

SUMMARY

NAITO PARKWAY MAIN STREET/ ROSS ISLAND BRIDGEHEAD – OPEN HOUSE #2

IN-PERSON OPEN HOUSE

The Portland Bureau of Transportation (PBOT) and Bureau of Planning and Sustainability (BPS) hosted a public open house for the project on Tuesday, February 25, 2020. The open house was held directly adjacent to a SW Corridor open house, sharing a sign-in table and allow attendees to move freely between the rooms. Approximately 33 people attended this event and 17 comment cards were collected.

Attendees participated in the question and answer portion of the presentation, provided feedback on comment forms, and engaged with project staff while reviewing and adding dots to the display boards.

There were 18 display boards that covered the project background, schedule, design elements for the Ross Island Bridgehead reconfiguration, design elements for Naito Parkway, rendering ideas for land use redevelopment, and several boards to collect comments/dots from attendees.



Attendees review opportunity sites for Naito Parkway while talking with project staff.

Comments suggest a high-level of support for creating more space for small businesses and in prioritizing pedestrian and bike improvements for accessing new retail development along Naito Parkway. Overall, attendees expressed interest in the potential for redevelopment opportunity parcels. Uses such as grocery stores and small businesses were important to meeting attendees. along with greater bike and pedestrian connectivity and reducing the amount of neighborhood cut-through auto traffic. Most attendees were residents of the area and supported the project. Many of the concerns were related to the connection between this project and the SW Corridor project. Additional concerns were about the larger impacts to neighborhood livability (building heights, increased traffic, etc.).

Comments Collected

Below are the most common themes collected during the event.

Transportation

- Congestion and traffic are important considerations for the design of the new ramps and street connections, since this area has current congestion and cut-through traffic issues.

- Local access for neighborhood residents and businesses is important to preserve.
- Concerns about the speed of traffic through the neighborhoods, particularly regional commuter traffic using neighborhood streets for part of their route.
- Pedestrian and bike safety is a high priority.

Land Use

- Need for more affordable housing.
- Desire for a grocery store.
- Desire to retain and enhance retail and small businesses, with a focus on serving the local community.
- Concerns about building heights that are not compatible with the existing neighborhood.

Comments After Presentation

Below are the comments following the two presentations, which included the same information but during the first presentation there was a larger crowd and conversation.

Traffic

- Create pedestrian-only streets
- Concern about opening a “Gibbs to Naito” movement
- Want cut-through streets to allow for local access and reduce regional traffic
- Will Hooker be the new cut-through street from Barbur?
- Keep the same amount of traffic on the new streets; don’t increase traffic in the neighborhood
- Barbur/Hooker is one of the few crossings for light rail
- I-5 has northbound issues and Naito is an alternative; will this traffic go back into the neighborhood?
- Traffic congestion is getting worse in this area
- PBOT’s focus is on moving people not cars
- Install mechanical bollards at Gibbs/Naito 3-7pm to restrict access both ways



During the event, attendees could ask staff questions as well as speak with neighbors.

Land Use

- Make Naito a main street like Belmont for bike/ped connections but with development options
- On-street parking/parking options (consider conflict issues with large development/destinations)
- Consider impacts to trees
- Concerned about building heights (3-4 stories is ok but not 7); don’t create a canyon (wind tunnel)

Other

- Huge (stormwater) flooding issue on Pennoyer
- Pedestrian signal south of Hamilton on Barbur Blvd. goes off on its own (this is a malfunctioning RRFB and maintenance issue for PBOT)
- Construction timeline is estimated at two-years, but it could take longer to finish (land use may take longer or be staged over time as interest and money are available)
- There are no loading docks or delivery opportunities in the area which makes it hard for traffic and development

Comments on the Opportunity Sites Display Board

Participants were shown two options for development of housing and amenities on opportunity sites in the core area of Naito Parkway, as shown below. Participants were asked to put dots on the 9 topics to show their preference between the two options. The results are shown in the chart 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

