MILWAUKIE STATION AREA
MILWAUKIE STATION AREA

WHAT IS PROPOSED

STATION AREA SUMMARY

The Milwaukie Station will be on a currently vacant lot east of SE Main Street and north of SE Hanna Harvester Road. SE Main Street will be redirected to follow the light rail tracks by curving east just past SE Milport Road and connect with SE Hanna Harvester Road. SE Main Street will be realigned to the intersection of SE Milport and McLoughlin to allow for southbound/northbound access. This will be a split platform, at-grade station. There will be a park and ride facility directly north of SE Hanna Harvester Road, east of the station. This station will serve the Milwaukie industrial area.

Station Access

• The station will be accessed from the SE Main Street frontage road.
• The SE Main Street frontage road will also provide access to downtown Milwaukie and McLoughlin.
• The intersection at SE Milport Road provides access from the west.

NOTE: ALIGNMENTS SHOWN ARE DIAGRAMMATIC AND DO NOT REPRESENT PRECISE PROPOSED LIGHT RAIL TRACK CENTERLINES

PROPOSED MILWAUKIE STATION LOCATION (LOOKING SOUTHWEST)

NOTE: ALIGNMENTS SHOWN ARE DIAGRAMMATIC AND DO NOT REPRESENT PRECISE PROPOSED LIGHT RAIL TRACK CENTERLINES
Almost the entire area within one-quarter mile of the station is manufacturing uses, with large warehouse or industrial buildings throughout the area. There is a small portion to the south that is open space by Highway 224 and Johnson Creek. Johnson Creek flows parallel to McLoughlin in this area west of the station. There is a multifamily area to the southwest and a single-family neighborhood to the southeast, both within one-half mile of the station.

There are sidewalks along this section of McLoughlin for pedestrians. SE 57th, within one-half mile west of the station, has an on-street bike lane. SE Hanna Harvester Road is used to connect the industrial businesses to main thoroughfares; it dead ends east of the station. SE Main Street, in the vicinity of the station, serves as a frontage road along McLoughlin. Highway 224 begins at McLoughlin/99E and runs east to west, crossing over I-205 several miles east of the station.

The Milwaukie Station is in the Milwaukie Industrial Neighborhood District.
ASSESSMENT OF IDEAL CHARACTERISTICS

Transit-Supportive Land Uses

• None

Good Connections

• Only pedestrian crossing to the west is at SE Milport.
• North-south pedestrian access is poor.
• No pedestrian connection to the west.
• Vehicle access only from McLoughlin.

Opportunities for Development

• Opportunities are limited. A zoning change is unlikely.

POPULATION AND EMPLOYMENT WITHIN 1/2 MILE OF THE STATION (2005 TO 2030)

The Milwaukie station is projected to have considerable household growth south of the station. A fair amount of job growth is also projected for the area. Light rail ridership for the Milwaukie station, however, will mostly support and capture ridership from the employees of the industrial uses.

<table>
<thead>
<tr>
<th></th>
<th>Year 2005</th>
<th>Year 2030</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>HOUSEHOLDS</td>
<td>908</td>
<td>1,400</td>
<td>54%</td>
</tr>
<tr>
<td>JOBS</td>
<td>3,190</td>
<td>3,923</td>
<td>23%</td>
</tr>
</tbody>
</table>

(Portland – Milwaukie Light Rail Project SDEIS, May 2008)

DEVELOPMENT CAPACITY ANALYSIS WITHIN 1/4 MILE

Given that all the parcels within a quarter mile of the station are zoned manufacturing, according to the Milwaukie zoning code, only commercial development is possible. Any commercial development is required to employ 10 people per acre. This may limit the potential types of commercial development, particularly if more service oriented commercial uses are developed in a mixed-use station.

<table>
<thead>
<tr>
<th>TOTAL ACRES</th>
<th>POTENTIAL RESIDENTIAL ACREAGE (existing zoning)</th>
<th>POTENTIAL COMMERCIAL ACREAGE (existing zoning)</th>
</tr>
</thead>
<tbody>
<tr>
<td>13.97 Acres</td>
<td>0 Acres</td>
<td>13.97 Acres</td>
</tr>
</tbody>
</table>
POTENTIAL ACTIONS

Infrastructure Investments

1. Improve existing McLoughlin pedestrian crossing at SE Milport and add another crossing on the north side of the intersection.

