TACOMA STREET/SPRINGWATER CORRIDOR STATION AREA AND PARK & RIDE

Neighborhood Context, Opportunities and Challenges

This station area is mostly comprised of industrial and commercial uses, with residences nearby. The Eastmoreland Golf Course and neighborhood extend north of the station, the Westmoreland and Sellwood neighborhoods sit across McLoughlin Boulevard to the west, and the Ardenwald-Johnson Creek neighborhood extends to the east. Johnson Creek flows through the area and runs just north of the station platform. The Tacoma overpass connects the Ardenwald-Johnson Creek and Sellwood neighborhoods with access over the railway and McLoughlin Boulevard. The Park & Ride facility is located just north of the boundary between the cities of Portland (Multnomah County) and Milwaukie (Clackamas County).

The Springwater Corridor runs east-west through this area just south of the Park & Ride structure. This is a regional trail that provides access to multiple neighborhoods, parks and employment centers within an easy 3-mile ride from the station in both directions. This project leverages existing bicycle and pedestrian connections and presents opportunities to improve connections to these active transportation facilities and recreational amenities.

Mitigation for traffic impacts to the Johnson Creek Boulevard and McLoughlin Boulevard on/off ramps will be key challenges that must be addressed by the project. Fill within the Johnson Creek floodplain will be mitigated for through removal of an equal volume within the floodplain (Fig. 41).

URBAN DESIGN VISION

The Tacoma Street station is a catalyst for continuing restoration of Johnson Creek and for redevelopment of surrounding private parcels. Enhanced pedestrian and bicycle connections along Tacoma Street, Johnson Creek Boulevard, Umatilla Street and the Springwater Corridor connect the Sellwood and Ardenwald-Johnson Creek neighborhoods to the station. The high quality design and lighting of the Park & Ride structure provide a lantern-like effect and visual interest in the area.

Commuters who may otherwise drive into downtown Portland instead park at the station and ride light rail. The station is part of a transit hub with streetcar service connecting back to Southwest Portland and the SW Macadam corridor. Private development within walking distance of the station complements the station and brings more people to the area.

Development opportunities: The Pendleton Woolen Mills site adjacent to the Park & Ride structure is currently underutilized and has potential for redevelopment or active re-use of the existing building.

Current Design Direction

The light rail alignment through this area runs between McLoughlin Boulevard and the active freight rail line (UPRR). It will run over the ramp to/from northbound McLoughlin Boulevard, under the Tacoma overpass, and over Johnson Creek to the station and Park & Ride facility (Fig. 42).

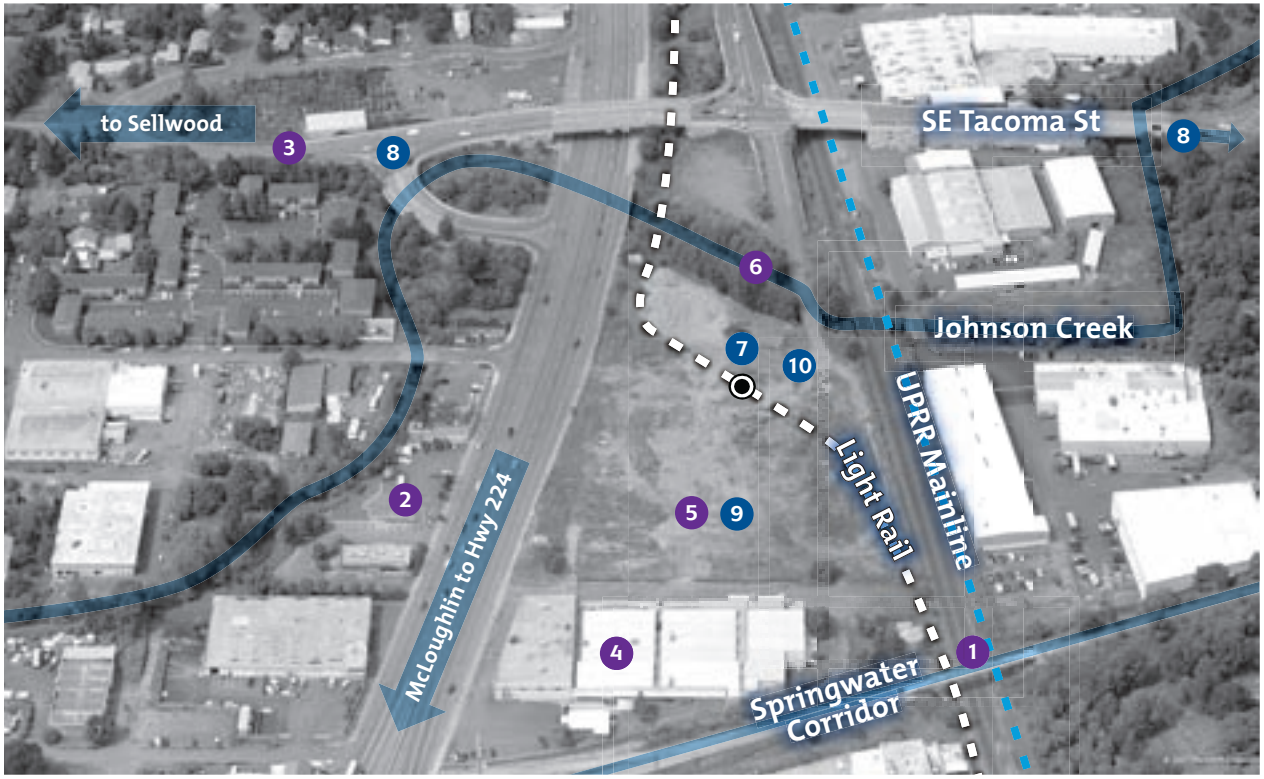


FIGURE 41: *Tacoma station area—Opportunities and Challenges*

TACOMA STREET/SPRINGWATER CORRIDOR STATION AREA

Neighborhood Context:

This station area is mostly comprised of industrial/commercial uses, although Johnson Creek runs just north of the station platform, while the Eastmoreland Golf Course and residential neighborhood extend north of the station area, the Ardenwald-Johnson Creek residential neighborhood extends to the east and the Sellwood and Westmoreland neighborhoods lie to the west across McLoughlin Boulevard.

Opportunities

1. Connect to the Springwater Corridor trail
2. Stimulate investment and redevelopment of property west of McLoughlin Blvd
3. Link to future streetcar on Tacoma Blvd
4. Support the redevelopment of the adjacent Pendleton site
5. Design an architecturally distinct parking structure
6. Restore and celebrate Johnson Creek

Challenges

7. Isolated station location between Union Pacific Railroad and McLoughlin Blvd.
8. Mitigration of traffic impacts on Johnson Creek Boulevard and for McLoughlin Boulevard on/off ramps
9. Scale and aesthetics of a large parking structure
10. Site is partially located within the Johnson Creek floodplain