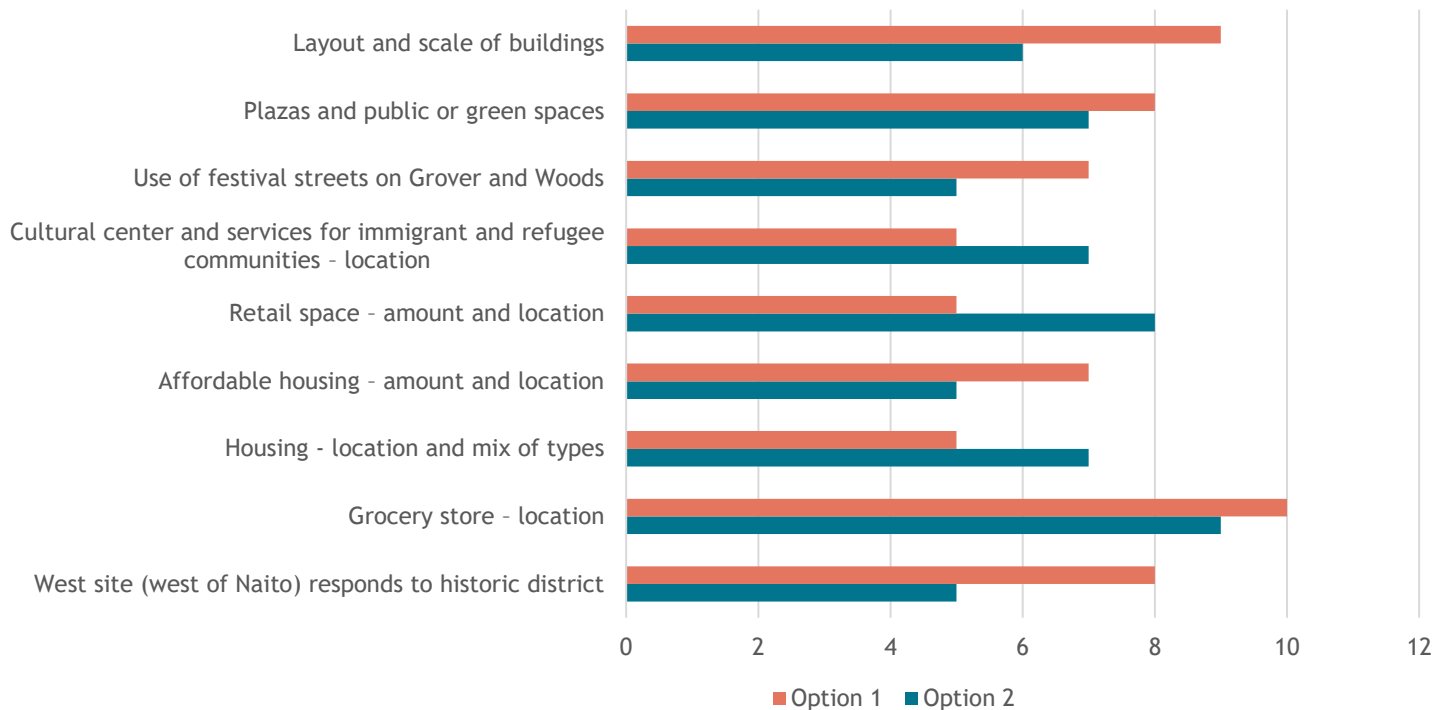


Option 2

- 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



Which option comes closer to meeting your vision for the opportunity sites?*



* The number of dots from open house attendees are shown with this bar chart. Participants were asked to put one dot on each question, selecting their preference for either Option 1 or Option 2 (see image above)

Open House Format

The public event was held on Tuesday, February 25, 2020 from 6:00 to 8:00 p.m. at the University Place Hotel (310 SW Lincoln St, Portland, OR 97201). The meeting location was accessible on three bus lines and by car with paid parking. The room was ADA accessible.

The open house was a drop-in format with informational display boards and two presentations (at 6:30 and 7:30 p.m.) that allowed project staff to introduce the project before providing time for one-on-one conversations. The presentation and display boards were posted on the project website the morning of the event. PBOT and BPS staff and consultants were available to answer questions, explain the material and collect comments. Attendees could also fill out comment forms.

Adjacent to the event space, TriMet staff held an event for the SW Corridor Light Rail project and were available to provide additional information.