2. Add a pedestrian crossing and sidewalk from SE Milport to new SE Main Street alignment across light rail tracks.

→ Suggestion from public meetings
DOWNTOWN
MILWAUKIE STATION AREAS
All four proposed downtown Milwaukie Stations will serve the Historic Milwaukie neighborhood.

- Harrison Station will be a split platform station south of SE Harrison Street, and west of the Waldorf School.
- Monroe Station will be a single platform station south of Monroe Street between SE 22nd and SE 23rd.
- Washington Station is located on the north side of Washington Street between SE 21st and SE 23rd. This station is the fourth Milwaukie stop, coming from Portland.
- Lake Station is located north of Lake Street, in between SE Adams and SE 21st Streets along the railroad tracks. Lake Station is the only LPA-approved stop in the Downtown Milwaukie area. Under some of the alignment alternatives, a park and ride facility will be located a block west of the station.

**RECENT STREETSCAPE IMPROVEMENTS ON SE 21ST AND SE JEFFERSON**

**MILWAUKIE LUMBER SITE ADJACENT TO RAIL CORRIDOR**

**PROPOSED STATION LOCATION**

**HARRISON STREET (LOOKING WEST)**

**NEW MIXED-USE DEVELOPMENT**

**MAIN STREET**

**PROPOSED STATION LOCATION**

**PORTLAND WALDORF SCHOOL**
The downtown stations are surrounded by a mix of uses because of their proximity to downtown. To the east of the stations is mostly multifamily and single-family housing with some commercial uses mixed in. To the west of the stations is mostly the City of Milwaukie’s downtown, including city hall, the library, transit center, commercial businesses, and new mixed use developments. Past the downtown area is Milwaukie Riverfront Park. There are several parks a short distance from downtown Milwaukie: Kronberg Park, Dogwood Park, and Milwaukie Waterfront Park. Kellogg Lake is south of Lake Station. The proposed Trolley Trail, which will connect Milwaukie with Gladstone, will begin at Jefferson Street in Milwaukie Waterfront Park, thus also connecting it to the waterfront path and SE 17th bike lanes, and then to the Springwater Trail.

The streets off of which the downtown stations are positioned run east to west, connecting the outlying neighborhoods with downtown Milwaukie. Most of the streets have sidewalks, but there are limited bicycle accommodations. The downtown area is served by the transit center with buses that connect with downtown Portland, Happy Valley, Gladstone, and Oregon City.

The Milwaukie Downtown and Riverfront Land Use Framework Plan adopted in 2000 has three fundamental concepts: to build upon existing resources, reactivate Main Street, and connect the city with the riverfront. The plan’s land use framework includes connecting the downtown stations with east-to-west connectors at Harrison, Monroe, and McLaughlin. The plan also recommends pedestrian connections to the west side of McLaughlin.