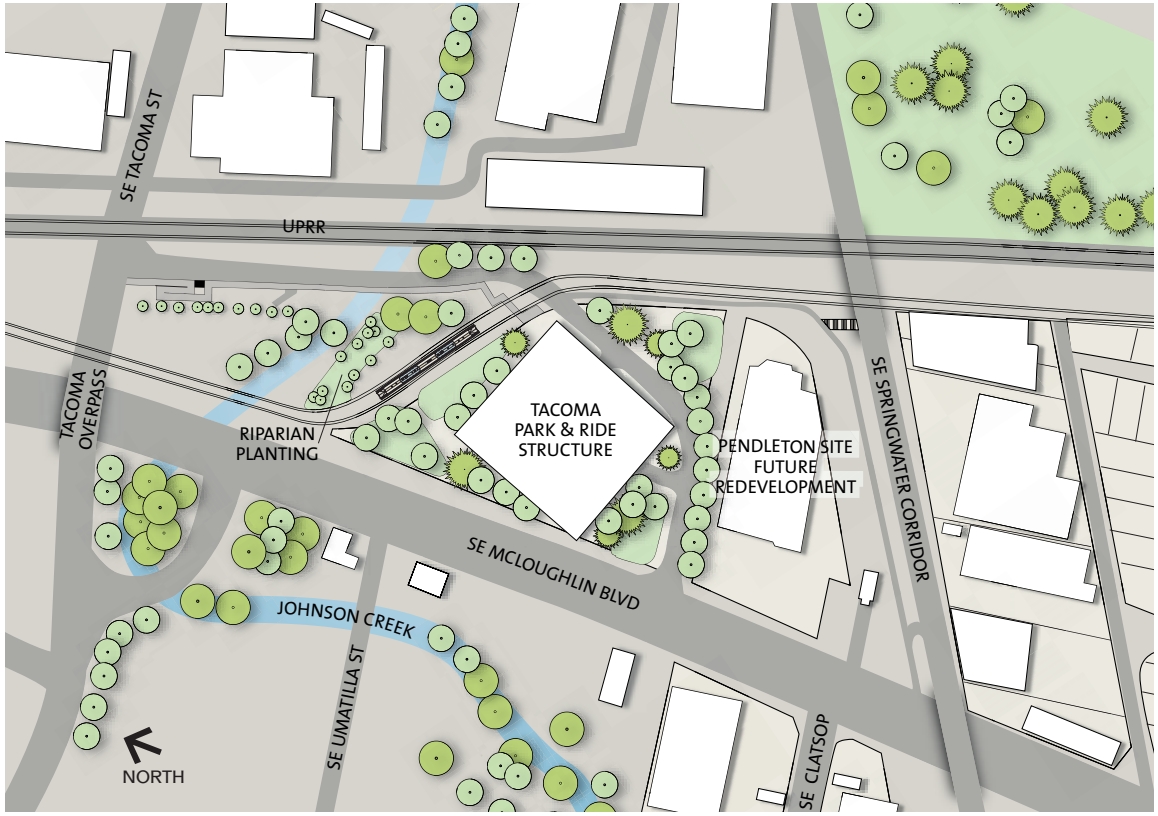


FIGURE 42: *Tacoma Street station area plan*

The design and feel of this station is about protecting and appreciating Johnson Creek (Fig. 43). Water quality impacts of the creek crossing will be assessed and minimized through storm water management design. The creek area will be enhanced with riparian vegetation that can be viewed from the station platform, which is angled parallel to the creek. This station presents an art opportunity to celebrate and strengthen the connection to the creek.

The Park & Ride is currently planned to accommodate 800 vehicles. In response to community feedback, the initial capacity of the garage has been reduced from the original 1,000 spaces for the opening year. However, the facility will include structural improvements that would allow up to 200 additional spaces to be added in future years, if necessary. After the PMLR line opens, TriMet will monitor use of the facility, and consult community stakeholders if an expansion is needed. Should additional spaces be needed, all federal and local environmental, traffic and other regulations would be addressed.

The Park & Ride will be oriented to face the creek and maximize sight lines from the station platform to McLoughlin Boulevard and will include water quality features that meet the City of Portland's storm water management and Johnson Creek Basin Plan District

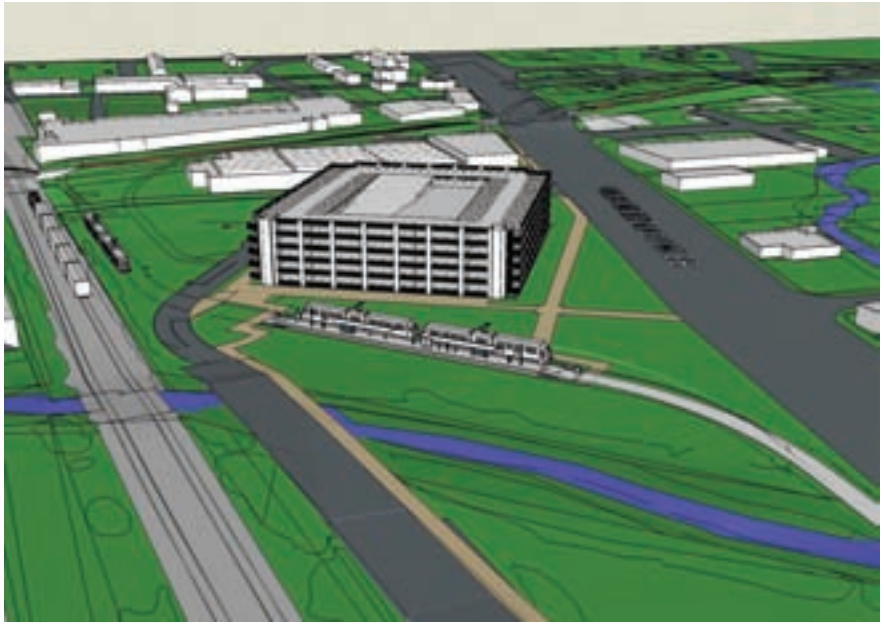


FIGURE 43: *Illustration of the Tacoma Street station and Park & Ride garage, as viewed from the northeast*

requirements. The light rail project is also being coordinated with the Johnson Creek Restoration Plan

The station is designed to encourage bicycle use. The project will include a new multi-use path connection to the Springwater Corridor, including a new stairway with a bike gutter to facilitate bicycle access. A sculptural storm water feature is planned to help activate the connection. TriMet is committed to placing more bicycle parking than required by code and is considering concepts that could add more than 100 bicycle parking spaces at the Park & Ride and Tacoma Street station.

A traffic analysis of the Tacoma/Johnson Creek Boulevard corridor between SE 17th and SE 45th avenues studied the impacts of the Park & Ride facility. The analysis indicates that based on the current level of service, a traffic signal is already needed at SE 32nd Avenue; a new Park & Ride will heighten that need. Neighborhood groups have expressed a desire for traffic calming measures but not the traffic signal. Many standard traffic calming tools are difficult to implement here, in part because Johnson Creek Boulevard is an emergency response route. Traffic mitigation options are being evaluated through a public process that includes consultation with the Ardenwald-Johnson Creek Neighborhood Association, the Sellwood-Moreland Improvement League and the Oregon Department of Transportation. Results of the traffic study will be published in the Final Environmental Impact Statement.

During Preliminary Engineering, the project explored the potential to incorporate other uses in the Park & Ride facility, and redevelop the adjacent Pendleton Woolen Mills property. The analysis discouraged including retail space in the Park & Ride, but identified redevelopment potential for the Pendleton site. The Park & Ride is being designed and situated to support the redevelopment potential of the Pendleton property.

Currently the project design does not anticipate direct impact to the combined sewer overflow line that runs underneath the Tacoma site. TriMet and the City of Portland's Bureau of Environmental Services are coordinating the project scope.

Outstanding Issues

- Final size, design and character of Park & Ride facility, particularly with respect to height, lighting, pedestrian access, personal safety, visibility, art and green building techniques and best practices
- Traffic mitigations to be completed by the project
- Discouragement of illegal pedestrian crossing of McLoughlin Boulevard

TILLAMOOK BRANCH ALIGNMENT (SPRINGWATER CORRIDOR TO HWY 224)

Neighborhood Context, Opportunities and Challenges

This segment of the alignment runs adjacent to the UPRR through an industrial area from the Springwater Corridor to Highway 224. The Ardenwald-Johnson Creek residential neighborhood extends to the east and has views of the alignment—in particular, the elevated portion of the alignment.

The project requires right-of-way acquisitions of industrial properties along this segment of the alignment, and active relocation support is essential to keep jobs in the corridor. Rail access to industrial uses must also be maintained.

Current Design Direction

This segment of the alignment does not include a station. The trackway runs on an elevated structure that begins south of the Springwater Corridor and crosses over the railroad tracks and lands north of Mailwell Drive (Fig. 44). The elevated structure is necessary to transition the light rail tracks from the west side of the UPRR main line tracks to the east side of the Tillamook Branch alignment in order to minimize property impacts in downtown Milwaukie and serve the Milwaukie station. Lighting is not needed and will not be included on the structure. The project will maintain existing freight access for properties within the industrial area.