Open House Notification

The following forms of notification were used to invite people to the open house:

- Notice on PBOT and BPS Facebook pages

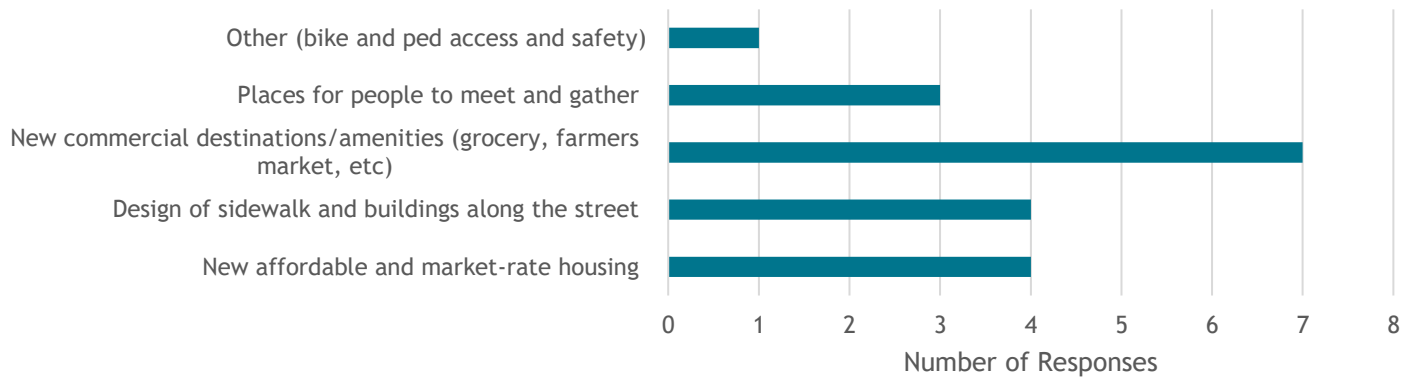
- Notice on PBOT and BPS websites
- Notice on Nextdoor (PBOT account to the Lair Hill/Corbett neighborhood)
- Direct communication from PBOT Project Manager Patrick Sweeney to OHSU, NUNM, Neighborhood Associations
- Advertising on TriMet's website and emails, in conjunction with their advertising for the SW Corridor event

APPENDIX

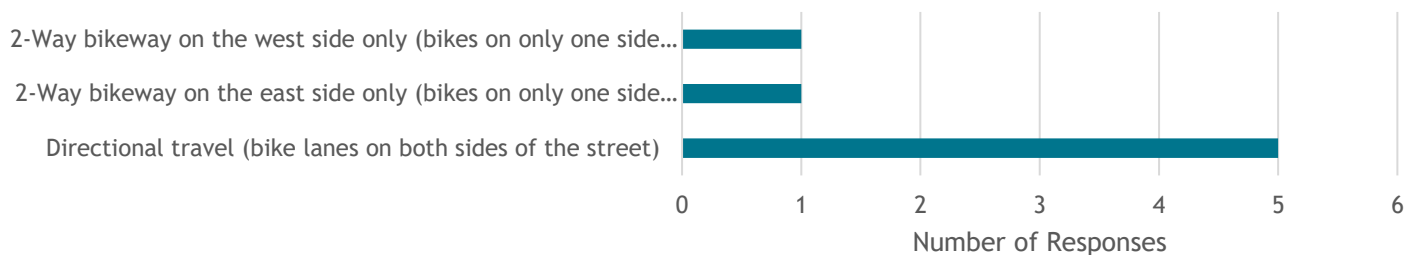
Comment Form Responses

Below are responses to the comment form from attendees of the in-person open house. In total, 17 comment forms were collected, although some forms had sections that were left blank. The numbered lines on the horizontal axis represent the number of responses collected for each question. x

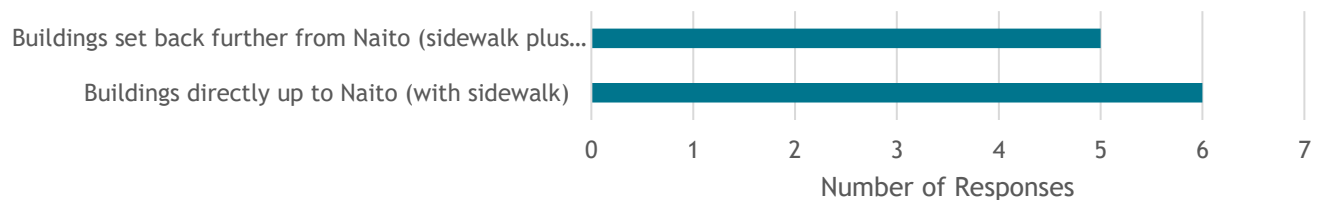
1. What matters most when thinking about Naito Parkway serving as a neighborhood main street?