**Legend**
- DOS - Downtown Open Space
- DC - Downtown Commercial
- DS - Downtown Support
- DO - Downtown Office
- R1B - Residential-Business Office-Commercial Zone
- R2 - Low Density Multi-Dwelling Residential 1,400
- R3 - Medium Density Multi-Dwelling Residential 1,400
- R4 - High Density Multi-Dwelling Residential 1,400
- R5 - Single-Dwelling Residential 5,000
- R6 - Single-Dwelling Residential 10,000
- M - Manufacturing Zone
- E - Entertainment Zone
- R - Residential Zone
- C - Commercial Zone
- D - Downtown Commercial Zone
- DS - Downtown Support Zone
- DO - Downtown Office Zone
- R1B - Residential-Business Office-Commercial Zone
- R1 - Medium Density Multi-Dwelling Residential 1,400
- R2 - Low Density Multi-Dwelling Residential 1,400
- R3 - High Density Multi-Dwelling Residential 1,400
- R4 - Single-Dwelling Residential 5,000
- R5 - Single-Dwelling Residential 10,000
- R6 - Single-Dwelling Residential 15,000
- M - Manufacturing Zone
- E - Entertainment Zone
- R - Residential Zone
- C - Commercial Zone
- D - Downtown Commercial Zone
- DS - Downtown Support Zone
- DO - Downtown Office Zone
- R1B - Residential-Business Office-Commercial Zone
- R1 - Medium Density Multi-Dwelling Residential 1,400
- R2 - Low Density Multi-Dwelling Residential 1,400
- R3 - High Density Multi-Dwelling Residential 1,400
- R4 - Single-Dwelling Residential 5,000
- R5 - Single-Dwelling Residential 10,000
- R6 - Single-Dwelling Residential 15,000
- M - Manufacturing Zone
- E - Entertainment Zone
- R - Residential Zone
- C - Commercial Zone
- D - Downtown Commercial Zone
- DS - Downtown Support Zone
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- R1B - Residential-Business Office-Commercial Zone
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- R2 - Low Density Multi-Dwelling Residential 1,400
- R3 - High Density Multi-Dwelling Residential 1,400
- R4 - Single-Dwelling Residential 5,000
- R5 - Single-Dwelling Residential 10,000
- R6 - Single-Dwelling Residential 15,000
- M - Manufacturing Zone
- E - Entertain...
ASSESSMENT OF IDEAL CHARACTERISTICS

HARRISON STATION

Transit-Supportive Land Uses
- Single-family residential dominates land uses to the east.
- West side is committed to school use.

Good Connections
- No clearly defined north-south pedestrian route to stations and downtown amenities.

Opportunities for Development
- Opportunities are limited due to existing institutional use that is likely to remain for the long term.

MONROE STATION

Transit-Supportive Land Uses
- Downtown has low density, main street development.
- Neighborhood to the east is a mix of apartments and single-family homes.
- Lumber yard is to the southwest of station. This is a potential redevelopment site.
- Institutional use to the northwest of station is likely to remain for the long term.

Good Connections
- No clearly defined north-south pedestrian route to stations and downtown amenities.

Opportunity for Development
- Lumber yard is designated as a future mixed use development site.
- Some infill possible to the east.

WASHINGTON STATION

Transit-Supportive Land Uses
- Downtown has low density, main street development.
- Neighborhood to the east is a mix of apartments and single-family homes.
- Lumber yard is to the northwest of station.

Good Connections
- No clearly defined north-south pedestrian route to stations and downtown amenities.

Opportunities for Development
- Lumber yard is potential future mixed use development site.
- Some infill is possible to the east.
- Possible redevelopment potential of some downtown/Main Street sites.

PORTLAND TO MILWAUKIE LIGHT RAIL STATION ASSESSMENT

DOWNTOWN MILWAUKIE STATION AREAS

Population and employment information is not available for the Washington station.

(Portland – Milwaukie Light Rail Project SDEIS, May 2008)

DEVELOPMENT CAPACITY ANALYSIS WITHIN 1/4 MILE

Despite the relatively small amount of vacant and redevelopable property in downtown Milwaukie, there remains an opportunity for residential and commercial development. Supportive downtown allows higher levels of density and mixed-use buildings. Parcels that could potentially be redeveloped with residential uses allows buildings from 45 to 65 feet. It is important to note, however, that the acreage calculation for residential uses includes any associated parking. An opportunity exists for downtown commercial development.

<table>
<thead>
<tr>
<th>TOTAL ACRES VACANT OR REDEVELOPABLE (within a ¼ mile)</th>
<th>POTENTIAL RESIDENTIAL ACREAGE (existing zoning)</th>
<th>POTENTIAL COMMERCIAL ACREAGE (existing zoning)</th>
</tr>
</thead>
<tbody>
<tr>
<td>19.97 Acres</td>
<td>25.95 Acres</td>
<td>9.60 Acres</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>HARRISON STATION</th>
<th>Year 2005</th>
<th>Year 2030</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>HOUSEHOLDS</td>
<td>1,284</td>
<td>2,092</td>
<td>63%</td>
</tr>
<tr>
<td>JOBS</td>
<td>3,239</td>
<td>4,234</td>
<td>33%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MONROE STATION</th>
<th>Year 2005</th>
<th>Year 2030</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>HOUSEHOLDS</td>
<td>1,285</td>
<td>2,065</td>
<td>61%</td>
</tr>
<tr>
<td>JOBS</td>
<td>2,775</td>
<td>3,732</td>
<td>34%</td>
</tr>
</tbody>
</table>
POTENTIAL ACTIONS

