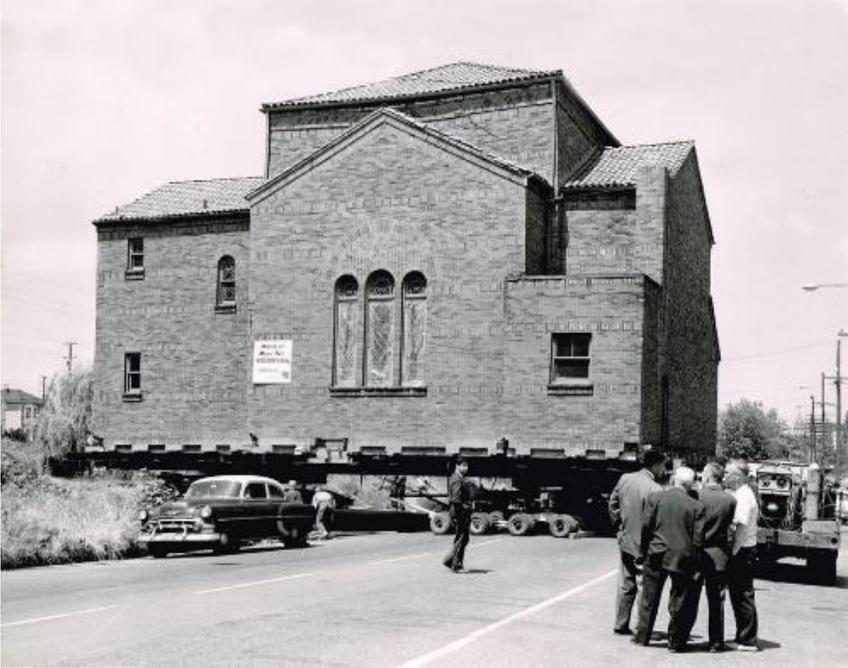




Former Synagogue Building Site Constraints





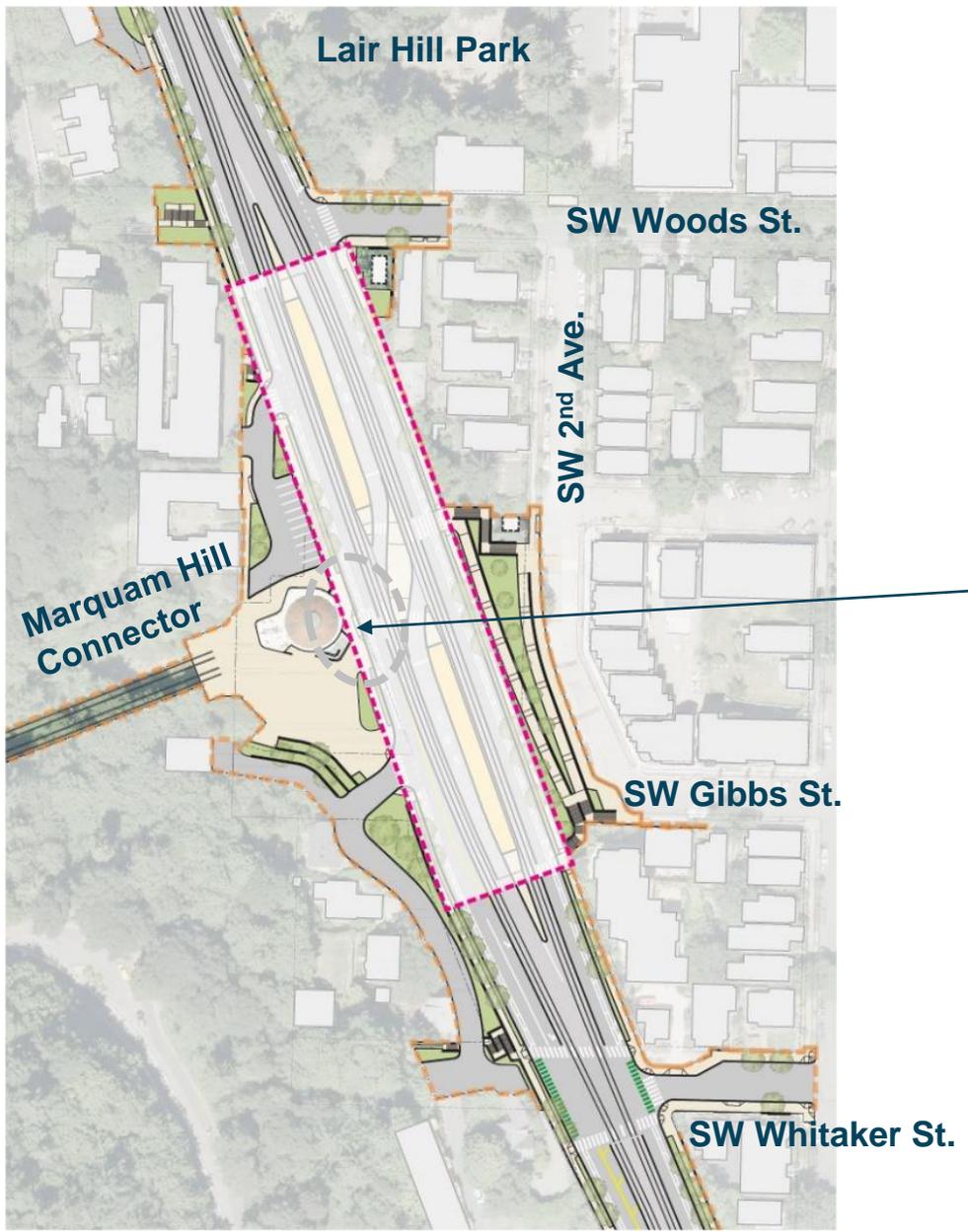
History:

- **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**



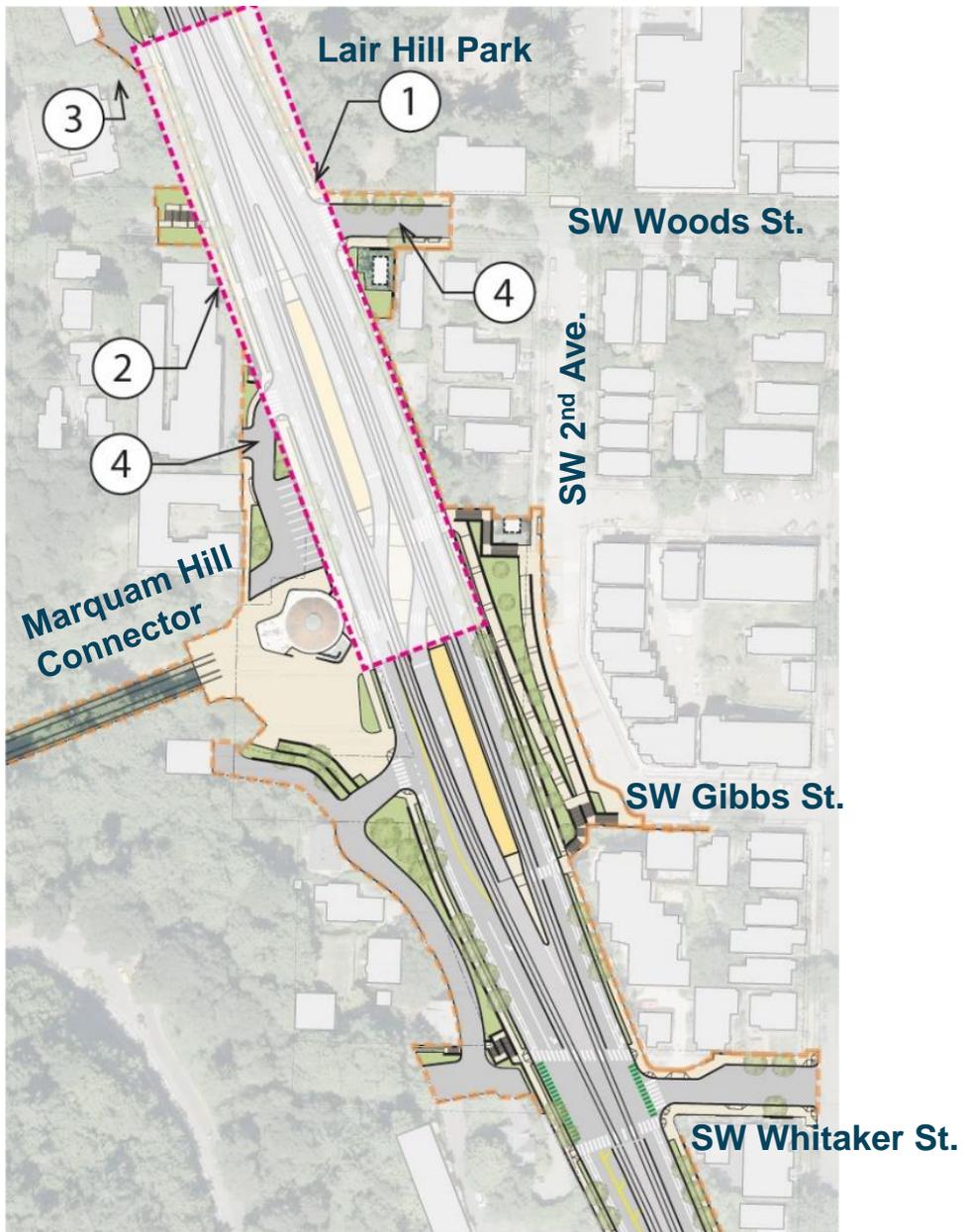
Existing Building Issues:

- **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**



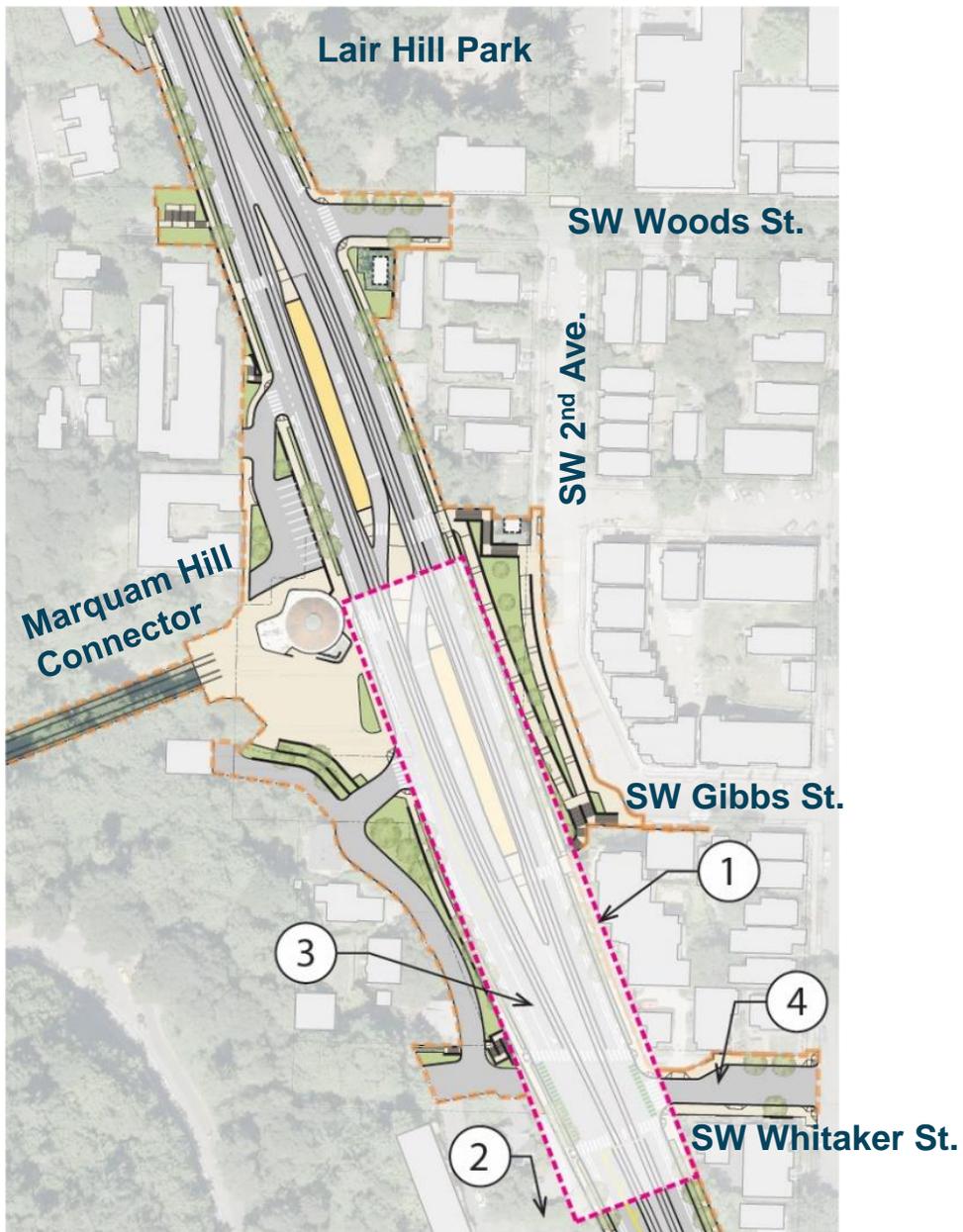
Current station location:

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



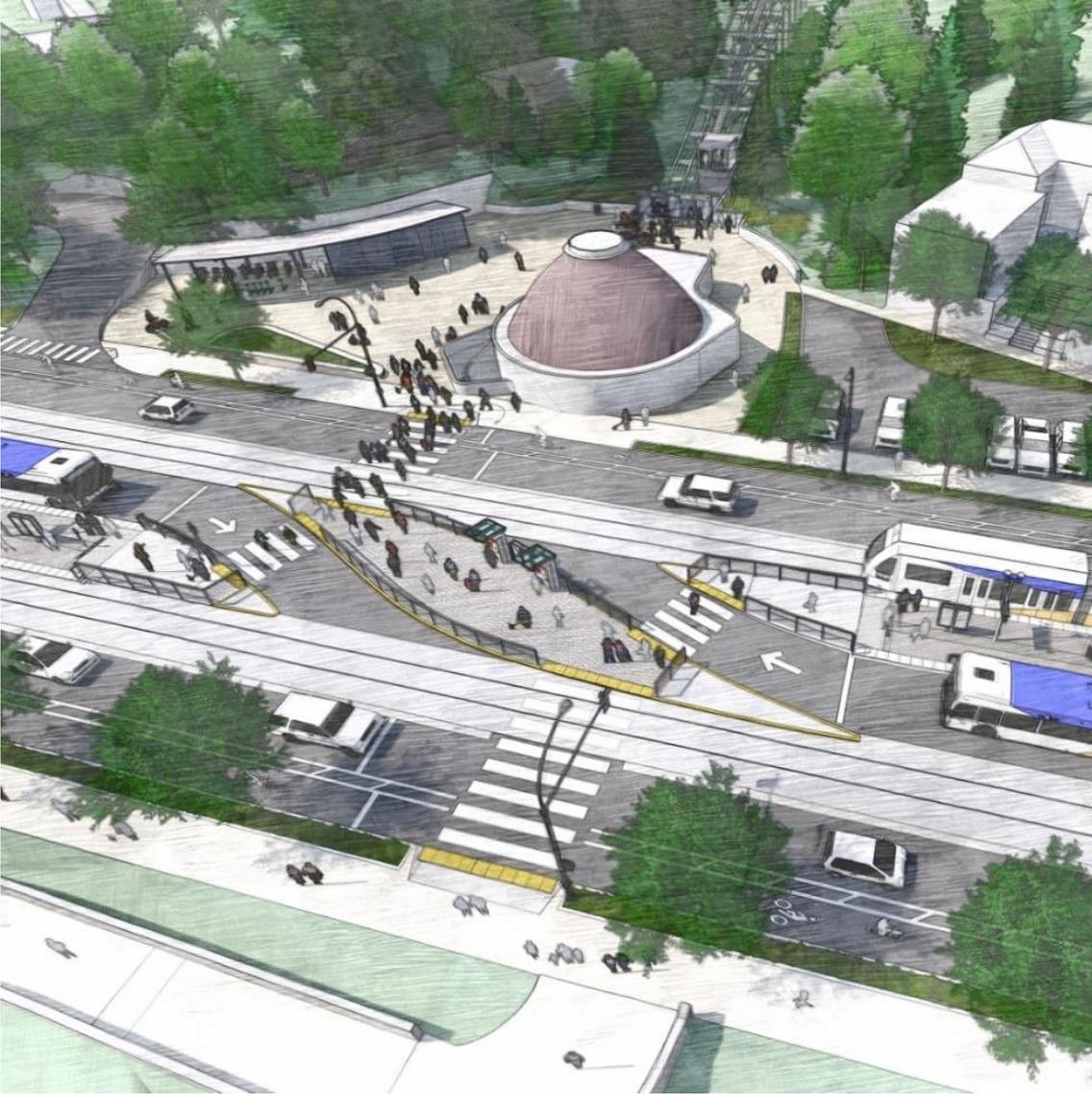
Shifting Station to the North:

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



ISSUES

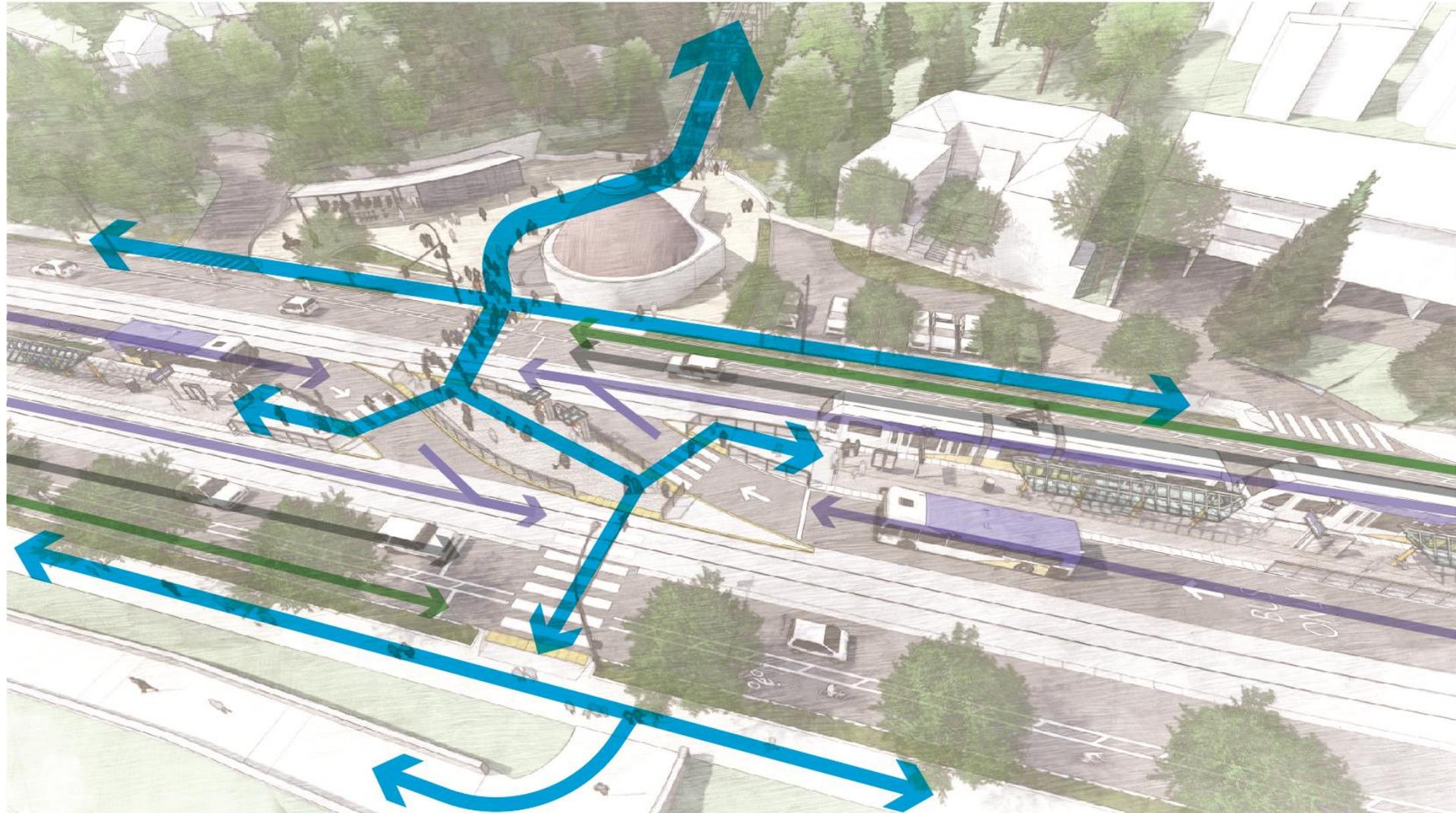
- Design constraints limit the lower Marquam Hill Connector landing location to behind the building
- Building obstructs passenger visibility from the street, diminishes perceived safety
- Less intuitive wayfinding between station & Marquam Hill Connector



