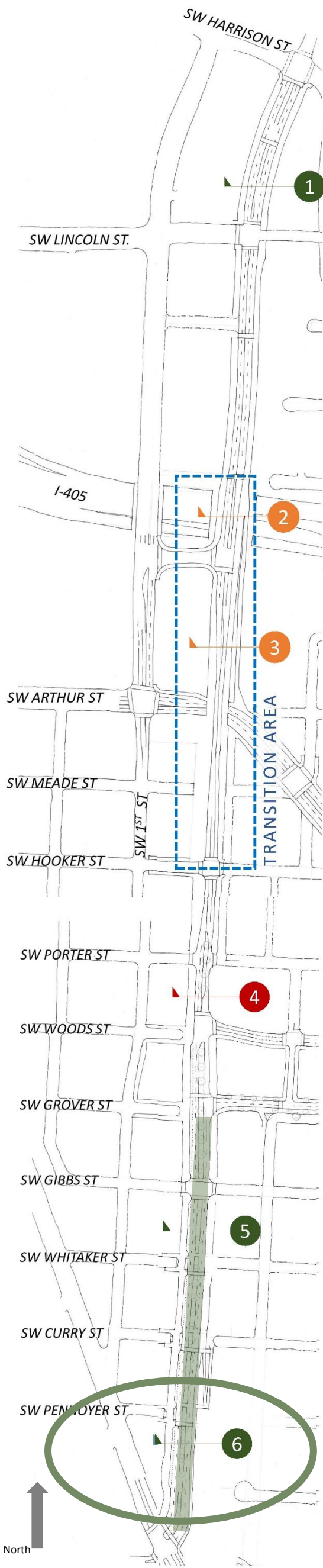
Directional bikeways on both sides of road



2-way bikeway on eastside



2-way bikeway on westside

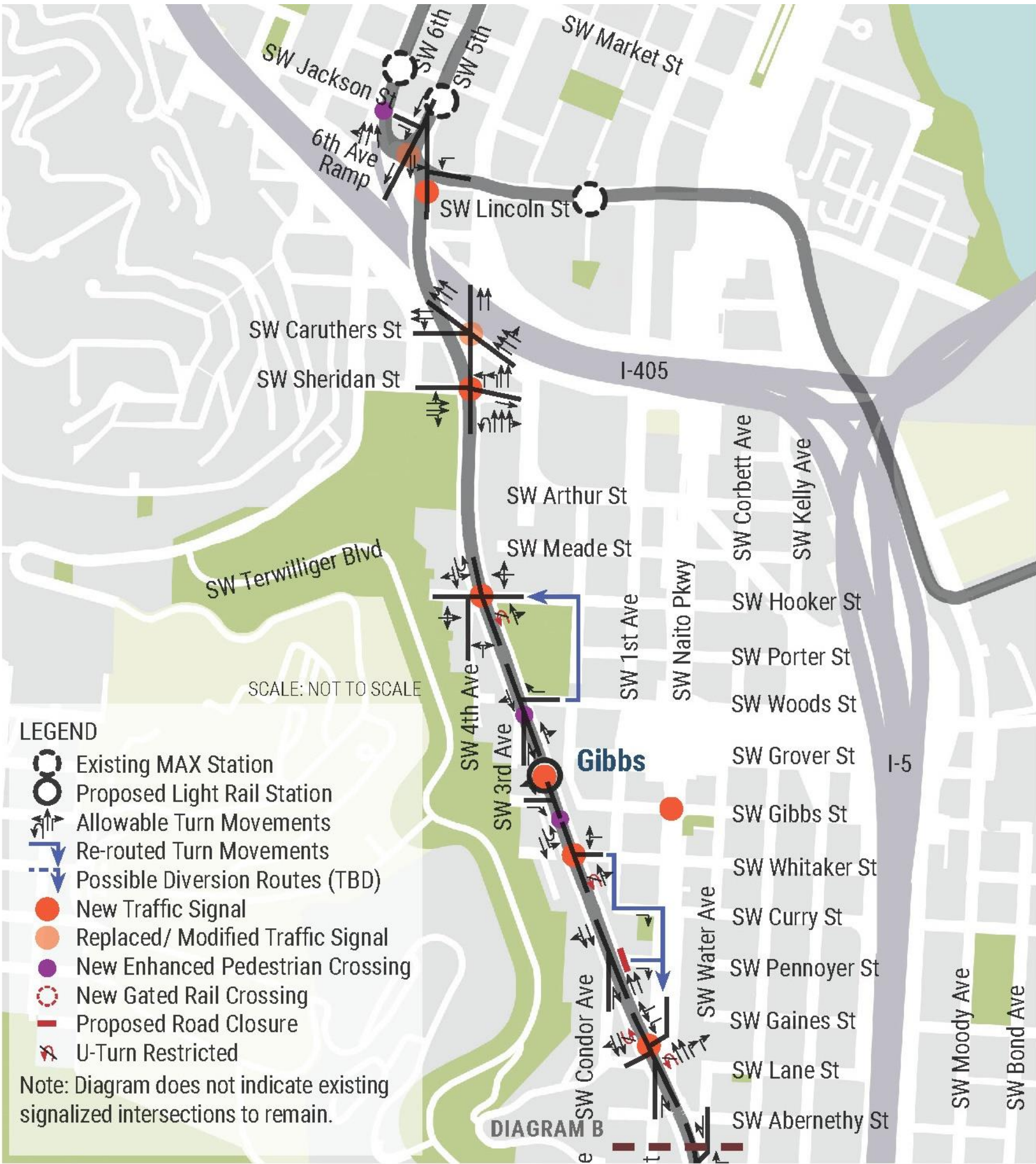


CORRIDOR CHARACTER AREAS

How will new street connections impact local neighborhoods?

TriMet’s SW Corridor transportation circulation analysis includes the Ross Island Bridgehead and Naito Parkway main street planning area.

Please see TriMet staff with questions next door.



Gibbs Station overview from the Conceptual Design Report