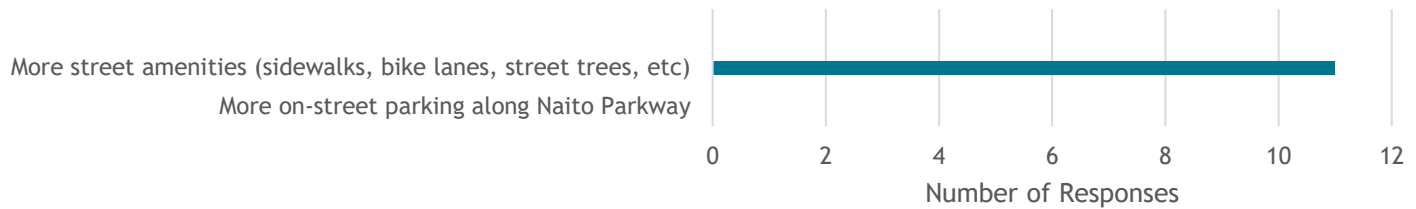
2. If you were walking, biking, riding transit, or driving on Naito Parkway, what would you prefer?



3. What type of redevelopment would you prefer to see along Naito Parkway?



4. What do you value more?



In this section, numbers in parentheses indicate when a comment or idea was stated by more than one person.

5. In North Parkway Area what types of new uses can you envision in this area?

- A bicycle store
- Extending downtown
- A grocery store (2)

6. In the Viaduct Area how can new uses along the west side of Naito Parkway support the historic district?

- Historical appreciation of the area
- Add a grocery store
- Lower speed limits and enforce the speed limits
- Don't make it too big

7. In the Core Area can you envision a new commercial district along Naito/1st Avenue? What types of businesses and buildings do you want here? How can the opportunity sites respond to the neighborhood's history as a home for immigrants and refugees?

- Create space for small businesses including: coffee shops, a pet store, a community center, retail stores, cafes, or grocery stores (12)
- Provide services for residents
- Development should have low impact to neighborhood
- Keep it from becoming like NW 23rd or Hawthorne
- Avoid creating wind tunnels

8. As a pedestrian, a bicyclist, a transit rider, or a driver, how do you want to feel in the South Parkway Area? How can we stitch the two sides of the historic district together here?

- Ensure bike lanes are contiguous and don't have to cross traffic to continue in the same direction
- Lower speed limits and enforce the speed limits
- Connect pedestrian and bike areas (3)
- Prioritize safety (2)

9. What considerations do you have for new development along Naito Parkway?

- Provide shaded areas
- Housing for low-and-middle income families (2)
- More trees and greenery (2)
- No high rises (2)
- Create more retail opportunities
- Prioritize walkability, bike improvements, and pedestrian crossings

10. What other Portland streets that have the qualities you would like to see on these new streets?

- SW Moody has speeds that are too high
- Don't do what happened at Lincoln, taking away a beautiful tree-lined street
- Pedestrian-friendly green streets
- Narrow quiet ones
- The Park blocks

General Comments

Transportation

- Consider I-5 traffic and cut-through traffic (3)
- 1st Avenue is kid-friendly as is with little cut-through traffic from the Ross Island Bridge
- Plant oak trees
- Prioritize pedestrians
- Crosswalk on Porter instead of Hooker Street to make NUMN more accessible
- Crosswalk on Hooker opens access to and from Barber that incentives going up the street
- Crosswalk on Porter decreases jaywalking to access grocery store and pedestrian accidents
- Consider connections between I-405 and Ross Island Bridge, especially Sheridan to Arthur and 5th to Sheridan
- Consider using 5th Ave bridge to relocate ramp to I-405 and US 26 from 6th Avenue
- Make Gibbs street a walk-only street with no cars
- Add more green space along Naito and preserve two lanes in each direction

Land Use

- Provide affordable housing
- No expensive apartments/housing
- More open green space
- Add a community garden
- Need a grocery store (2)

Other

- Flood prevention with water catchment is good (on Pennoyer Street)

Comment Form Demographics

Below are collected demographics from participants who opted to share. Please note: several respondents left this section blank.