HARRISON STATION
Infrastructure Investment
1. Provide a clear visual and physical link to transit center (bus connections).
2. Follow the Milwaukie Downtown and Riverfront Plan to provide a pedestrian/bike network with bike lanes for both north-south (SE 21st) and east-west (Harrison, Monroe, Washington Streets) connections to link up with downtown areas and amenities and existing trails and paths.

MONROE STATION
Infrastructure Investment
1. Provide a clear visual and physical link to bus connections.
2. Follow the Milwaukie Downtown and Riverfront Plan to provide a pedestrian/bike network with bike lanes for both north-south (SE 21st) and east-west (Harrison, Monroe, Washington Streets) connections to link up with downtown areas and amenities and existing trails and paths.

Project Design Changes
Consider station location between Monroe and Washington and connect Jefferson Street through redevelopment of lumber yard.

WASHINGTON STATION
Regulatory Changes
1. Review overall appropriateness of Downtown Office (DO) zoning in pursuing TOD.
2. Alternatively, consider rezoning the area south of the station to a more transit-supportive downtown zone (e.g., Downtown Storefront).

Infrastructure Investment
1. Provide a clear visual and physical link to bus connections.
2. Follow the Milwaukie Downtown and Riverfront Plan to provide a pedestrian/bike network with bike lanes for both north-south (SE 21st) and east-west (Harrison, Monroe, Washington Streets) connections to link up with downtown areas and amenities and existing trails and paths.

Project Design Changes
Consider station location between Monroe and Washington and connect Jefferson Street through redevelopment of lumber yard.

→ Suggestion from public meetings
LAKE STATION AREA
STATION AREA SUMMARY

Lake Station is located north of Lake Street, in between SE Adams and SE 21st Streets along the railroad tracks. Lake Station is the only LPA-approved stop in the Downtown Milwaukie area. Under some of the alignment alternatives, a park and ride facility will be located a block west of the station.
Lake Station is at the southern edge of downtown Milwaukie with office uses directly surrounding it. Kellogg Lake is to the south of the station. Milwaukee High School is a block and a half east. Downtown Milwaukie is north and east of the station. Past the station area is Milwaukee Riverfront Park. There are several parks a short distance from downtown Milwaukie: Kronberg Park, Dogwood Park, and Milwaukee Waterfront Park. The proposed Trolley Trail, which will connect Milwaukee with Gladstone, will begin at Jefferson Street in Milwaukee Waterfront Park, thus also connecting it to the waterfront path and SE 17th bike lanes, and then to the Springwater Trail.

Currently, there are limited bicycle and pedestrian connections to the station. The #3 bus runs between downtown Portland and Oregon City, passing by the station on SE 21st.

The Milwaukie Downtown and Riverfront Land Use Framework Plan adopted in 2000 has three fundamental concepts: to build upon existing resources, reactivate Main Street, and connect with the riverfront. The plan’s land use framework recommends hotel use for the area east of the rail line between Monroe and Washington. The plan also recommends pedestrian connections to the west side of McLoughlin.


**EXISTING LAND USE AND TRANSPORTATION CONDITIONS**
ASSESSMENT OF IDEAL CHARACTERISTICS

Transit-Supportive Land Uses

- Downtown has low density, main street development.
- Neighborhood to the east is a mix of apartments and single-family homes.
- Lumber yard is to the northwest of station.
- A significant portion of the one-quarter-mile station area is zoned Downtown Office (DO), and was established to provide for office, entertainment, and hotel uses along high visibility major arterial streets. The district does not, however, permit transit centers as a land use. Additionally, its waiver of off-street parking requirements does not include the portion of the station area south of Washington Street.