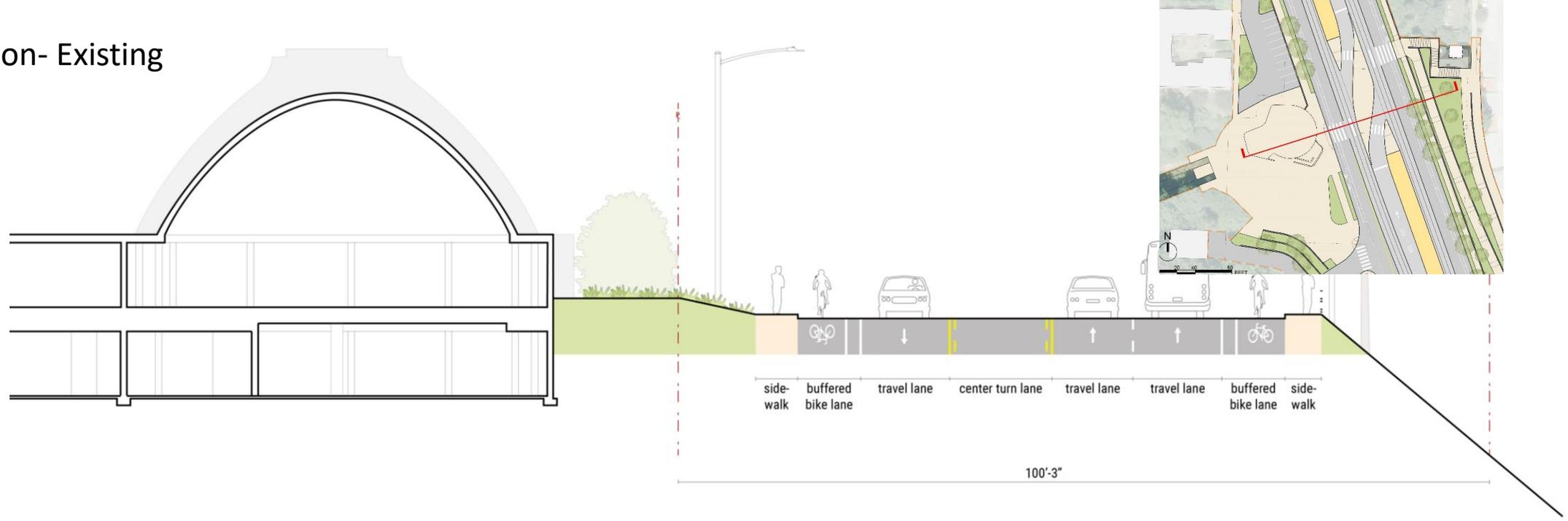
Shared Transitway Station – Buses & Light Rail