How did you hear about the open house? (check all that apply)

Neighborhood Group (2), Word of Mouth (1), Poster/Flyer (2), Email (3), Other (1): SWC meeting

What is your home ZIP code?

97201 (2), 97202 (1), 97212 (1), 97239 (4)

Your age:

74, 69, 66, 60, 39, 31

Your gender:

Male (3), Female (3)

Language spoken at home:

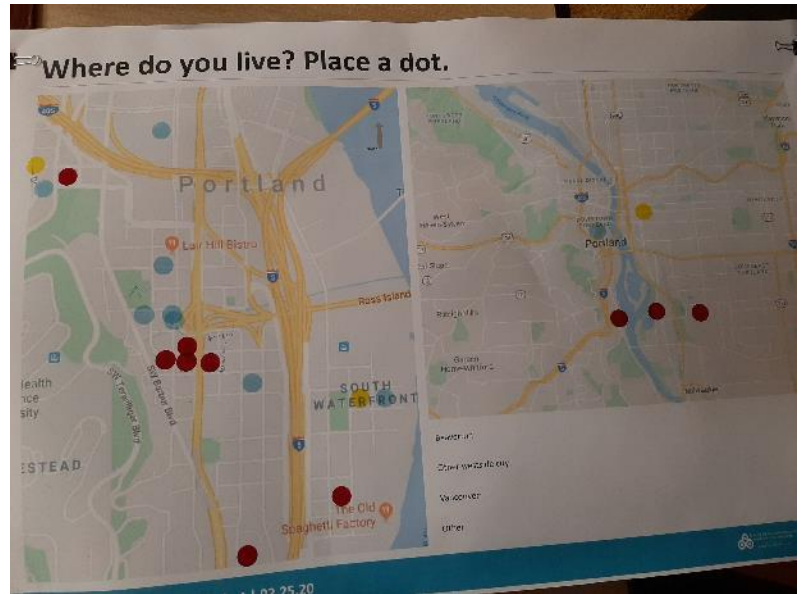
English (6)

Do you or anyone in your household have a disability?

Hearing (1), Mental/Emotional (1), Physical (1)

Ethnicity:

White/Caucasian (6)



Attendees had the option of placing dots where they live; most were from the project area.

Display Boards

Naito Parkway Main Street & Ross Island Bridgehead Project

Tonight you can:

- Listen to a presentation at 6:30 PM and 7:15 PM
- Learn about the draft transportation and land use concepts
- Provide feedback on the boards and comment form



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



Bureau of Planning and Sustainability
Innovation. Collaboration. Forward Thinking.
City of Portland Oregon
3000 SW Jefferson Way, Suite 200



PBOT
PORTLAND BUREAU OF TRANSPORTATION

The City of Portland ensures meaningful access to city programs, services, and activities to comply with Civil Rights Title VI and ADA Title II laws and reasonably provides: translation, interpretation, modifications, accommodations, alternative formats, auxiliary aids and services. To request these services, contact 503-823-5185, City TTY 503-823-6868, Relay Service: 711.

What is this project?



Reconfiguring the Ross Island Bridgehead (RIB) is a once-in-a-lifetime opportunity.

It will reconnect a divided neighborhood with multimodal facilities and safety improvements to SW Naito Parkway. New land uses will contribute to a healthy, connected, and inclusive community while also supporting Portland's first historic district.

Additional benefits include:

- Improve connections for regional commuters
- Reduce cut-through traffic
- Open publicly owned land for housing development
- Improve pedestrian and bicycle connections
- Rebuild local street connections between South Portland neighborhoods

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PBOT
PORTLAND BUREAU OF TRANSPORTATION

Historical context

Harmful impacts from past auto infrastructure projects, land use regulations, urban renewal, and real estate practices shaped the growth in South Portland for generations.