During Preliminary Engineering, project staff worked closely with the project partners and area residents to discuss the impacts of the elevated structure on the surrounding neighborhoods. Ardenwald residents expressed a desire to minimize the visual, noise and vibration impacts of the structure. As a result, the project team redesigned the structure to shorten the portion that will be elevated.

URBAN DESIGN VISION

The trackway and structures in this area run through the seam that separates Milwaukie's North Industrial area from the western edge of the Ardenwald neighborhood. This portion of the alignment is elevated and is designed to respect the views and privacy of adjacent neighbors. It is as minimal as possible in scale, especially at the track level and above, with slender and clean lines that largely preserve views of the hills west of the Willamette River. Below the trackway level, graffiti-proofing measures ensure that the walls and columns of the structure will not become surfaces that visually blight the area. Access to industrial properties is maintained, with automobile and track crossings made safer by the project.

The structure was also shifted 25 feet to the west to accommodate the Union Pacific safety requirements. The project team will continue to consult with the Ardenwald community as the design is refined and will strive to minimize the profile of the structure.

Outstanding Issues

- Final design of the structure and visual impacts to neighbors in the Ardenwald neighborhood
- Bell noise from the new SE Mailwell Street light rail crossing
- Mitigation of visual impacts to Rockvorst Street residents in regards to the retaining walls of the structure

FIGURE 44: *Tillamook Branch overcrossing photo simulation, as viewed looking west from SE Roswell Street*

CORRIDOR CONCEPTS: DOWNTOWN MILWAUKIE SEGMENT

The Downtown Milwaukie segment extends from Highway 224 south to the bridge structure that spans Kellogg Creek and McLoughlin Boulevard (Fig. 45). Milwaukie, a city of 20,000 with a rich history, is located on the banks of the Willamette River. This segment is characterized by the city's traditional, small town Main Street, which extends for the entire length of the segment. More than 1,200 people work in downtown Milwaukie, and thousands more use the various TriMet bus lines that connect in downtown. Main Street has long been home to small businesses and professional service providers, with restaurants, coffee shops and home design companies recently gaining presence. Dark Horse Comics, the largest employer downtown, has been a Main Street fixture for more than 20 years. The Milwaukie High School, St. John the Baptist Catholic School and Portland Waldorf School are both within a short walk of Main Street, and the City's historic City Hall sits across the street from a block that hosts the Milwaukie Farmers Market eight months a year.

The Tillamook Branch freight rail line runs through downtown Milwaukie, as does McLoughlin Boulevard. Both transportation corridors have seen plans and improvements to better integrate

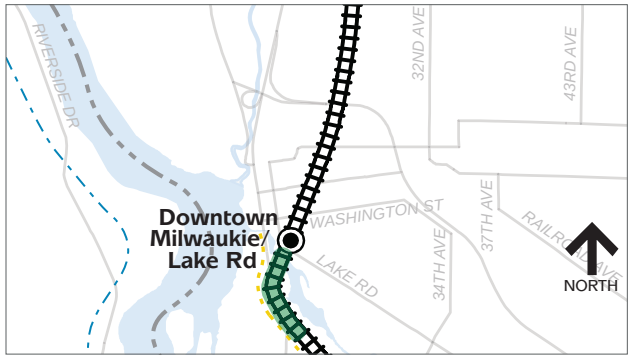


FIGURE 45: *Downtown Milwaukie Segment map*

them with the downtown area, including those underway with the PMLR project. Milwaukie's Riverfront Park, just across McLoughlin Boulevard, will soon be improved and expanded, and plans are in the works to better connect downtown with the Willamette River. Several other transportation and revitalization projects are on the boards. The PMLR project, combined with these other local initiatives, will improve neighborhood connections to the downtown and help create a vibrant streetscape, while retaining the area's historic, small-town charm.

STATION AREA DESIGN CONCEPTS: DOWNTOWN MILWAUKIE SEGMENT

DOWNTOWN MILWAUKIE STATION AREA

Neighborhood Context, Opportunities and Challenges

The light rail alignment through this segment runs adjacent to the east side of the freight railroad, which sits between downtown Milwaukie and the Historic Milwaukie and Lake Road neighborhoods. Since the City adopted its Downtown Plan in 2000, Milwaukie's downtown area has begun revitalization with new residences and retail spaces and near-term plans to expand and redevelop Riverfront Park. Downtown Milwaukie has the good bones of a classic small-town downtown. Existing attractions include views of the Willamette River, historic buildings, a Sunday farmers' market, restaurants, coffee shops and stores. More than 1,200 people work at the many downtown businesses, including the corporate offices for Dark Horse Comics, ODS, Advantis Credit Union and Reliable Credit.

To the east of the alignment sit two residential neighborhoods, Historic Milwaukie and Lake Road. The areas near the tracks contain a mix of single family and multifamily residences, and several local cultural landmarks such as Milwaukie High School, St. John the Baptist Church and School, and the Portland Waldorf School.

The Milwaukie station presents some unusual opportunities and challenges because the light rail platforms will be adjacent to freight tracks on one side and to developable land (the "Triangle Site") on the other (Fig. 46). In downtown Milwaukie, the freight tracks are a challenge since they create a barrier between the platform area and the adjacent land and activity to the west (the South Downtown development area).

URBAN DESIGN VISION

The Downtown Milwaukie station honors the historic character of downtown and is safely and easily accessible by pedestrians, cyclists and bus riders. The project greatly improves the streetscape of downtown by reconstructing sidewalks to provide access to the station, providing both new and improved rail crossings, and by adding pedestrian amenities such as trees and streetlights. The station helps activate the downtown core by supporting a place where people want to be. A transit-oriented development adjacent to the eastern platform is a new local landmark, providing a place for neighbors to meet up and small stores to support bike commuters. Surrounding neighborhoods are better connected to downtown due to bike and pedestrian access improvements made by the project. The bridge over Kellogg Creek allows for a future multi-modal connection between the light rail station and the Island Station neighborhood to the south.

The Kellogg Creek Bridge provides an opportunity to create a new, attractive portal into downtown from Lake Road, and a challenge to create a safe bicycle and pedestrian environment under the bridge. It is critical in Milwaukie's small scale downtown that every project element be designed to be as slender and small as possible, to best fit into Milwaukie's landscape.

Development opportunities: The station will provide a southern anchor to Milwaukie's downtown, and generate activity to support revitalization along the Main Street retail spine. The station area is planned to be an active node that provides access to downtown, is a destination in its own right, and complements activities and development to the north. Many lots throughout downtown, including properties immediately adjacent to the station platform, offer opportunities for future redevelopment with a mix of housing,