Single Auto & Bike Lanes Each Way

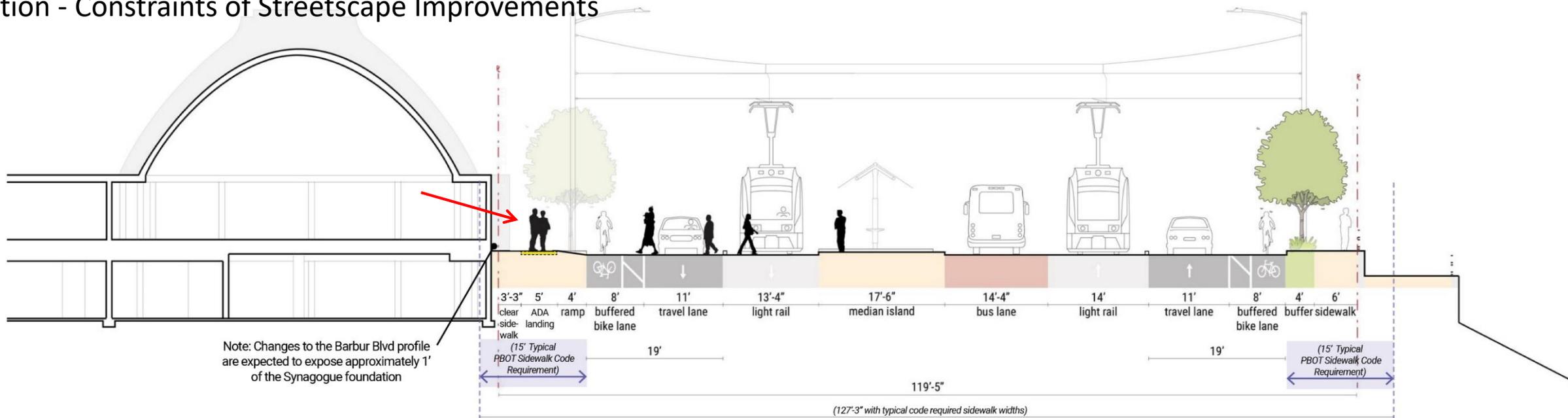
High Pedestrian Volumes – 10,000 trips/day on MHC