The City is committed to ensure new transportation infrastructure, land use, and housing investments redress these past harms to low-income neighborhoods and communities of color.



1952 aerial view of the Ross Island Bridge westside cloverleaf ramps, looking NW (top left)



1964 aerial view from Marquam Hill looking north (top right)



1947 aerial view of SW Harbor Drive at Arthur and Kelly, looking SE (bottom right)

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What we've heard from the community

We heard the following concerns and suggestions at the November 2019 open house. Direct quotes from 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."
"Consider alternatives to street side parking."

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."



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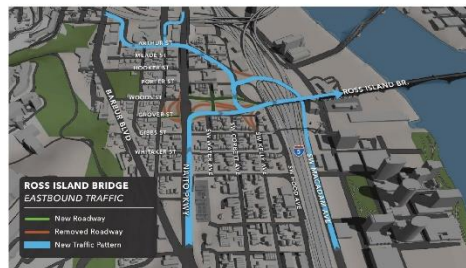
Ross Island Bridgehead Reconfiguration



Aerial view of the new reconfiguration of the Ross Island Bridgehead.



Aerial view of car travel routes for westbound travelers.

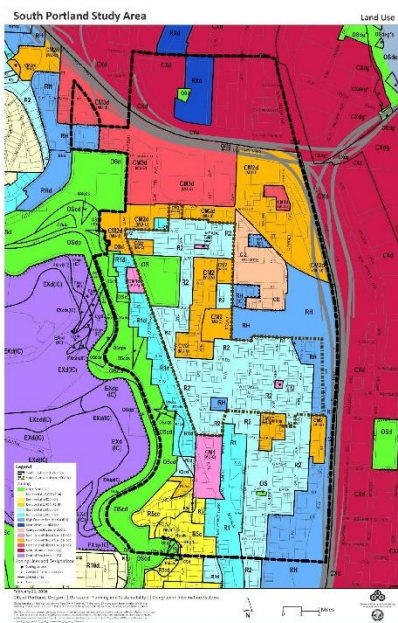


Aerial view of car travel routes for eastbound travelers.

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How to plan the urban form?



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

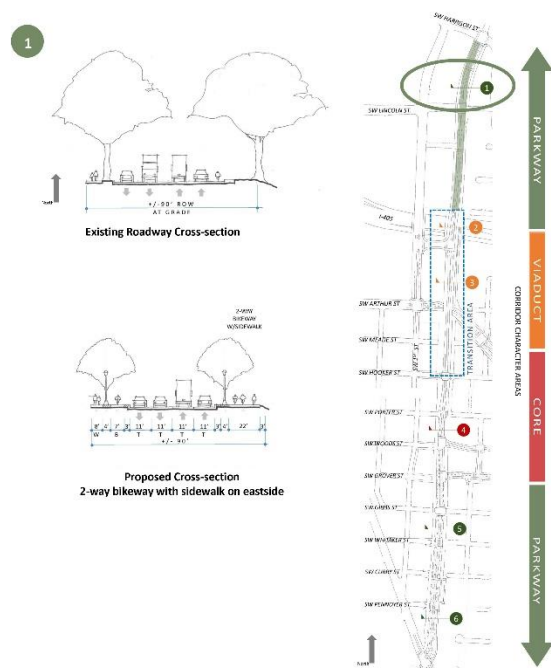
South Portland is amenity rich with good access to transit, parks, community gardens, and schools though it lacks a full-service grocery store.



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North Parkway Area – Transportation



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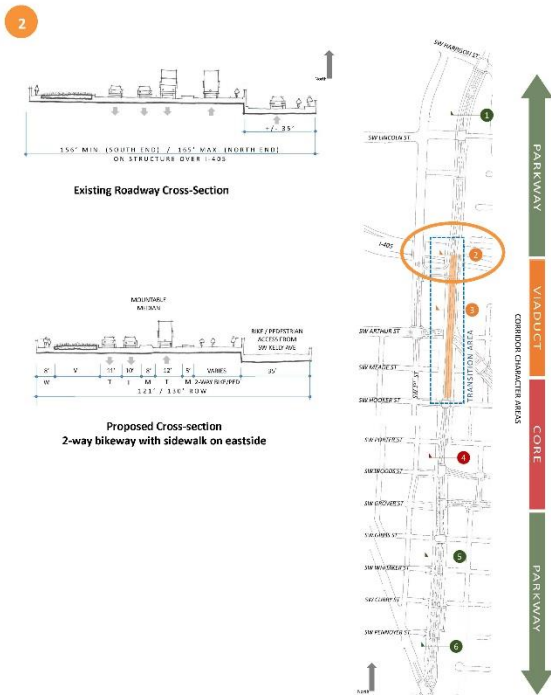
North Parkway Area – Land Use