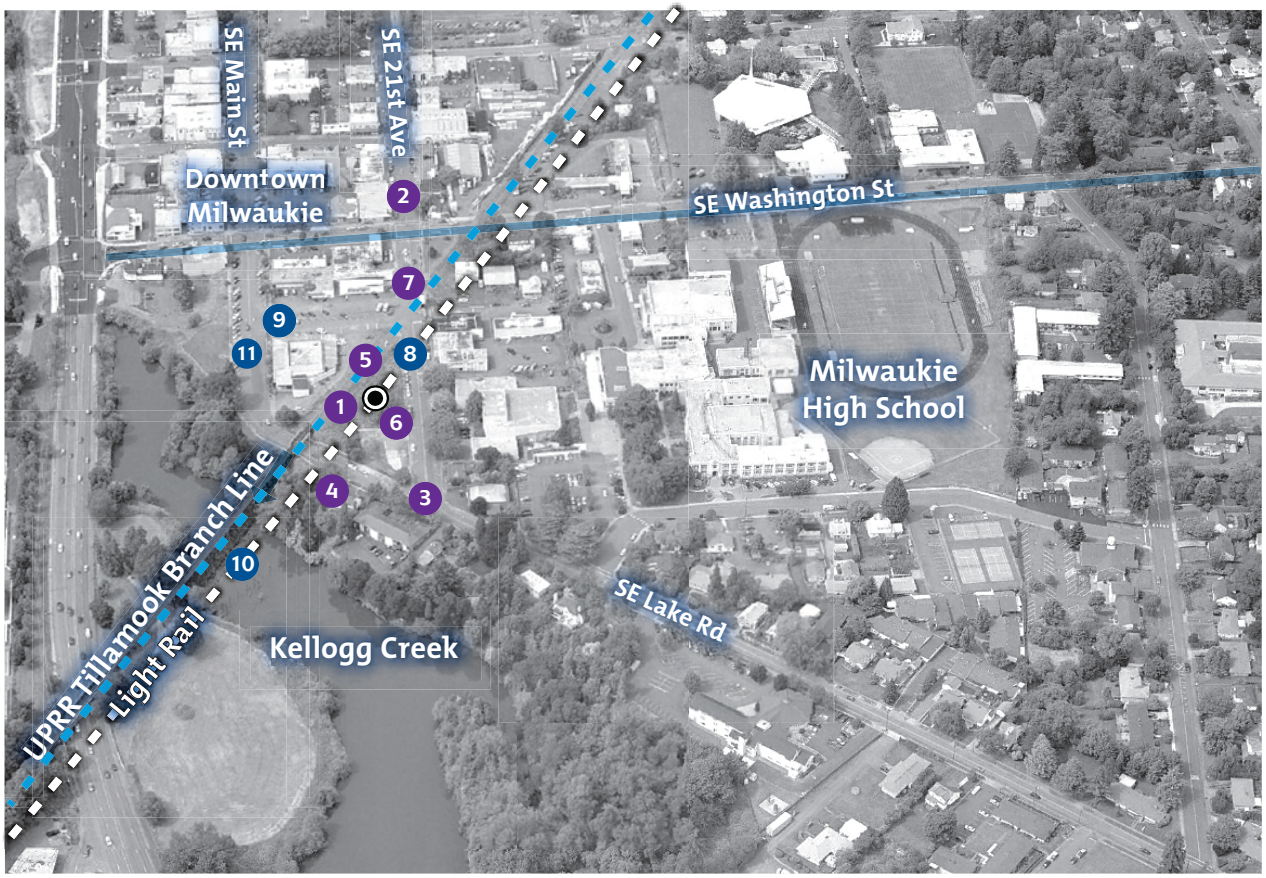


FIGURE 46: *Downtown Milwaukie station area—Opportunities and Challenges*

DOWNTOWN MILWAUKIE STATION AREA

Neighborhood Context:

This station will be the southern anchor to Main Street in Milwaukie's downtown, a classic small town environment that includes historic buildings, active businesses and a growing number of residents. The station area is surrounded by established residential neighborhoods, Kellogg Creek and Riverfront Park on the Willamette River.

Opportunities

1. Create a high quality station that generates activity to support the new neighborhood described in the South Downtown concept
2. Support ongoing revitalization throughout downtown Milwaukie
3. Create a new, attractive portal into downtown from Lake Road
4. Facilitate a future multi-use connection from downtown to Kronberg Park and Island Station
5. Commemorate Milwaukie's history through the design of the light rail station
6. Develop site adjacent to station to provide a local landmark that generates activity and reinforces the "sense of place" at the station
7. Improve bus, bicycle and pedestrian facilities through streetscape enhancements

Challenges

8. Maximize opportunities for bicycle and pedestrian safety, as well as for access to Adams Street businesses, when 21st Avenue is regraded
9. Minimize auto connectivity reduction due to planned closures of parts of Adams and Main streets
10. Design new bridge over Lake Road and Kellogg Creek to minimize scale and create a safe environment under the bridge
11. Coordinate with future development of a new public plaza on Main Street

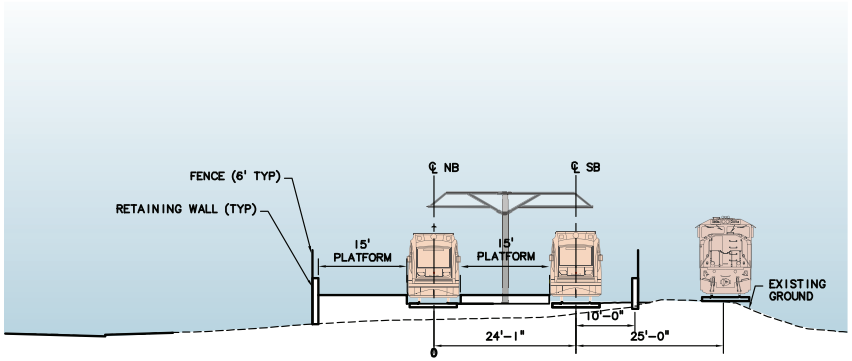


FIGURE 47: *Downtown Milwaukie station cross section*

FIGURE 48: *South Downtown Milwaukie Armature illustration*

employment and retail uses. The city's current zoning code supports mixed use redevelopment at densities described in the Downtown and Riverfront Land Use Framework Plan.

Current Design Direction

The station is located at the south end of downtown on a block bounded by Lake Road (south), 21st Avenue (east), Adams Street (north) and the UPRR tracks (west) (Fig. 49). The station platforms will be in a side/center configuration that reflects the City of Milwaukie's recommendation to provide direct access to the adjacent Triangle Site and minimizes the size of the structure over Lake Road, Kellogg Creek and McLoughlin Boulevard (Figs. 47, 50 and 51). The platform configuration is driven in part by the requirement to maintain a buffer from the UPRR tracks; there is not enough room for a platform between the southbound light rail trackway and the UPRR tracks, so it is located between the two light rail tracks. A side platform for northbound service will help support the transit-oriented development opportunity on the adjacent Triangle Site.

To improve the safety of the intersection, the project will close the west leg of the intersection of Adams Street at 21st Avenue. It will also implement the City's plans to limit vehicular access on Main Street south of Adams Street.

Access to the station will be primarily via foot and bike. Bus stops near the corner of Washington Street and 21st Avenue will provide a transfer point for passengers from Milwaukie and Clackamas County neighborhoods connecting to the light rail line. Some on-street Quick Drop parking will be provided on 21st Avenue, but no long term parking will be provided. It is the city's policy not to allow park-and-ride activity in downtown zones; the city will enforce its parking policies to manage expected demand.