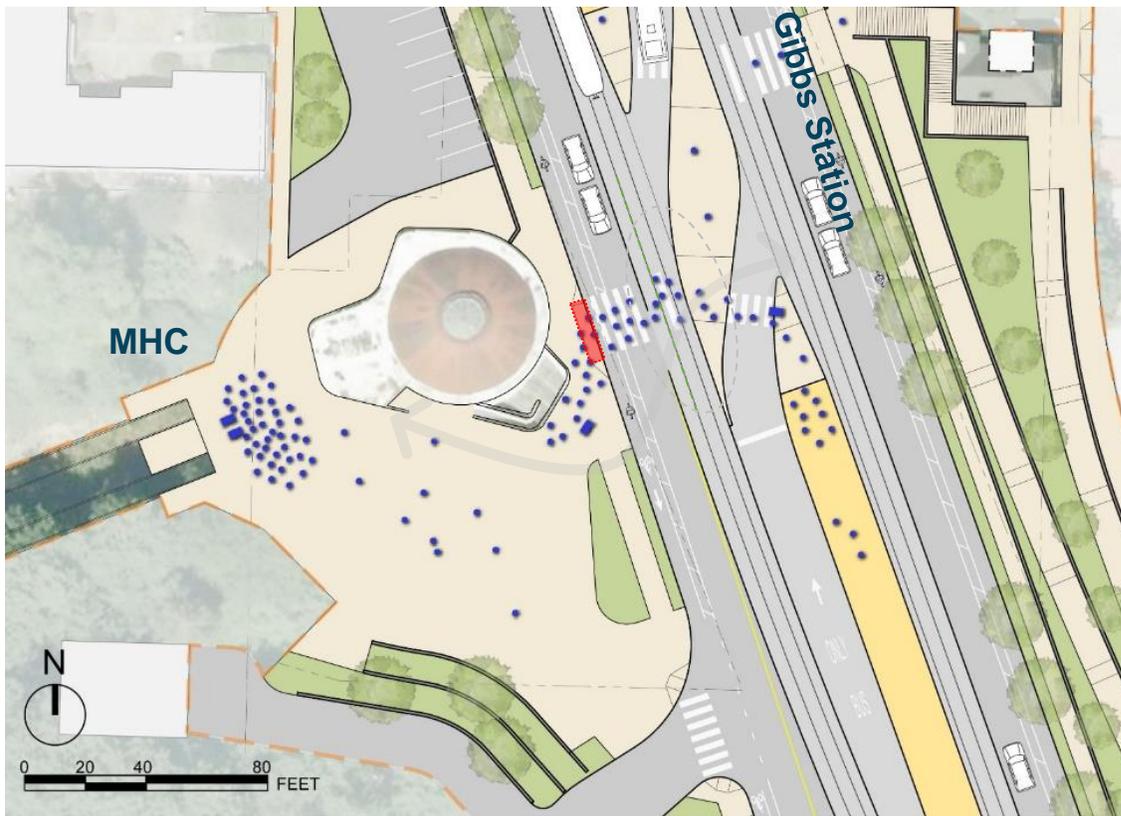


Section- Existing



Section - Constraints of Streetscape Improvements





SW 2nd Ave.

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 cueing per signal cycle; 1,400/hour at peak times)
- Min 1' construction buffer around building

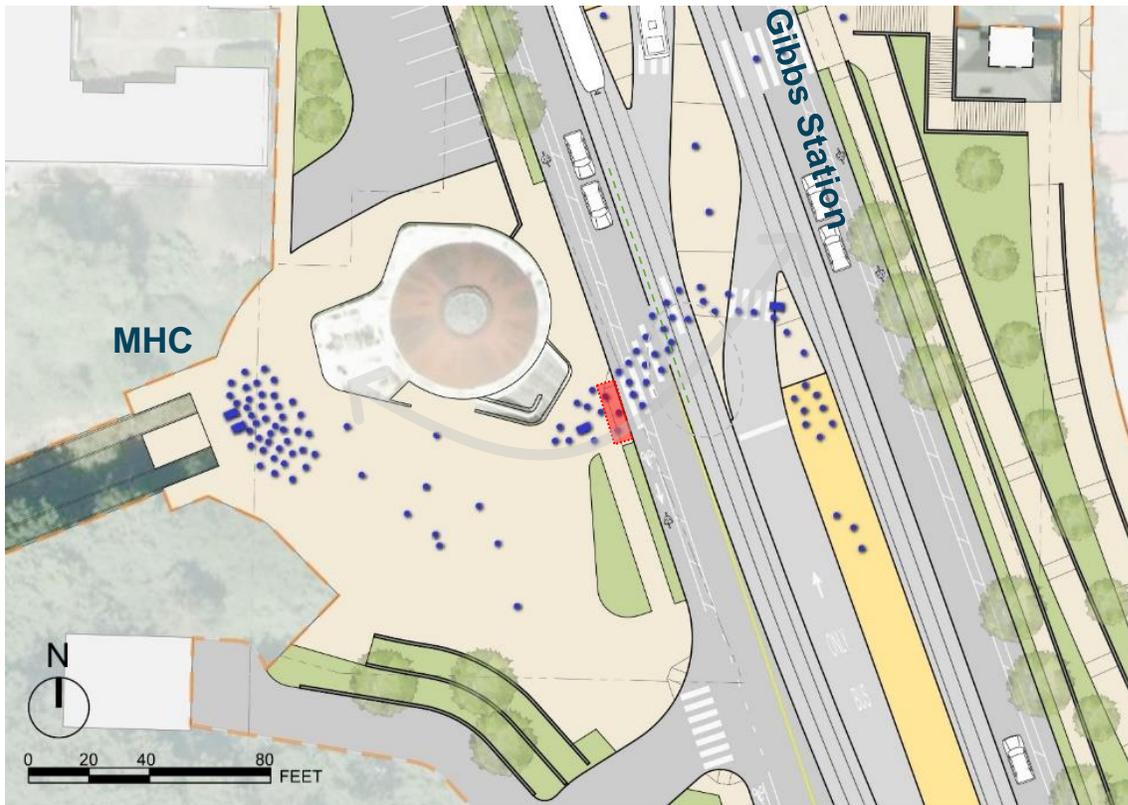
----- 12ft offset from face of curb

Top-of-ADA ramp landing space



Pedestrian flow – Gibbs Station to MHC

Pedestrian Conflict Area



SW 2nd Ave.

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

Congregation Ahavath Achim Synagogue

- Section 106 applies to 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



trimet.org/swcorridor