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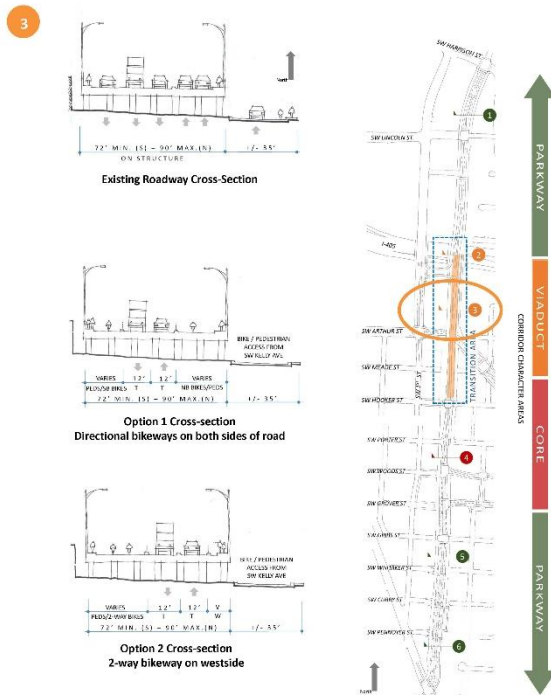
Viaduct Area – Transportation



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Viaduct Area – Transportation



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Viaduct Area – Land Use

Conceptual view of Naito at SW Hooker Street, looking north

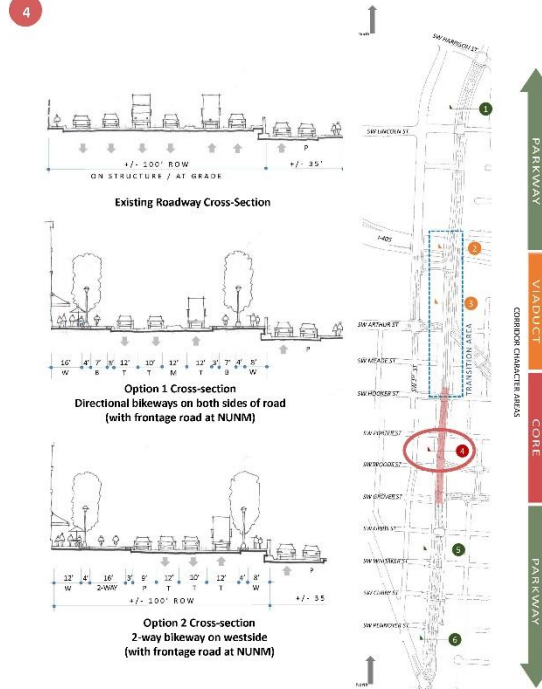


Existing ramps and frontage roads to and from Naito may be removed or repurposed for bicycle and pedestrian use*
* Pending Jurisdictional transfer from QDOT to PBOT



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

Core Area – Transportation



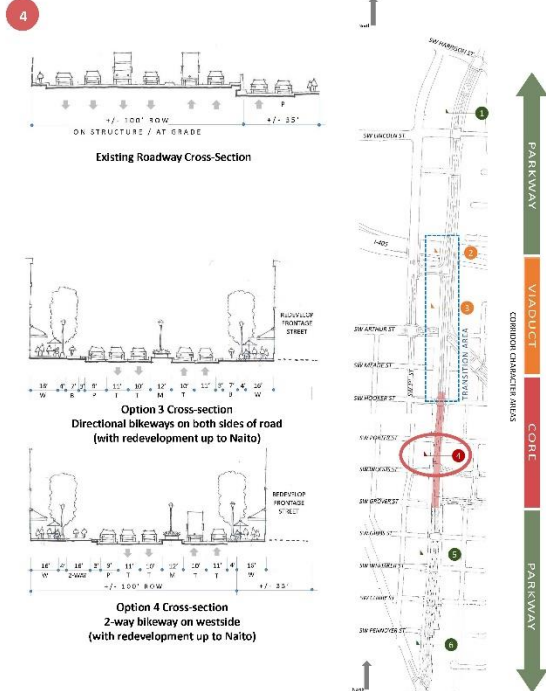
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Core Area – Transportation



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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.