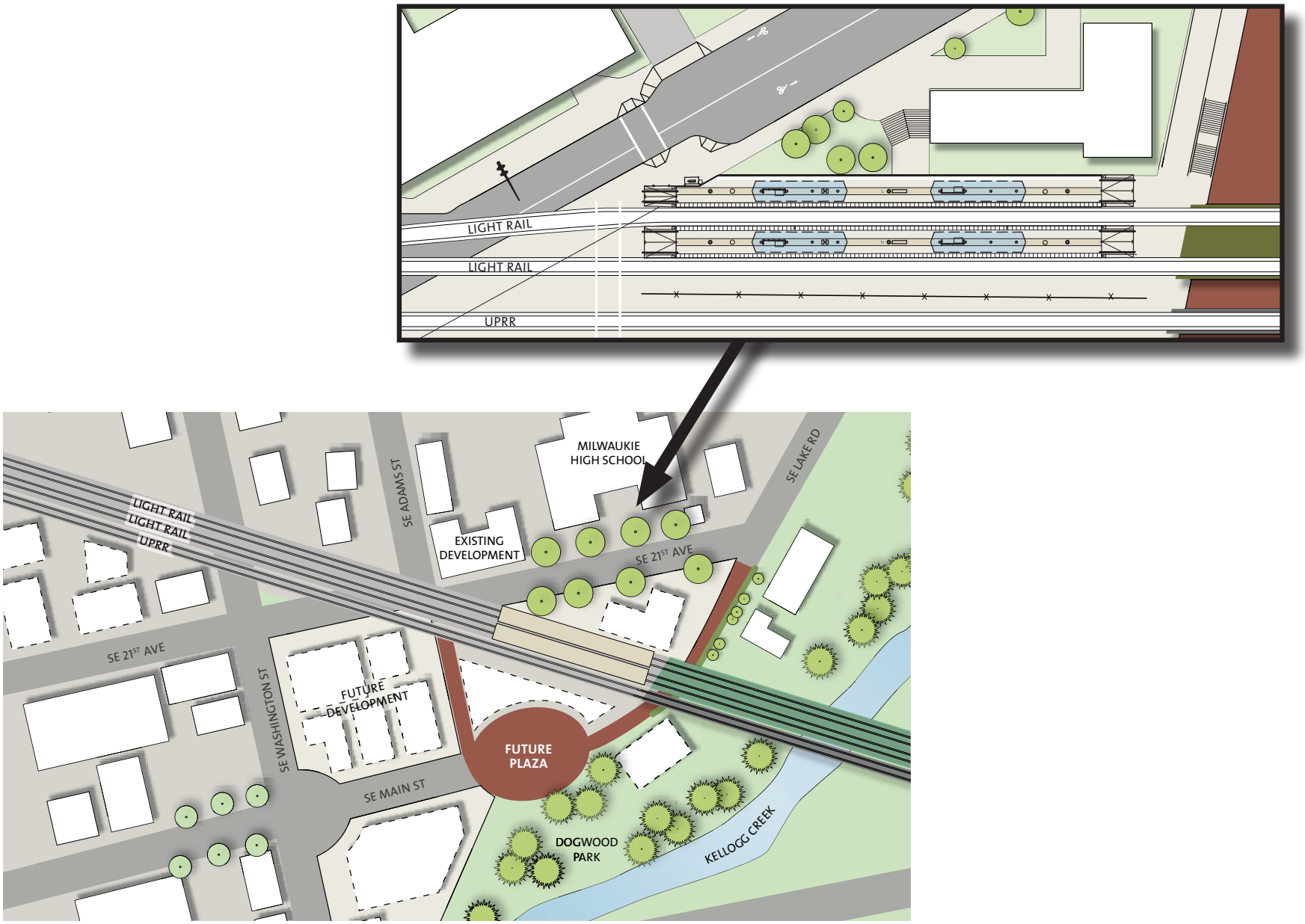
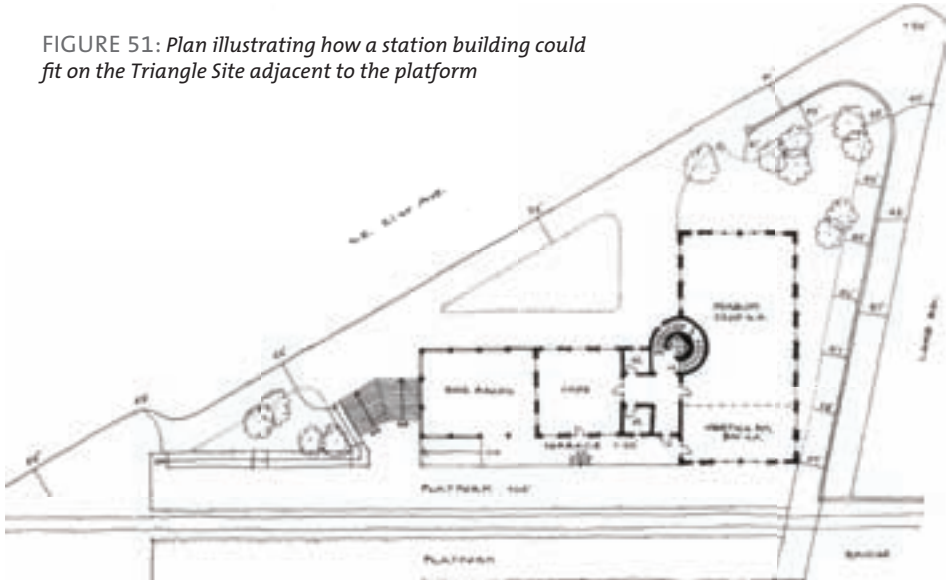


FIGURE 49: *Downtown Milwaukie station area plan*

FIGURE 50: *Artist's rendering of a possible "station" building, a planned transit-oriented development next to the Downtown Milwaukie station*

FIGURE 51: *Plan illustrating how a station building could fit on the Triangle Site adjacent to the platform*



It is likely that the standard transit shelter will be modified at this station to create an element of distinction that further supports the adjacent development opportunity and meets the city's design goals.

The project will construct bicycle and pedestrian connections from the north and south ends of the platform to public sidewalks (Fig. 52). The space created under the new trackway bridge that crosses over Lake Road will be well-lit and designed to create a safe and comfortable environment for pedestrians and cyclists; this will be an important passageway from the station platforms and Lake Road to the future plaza at the terminus of Main Street. The pedestrian route from the station platforms to sidewalks on 21st Avenue and Lake Road will be designed for both safety and a quality of experience. This station is located at the hub of the city's network of bikeways. Bicycle parking will be abundant and strategically located to minimize the need for cyclists to cross the light rail tracks.

Improvements made by the project will be consistent with the guidelines and principles in Milwaukie's Downtown Plan, Public Area Requirements, and Downtown Design Guidelines. Additionally, the project design will be coordinated with the City's ongoing work to refine the plans for the South Downtown and the restoration of Kellogg Creek (Fig. 48).