Good Connections

- No clearly defined north-south pedestrian route to stations and downtown amenities.

Opportunities for Development

- Lumber yard is potential future mixed use development site.
- Some infill is possible to the east and west.

POPULATION AND EMPLOYMENT WITHIN 1/2 MILE OF THE STATION (2005 TO 2030)

Lake station is projected to follow the trend of stations within Downtown Milwaukie. The station area will demonstrate a considerable increase in both households and jobs. However, given that the station is further from the downtown Milwaukie core, Lake is not projected to achieve the density of the downtown stations.

<table>
<thead>
<tr>
<th></th>
<th>Year 2005</th>
<th>Year 2030</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>HOUSEHOLDS</td>
<td>1,268</td>
<td>1,987</td>
<td>57%</td>
</tr>
<tr>
<td>JOBS</td>
<td>1,983</td>
<td>2,733</td>
<td>38%</td>
</tr>
</tbody>
</table>

DEVELOPMENT CAPACITY ANALYSIS WITHIN 1/4 MILE

The Lake station area has a high potential for redevelopment. The amount of potential residential acreage is higher than that of the downtown stations. This is due to the fact that the large size of the parcel of the existing waste water treatment plant. This parcel would need to be mitigated before any potential redevelopment, whether residential or commercial. Required ground floor retail in DS zones is a further limitation on density levels of potential residential uses. Parcels zoned DO also comprise the majority of the potential commercial acreage. The redevelopment of the existing wastewater station as either residential or commercial development would require improving the pedestrian connections across McLoughlin.

<table>
<thead>
<tr>
<th>TOTAL ACRES VACANT OR REDEVELOPABLE (within a ¼ mile)</th>
<th>POTENTIAL RESIDENTIAL ACREAGE (existing zoning)</th>
<th>POTENTIAL COMMERCIAL ACREAGE (existing zoning)</th>
</tr>
</thead>
<tbody>
<tr>
<td>23.4 Acres</td>
<td>29.4 Acres</td>
<td>14.0 Acres</td>
</tr>
</tbody>
</table>
POTENTIAL ACTIONS

Regulatory Changes

- Review overall appropriateness of Downtown Office (DO) zoning in pursuing TOD.
- Amend the DO zone surrounding the station to allow for transit centers and waive off-street parking requirements.
- Alternatively, consider rezoning the area to a more transit-supportive downtown zone (e.g., Downtown Storefront).

Infrastructure Investment

- Provide a clear visual and physical link to bus connections.
- Add a mid-block crossing on SE 21st to Milwaukie High School.
- Follow the Milwaukie Downtown and Riverfront Plan to provide a pedestrian/bike network with bike lanes for both north-south (SE 21st) and east-west (Harrison, Monroe, Washington Streets) connections to link up with downtown areas and amenities and existing trails and paths.

1 → Link to Trolley Trail improvements to facilitate better connections to future potential office redevelopment along the waterfront.
2 → Improve pedestrian and bicycle connections to/from proposed parking garage.

Suggestion from public meetings

→ 1/4 mile
BLUEBIRD STATION AREA
STATION AREA SUMMARY

Bluebird Station is located between where SE Bluebird Street and SE River Street meet with McLoughlin/99E. The station will be a split platform station with the two platforms parallel to each other. The station will mainly serve the Island Station and Lake Road neighborhoods.

Station Access

• The station can be accessed mostly from the east via the neighborhood streets that surround it, such as SE Bluebird and SE River.
• The station can be accessed from the north and south on McLoughlin.

WHAT IS PROPOSED

The above-grade Lake Station platforms would be located off McLoughlin Blvd.
BLUEBIRD STATION AREA

EXISTING LAND USE AND TRANSPORTATION CONDITIONS

To the west of the station are primarily single-family residences with some multifamily housing mixed in. Along McLoughlin in the station area are some commercial uses. A wastewater treatment plant is north of the station. Kronberg Park and Kellogg Lake are to the east of the station across McLoughlin. A bike path runs on River Road to the south and connects to a path across McLoughlin, with connection to downtown. The proposed future Trolley Trail will connect with the bike path network and run north to south from Milwaukie to Gladstone. Also within a five-minute walk is a trail access to Milwaukie Riverfront Park and downtown.