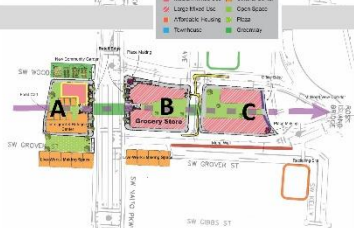
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Core Area – Opportunity Sites Feedback

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	<input type="radio"/>	<input type="radio"/>
Grocery store - location	<input type="radio"/>	<input type="radio"/>
Housing - location and mix of types	<input type="radio"/>	<input type="radio"/>
Affordable housing - amount and location	<input type="radio"/>	<input type="radio"/>
Retail space - amount and location	<input type="radio"/>	<input type="radio"/>
Cultural center and services for immigrant and refugee communities - location	<input type="radio"/>	<input type="radio"/>
Use of festival streets on Grover and Woods	<input type="radio"/>	<input type="radio"/>
Plazas and public or green spaces	<input type="radio"/>	<input type="radio"/>
Layout and scale of buildings	<input type="radio"/>	<input type="radio"/>

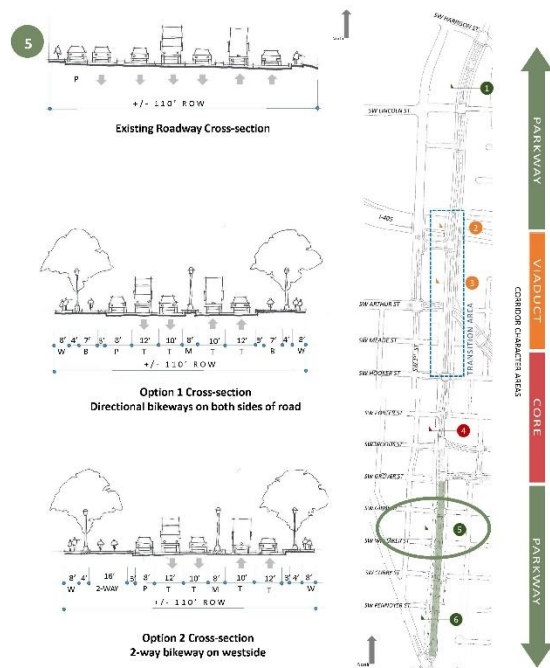
Core Area – Views of the Opportunity Sites



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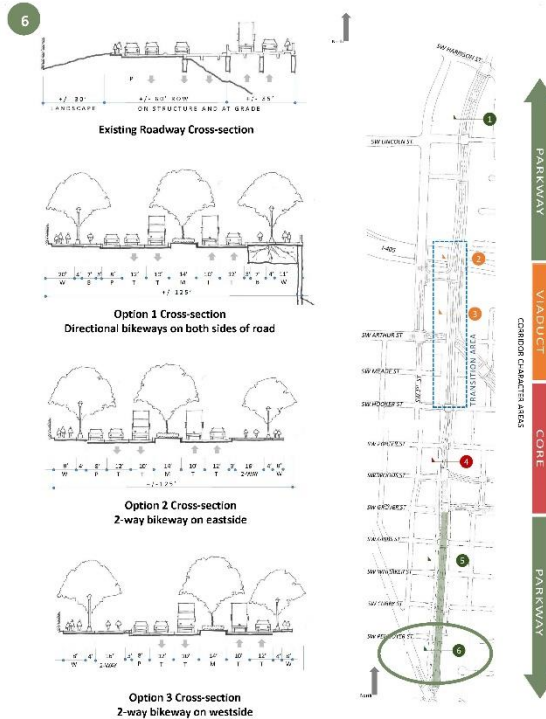
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South Parkway Area – Transportation



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South Parkway Area – Transportation



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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