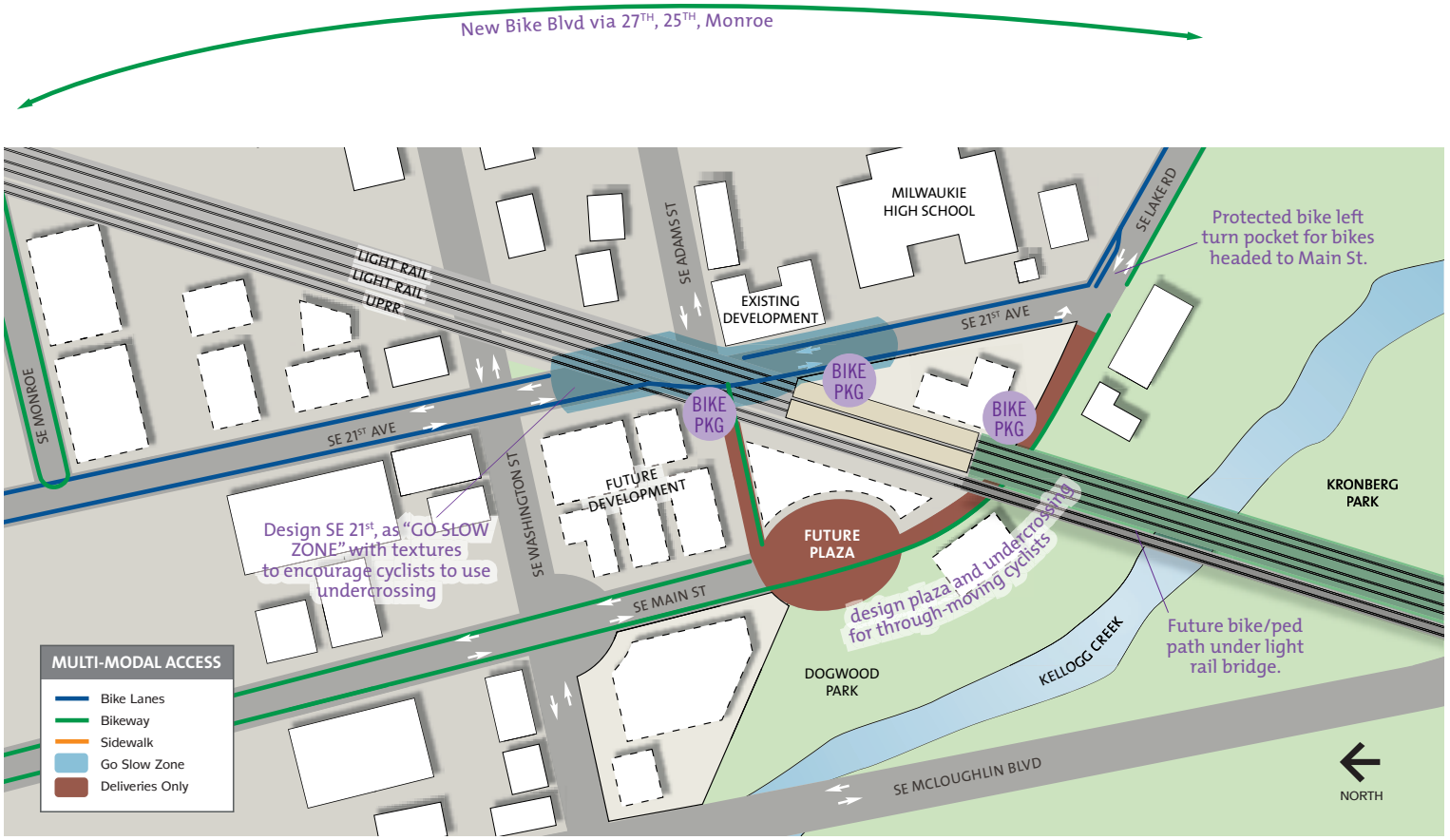


FIGURE 52: *Downtown Milwaukie multi-modal diagram*

Outstanding Issues

- Urban design of the station, including integration of ramps, storm water facilities, and pedestrian amenities into the site
- Public art opportunities and the specific design treatments (e.g., furnishings such as benches and shelters) at the station
- Changes in traffic patterns and volumes, and how they will affect surrounding neighborhoods
- Design of rail crossings, crossing gates and the introduction of overhead catenary systems throughout the downtown Milwaukie alignment
- Design and programming of transit-oriented development on the Triangle Site

CORRIDOR CONCEPT:
GREEN GATEWAY/MULTI-MODAL SEGMENT

FIGURE 53: *Green Gateway/Multi-Modal Segment map*

The Crowfoot Pedestrian Bridge in Calgary, Alberta, runs beneath an expressway. It is an example of a multi-use path that the City of Milwaukie may build beneath the Kellogg Creek light rail bridge.

This segment extends from Kellogg Creek to the southern end of the alignment and includes the Park Avenue station and Park & Ride. It is a gateway to Clackamas County and an anchor to the McLoughlin corridor (Fig. 53). Residents in this segment take pride in their community's environmental and recreational resources, including the river, creeks, parks, trails and tree-lined neighborhoods.

The PMLR project presents opportunities to strengthen connections between the downtown Milwaukie, Island Station and Oak Grove neighborhoods and enhance access to the developing Trolley Trail. It will integrate with efforts to re-green the community with new riparian forest habitats and treatment of additional storm water from McLoughlin Boulevard. The station will link with the Park & Ride, Trolley Trail and other pedestrian/bicycle improvements to capture Clackamas County commuters and provide multi-modal connectivity for cyclists, bus riders, pedestrians and transit users.

STATION AREA DESIGN CONCEPTS: GREEN GATEWAY/MULTI-MODAL SEGMENT

KELLOGG CREEK BRIDGE/ISLAND STATION

Neighborhood Context, Opportunities and Challenges

Kellogg Creek is located between downtown Milwaukie and the Island Station neighborhood, and is included in the Willamette Greenway zone. The City of Milwaukie plans to remove the existing dam to open up seven miles of riparian habitat for Coho salmon and other endangered fish species, while supporting bicycle and pedestrian travel and revitalizing the city's South Downtown area. The bridge crossing over Kellogg Creek and SE McLoughlin Boulevard presents opportunities to strengthen connections between the Downtown Milwaukie light rail station, Kronberg Park and the Island Station neighborhood to the south. The elevated structure can also serve as a landmark where it crosses over Kronberg Park, the Trolley Trail and SE River Road.

Current Design Direction

The Kellogg Creek crossing will be an elevated concrete/steel structure that extends south from Lake Road, over the creek and Robert Kronberg Park, and lands south of River Road on the west side of SE McLoughlin Boulevard (Fig 54). The alignment then runs between SE McLoughlin Boulevard and the Trolley Trail through the Island Station and Oak Grove neighborhoods, where right-of-way acquisitions are required.

URBAN DESIGN VISION

The light rail project and related Trolley Trail improvements tie the surrounding neighborhoods together and provide amenities that significantly enhance the community. The elevated structure is an attractive feature designed to be as unobtrusive as possible to surrounding neighbors. It is visible from some residential properties, but is designed with a minimal scale, simple elements and graffiti-proof materials that minimize impacts to surrounding properties. The area continues to be characterized by an abundance of vegetation.

The project will construct the bridge for light rail and with the infrastructure to accommodate a future multi-use path under the track that would be built outside of the project scope. The design of the bridge is still in development but may incorporate elements of distinction that enhance the visual aesthetics of the structure. The project will maintain existing access for properties in the commercial area at River Road.

Outstanding Issues

- Design of the bridge over Kellogg Creek and the structure in the Island Station neighborhood
- Implementation of future multi-use path under the bridge track
- Design of the storm water facility and art at SE Bobwhite Street

FIGURE 54: *The project will: **A)** construct a bridge over Kellogg Creek, that allows for the City of Milwaukie to **B)** construct a multi-use path at a later date.*

STATION AREA DESIGN CONCEPTS: GREEN GATEWAY/MULTI-MODAL SEGMENT

PARK AVENUE STATION AREA AND PARK & RIDE/ TROLLEY TRAIL

Neighborhood Context, Opportunities and Challenges

The Park Avenue station is located at the intersection of McLoughlin Boulevard (Highway 99E) and Park Avenue, at the gateway to the Oak Grove community in unincorporated Clackamas County. The station area is mostly comprised of single-family residential neighborhoods, with commercial/industrial uses increasing south of the station.

The Trolley Trail, a developing regional bicycle and pedestrian artery, runs along the west side of the alignment from the Kellogg Creek Bridge to the light rail station and Park & Ride. It will serve as a primary pedestrian and bicycle access to and from the station. Following an old streetcar line, the six-mile Trolley Trail will connect with the Springwater Corridor and the I-205 trails to make a 20-mile loop between Portland, Milwaukie, Gladstone, Oregon City and Gresham, and become a major component of the Oak Grove community's transportation infrastructure. Construction of the trail is scheduled to begin in 2010 (Fig. 55).

The new station and Park & Ride provide an opportunity to activate the public space, start the "greening" process for the area and create a vital multi-modal hub linking to existing transit service on SE McLoughlin Boulevard and the Trolley Trail.

URBAN DESIGN VISION

The Park Avenue station and Park & Ride complement the community's vision for the revitalization of the corridor and are easily accessible by pedestrians, bicyclists and bus riders. They are a welcoming portal to the community of Oak Grove and a green gateway to Clackamas County communities further south. The ecosystem restoration along the undergrounded Courtney Springs Creek creates a connected and thriving habitat corridor that is integrated with the multi-modal transportation network to provide a unique amenity for the community. The project sets the stage for the redevelopment of properties along SE McLoughlin Boulevard to activate the station area with a vibrant mix of employment, retail, services and housing.

The project presents opportunities to restore riparian areas over the buried Courtney Springs Creek and enhance the area surrounding the new station and Park & Ride facility. "Greening" the Park & Ride would help soften the visual impact of the large structure. With a combination of funding from TriMet and Metro's Nature in Neighborhoods program, and Clackamas County Park Avenue Station Area Planning, this neighborhood focal point could become a model for integrating ecosystem restoration with a highly enhanced built environment and multi-modal transportation network.

Traffic impacts associated with the Park & Ride are a key challenge that must be addressed by the project.