ZONING

Legend

- DOS - Downtown Open Space
- DO - Downtown Office
- R1B - Residential Business Office - Commercial Zone
- R1B - Residential Business Office - Commercial
- R1 - Medium Density Multi-Dwelling Residential 1,400
- R2 - Low Density Multi-Dwelling Residential 2,500
- R3 - Single-Dwelling Residential 3,000
- R5 - Single-Dwelling Residential 5,000
- R7 - Single-Dwelling Residential 7,000

To the west of the station are primarily single-family residences with some multifamily housing mixed in. Along McLoughlin in the station area are some commercial uses. A wastewater treatment plant is north of the station. Kronberg Park and Kellogg Lake are to the east of the station across McLoughlin. A bike path runs on River Road to the south and connects to a path across McLoughlin, with connection to downtown. The proposed future Trolley Trail will connect with the bike path network and run north to south from Milwaukie to Gladstone. Also within a five-minute walk is a trail access to Milwaukie Riverfront Park and downtown.
ASSESSMENT OF IDEAL CHARACTERISTICS

Transit-Supportive Land Uses
- There is a small cluster of commercial uses. Otherwise, the area to the west is dominated by single-family residential with limited new development possible.
- McLoughlin and Kronberg Park are barriers to the east.

Good Connections
- Existing streets penetrate the neighborhood to the east but lack sidewalks.
- The proposed Trolley Trail will link the station to downtown.

Opportunities for Development
- There are opportunities only on the west side of the station. The neighborhood is currently committed to single-family residential use; therefore, new development is unlikely without zone change.

POPULATION AND EMPLOYMENT WITHIN 1/2 MILE OF THE STATION (2005 TO 2030)

The area within one-half mile of the Bluebird station is projected to achieve a balance between households and jobs by 2030. This will result from a substantial increase in the number of jobs in the station area. This station will therefore capture riders who use the station to get to their job in the station area and to commute to their job outside the station area.

<table>
<thead>
<tr>
<th></th>
<th>Year 2005</th>
<th>Year 2030</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>HOUSEHOLDS</td>
<td>1,357</td>
<td>1,607</td>
<td>18%</td>
</tr>
<tr>
<td>JOBS</td>
<td>1,023</td>
<td>1,578</td>
<td>54%</td>
</tr>
</tbody>
</table>

(Portland – Milwaukee Light Rail Project SDEIS, May 2008)

DEVELOPMENT CAPACITY ANALYSIS WITHIN 1/4 MILE

Similarly to the development capacity analysis for the Lake station area, the Bluebird station area includes the parcel of the existing wastewater treatment plant. As a result, the analysis below portrays potentially a larger amount of commercial acreage that may be achievable. Likewise, the high potential residential acreage is due to the large size of parcels with low IL values in the station area. These parcels are zoned R5 and therefore will remain fairly low-density and are unlikely to be redeveloped. The primary redevelopment opportunity in this station area are the parcels zoned CL surrounding the proposed station location.

<table>
<thead>
<tr>
<th>TOTAL ACRES VACANT OR REDEVELOPABLE (within a ¼ mile)</th>
<th>POTENTIAL RESIDENTIAL ACREAGE (existing zoning)</th>
<th>POTENTIAL COMMERCIAL ACREAGE (existing zoning)</th>
</tr>
</thead>
<tbody>
<tr>
<td>24.94 Acres</td>
<td>29.2 Acres</td>
<td>8.75 Acres</td>
</tr>
</tbody>
</table>
Potential Actions

Regulatory Changes
- Consider zone change to permit medium density residential development between McLoughlin, rail line, and Sparrow.

Infrastructure Improvements
1. Add sidewalks on all streets connecting to station.
2. Improve pedestrian crossing across McLoughlin to park and to medium density housing.
3. Improve walkability of McLoughlin north into downtown and south towards Park Station with pedestrian and streetscape improvements. (e.g., landscaped buffers between sidewalk and McLoughlin).

→ Suggestion from public meetings
PARK STATION AREA
STATION AREA SUMMARY

Park Station would be the last station on the line. The station would be located just north of Park Street parallel to McLoughlin. The station will be a split platform station with the two platforms parallel to each other. A park and ride facility would be farther south of the station.

Station Access

- The station would be accessed via Park from the west.
- Sidewalks on McLoughlin would provide north and south access.
- The intersection of Park and McLoughlin would allow access from the east.

WHAT IS PROPOSED
EXISTING LAND USE AND TRANSPORTATION CONDITIONS

Both to the west and east of the station are residential neighborhoods. Commercial uses predominate south of Park along McLoughlin. Park has new street improvements, including sidewalks and designated bike lanes. The proposed Trolley Trail would be adjacent to the west of the station. Located in unincorporated Clackamas County, the station area lacks a finer-grained street grid and includes long north-south blocks.
ASSESSMENT OF IDEAL CHARACTERISTICS

Transit-Supportive Land Uses
• Low density single-family uses occur to the east and west of the station.

Good Connections
• There is a connected network of sidewalks to provide access to platform from several different routes.
• Future trolley trail project will provide good connection.

Opportunities for Development
• Under existing zoning, there is limited transit-oriented redevelopment potential.
• There are underutilized commercial sites south of the station along McLoughlin.
• Future development opportunities at park and ride facilities should be maximized.
• Site size is limited, but additional land could be assembled.

POPULATION AND EMPLOYMENT WITHIN 1/2 MILE OF THE STATION (2005 TO 2030)

Park station is projected to have a 65% increase in jobs within one-half mile of the station area. This is the single largest increase in jobs of any station in the entire line. This station area will increase ridership from the station concurrent with the increase in jobs. In addition, with the increase in jobs, this station area will achieve more of a balance between riders who use the station to get to work and those who use the station to go to work.

<table>
<thead>
<tr>
<th></th>
<th>Year 2005</th>
<th>Year 2030</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>HOUSEHOLDS</td>
<td>1,796</td>
<td>1,873</td>
<td>4%</td>
</tr>
<tr>
<td>JOBS</td>
<td>830</td>
<td>1,368</td>
<td>65%</td>
</tr>
</tbody>
</table>

(Portland – Milwaukie Light Rail Project SDEIS, May 2008)

DEVELOPMENT CAPACITY ANALYSIS WITHIN 1/4 MILE

Given its location along a commercial corridor, the Park station area has a high potential for commercial redevelopment. The station area has the second highest acreage of any station along the entire line. This commercial development would be of a lower density as the zoning only allows 85% of the parcel to be developed. Similar to other stations along the line, the high potential residential acreage is misleading. Roughly half of the parcels that could potentially be redeveloped with residential uses are zoned single-family, low-density residential. Therefore, despite their low IL values, it is unlikely that these parcels will be redeveloped. A significant opportunity does exist, however, to develop the large contiguous parcel zoned C3 with residential uses. However, only senior housing is allowed on the site.

<table>
<thead>
<tr>
<th>TOTAL ACRES VACANT OR REDEVELOPABLE (within a ¼ mile)</th>
<th>POTENTIAL RESIDENTIAL ACREAGE (existing zoning)</th>
<th>POTENTIAL COMMERCIAL ACREAGE (existing zoning)</th>
</tr>
</thead>
<tbody>
<tr>
<td>30.8 Acres</td>
<td>23.2 Acres</td>
<td>14.3 Acres</td>
</tr>
</tbody>
</table>
POTENTIAL ACTIONS

Regulatory Changes
• Consider zone changes to allow medium density residential or mixed use development in the area immediately adjacent to the station.

Infrastructure Investments
1. Add sidewalks on all streets connecting to the station.
• Improve walkability of McLoughlin north into downtown and south towards Park Station with pedestrian and streetscape improvements. (e.g., landscaped buffers between sidewalk and McLoughlin).

Project Design Changes
2. Consider joint development opportunities that may line parking garage with active uses (e.g., retail) on McLoughlin and Park sides.

Suggestion from public meetings
→ 1/4 mile
REFERENCE DOCUMENTS