Development opportunities: There are redevelopment opportunities along and in neighborhoods near McLoughlin Boulevard that could help activate the station area. Clackamas County is working with

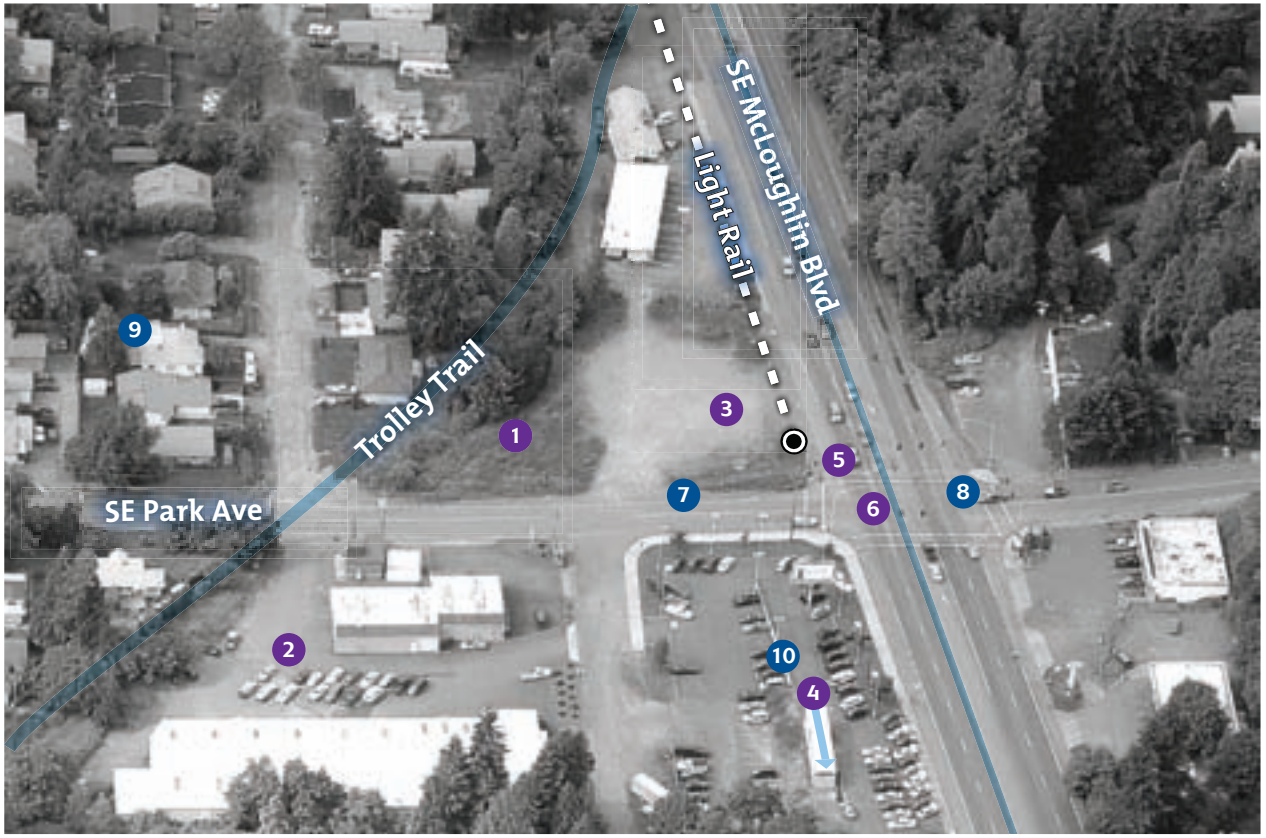


FIGURE 55: *Park Avenue station area—Opportunities and Challenges*

PARK AVENUE STATION AREA

Neighborhood Context:

The Park Avenue station area is mostly comprised of the single-family residential neighborhoods of Oak Grove, with some commercial/industrial uses on the south side and the Trolley Trail, a developing regional bicycle and pedestrian artery running along the west side.

Opportunities

1. Integrate station and Park & Ride with regional Trolley Trail
2. Restore riparian areas adjacent to Courtney Springs Creek
3. Create a public plaza
4. Redevelop properties along McLoughlin Boulevard
5. Connect bus transfers to the beginning /end of light rail line
6. Highlight gateway to Oak Grove

Challenges

7. Provide good pedestrian connection between parking structure and station
8. Facilitate good pedestrian connections across McLoughlin Blvd
9. Minimize potential impacts on nearby residential neighborhoods
10. Address the scale and aesthetics of the parking structure

a citizen driven process, the McLoughlin Area Plan, to identify a community vision and develop an implementation strategy to propose, fund and complete specific projects that support this vision.

Current Design Direction

After the alignment crosses the Kellogg Creek Bridge, it drops down and runs along the west side of SE McLoughlin Boulevard. The station is located on the north side of SE Park Avenue and the Park & Ride is on the south side. (Fig 56, 57 and 58) An elevated pedestrian overcrossing connecting the station to the Park & Ride is currently under consideration. The Park & Ride is planned to accommodate 600 vehicles. The capacity has been reduced from the original 1,000 spaces in response to community feedback. However, the facility will include structural improvements that would allow for 400 additional spaces to be added in future years, if necessary. After the PMLR line opens, TriMet will monitor use of the facility, and consult community stakeholders if an expansion is needed. Should additional spaces be needed, all federal and local environmental, traffic and other regulations would be addressed.

An application has been submitted to Metro for a Nature in Neighborhoods Capital Grant to support sustainable enhancements to the station and Park & Ride. If funds are granted, the project team will work with Urban Green, Oak Lodge Sanitary District and the North Clackamas Parks & Recreation District to create a riparian forest habitat to the southwest of the station, provide a new ecosystem-based storm water treatment along McLoughlin Boulevard, and treat and manage storm water flows from the Trolley Trail and the Milwaukie Elks Club site. It will create an enhanced riparian forest between the station and the Trolley Trail to transition from the light rail infrastructure into the restored and upgraded habitat (Fig. 57).

FIGURE 56: *Park Avenue station area plan*

The Park & Ride is currently in preliminary design (Figs. 57 and 60). The aesthetics of this structure are important as it will be a community landmark. The Nature in Neighborhood grant funds would also be used to substantially increase the amount of planting associated with the parking garage and its site, including intensive plantings on the structure—primarily at stepped back northeast and northwest corners of the structure—to ease the scale of the building while creating pockets of habitat and reducing the impervious surface of the structure. It would also include a series of visible vertical elements attached to the north and/or east faces of the parking garage to convey and store storm water collected from the

FIGURE 57: *Conceptual illustration of the Park Avenue Station and Park & Ride garage, as viewed from the northeast*

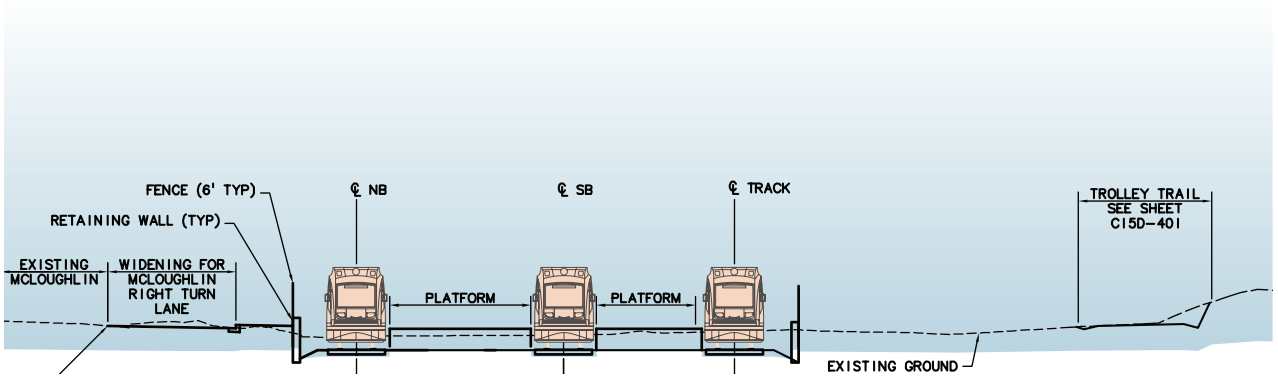


FIGURE 58: *Park Avenue station cross section*

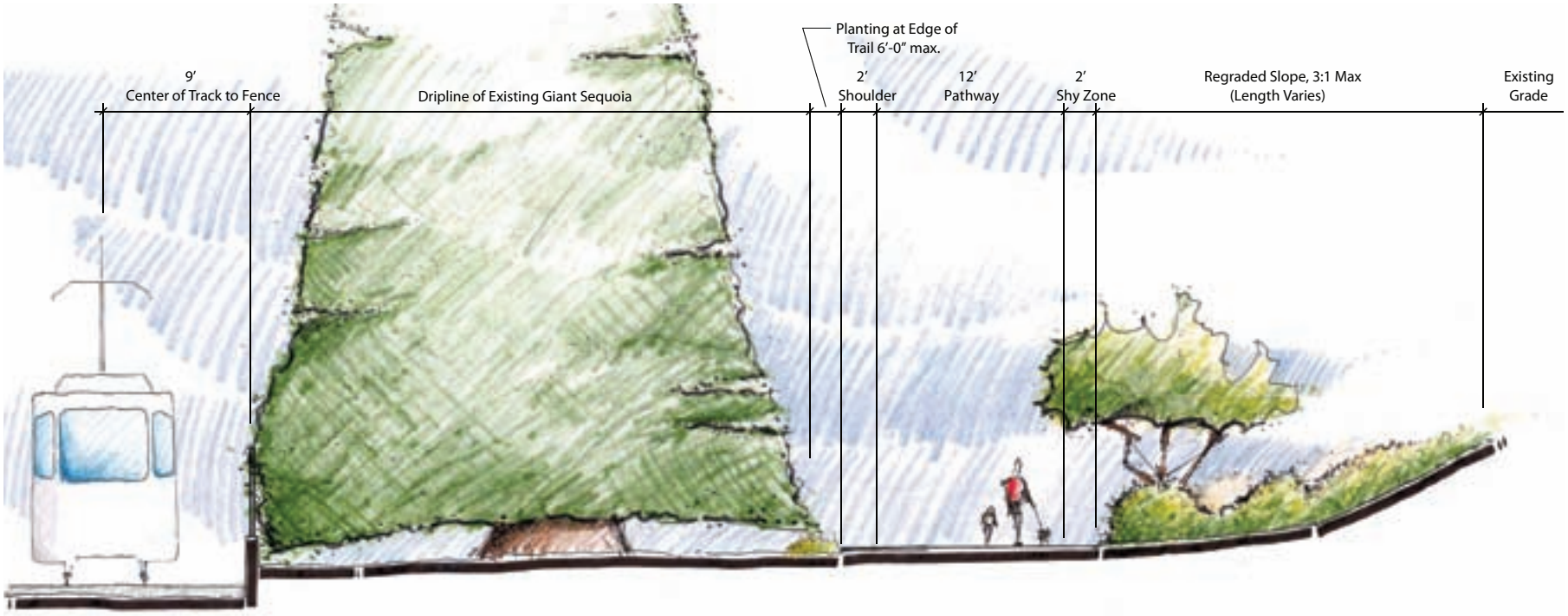


FIGURE 59: *Project alignment and Trolley Trail cross section*

top parking deck and create a vertical garden. Metro is expected to announce the winners of the grant and the dollar amounts sometime in the first quarter of 2010.

The Trolley Trail: Additional enhancements are planned to create a safe and attractive environment for the Trolley Trail where it runs adjacent to the alignment (Fig. 59). Pedestrian scale lighting along the trail and a well-landscaped buffer between the light rail and the trail will be a part of the PMLR project. Enhanced plantings will be added if Nature in Neighborhoods funding is available. The trail will diverge from the light rail alignment in two locations where property acquisitions allow, providing an open and meandering experience.

Elsewhere, the retaining walls and slopes to the west of the trail will be designed to keep an open and inviting experience with a high level of plantings.

The project will be coordinated with the McLoughlin Area Plan, and with Clackamas County's station planning efforts, which are expected to begin spring 2010.

Outstanding Issues

- Traffic impacts
- Final design, size and green screening of the Park & Ride
- Multi-modal connectivity

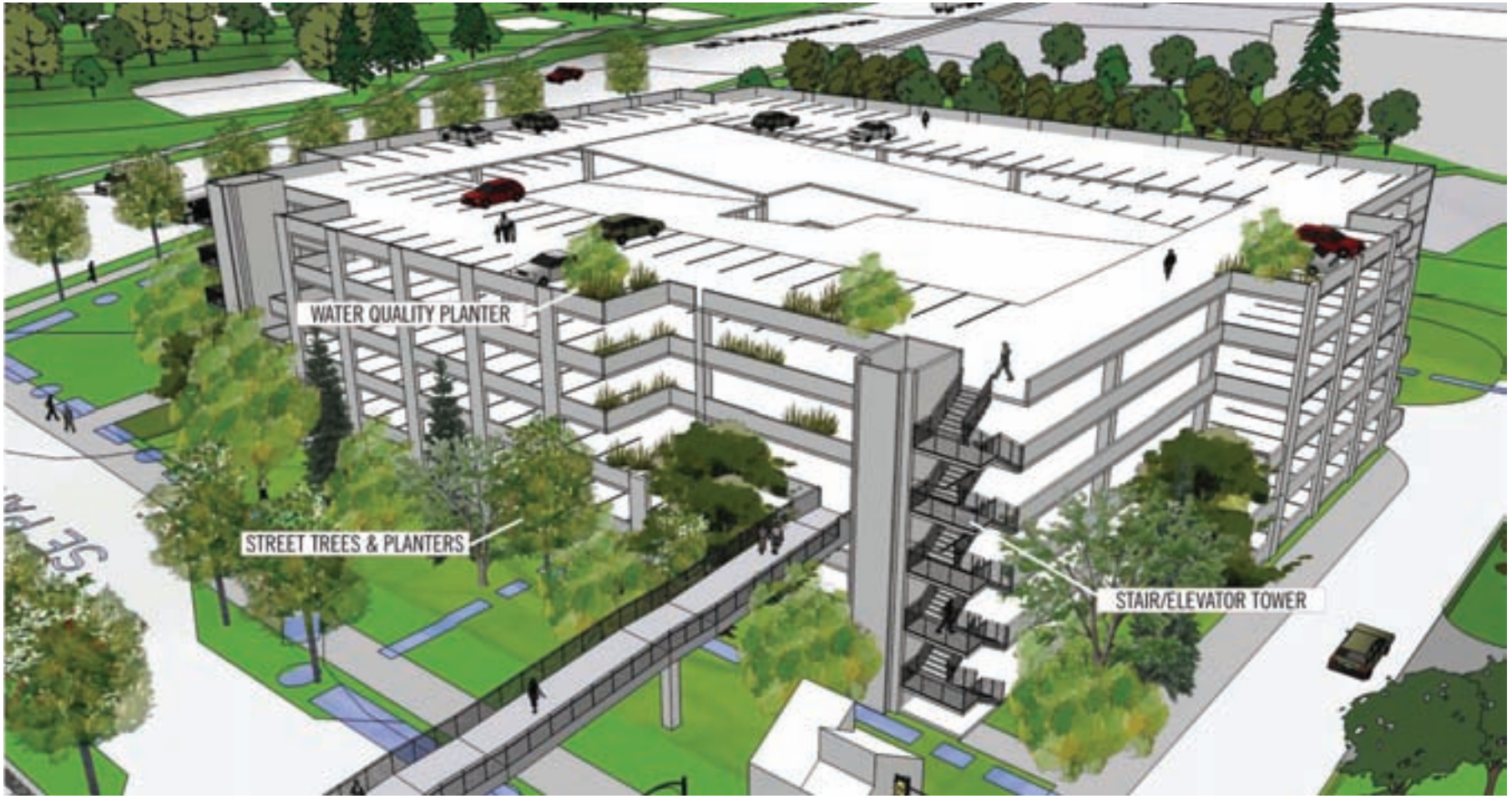


FIGURE 60: *Park Avenue Park & Ride illustration (pedestrian structure is under consideration)*