The Clinton Street Station will be a place that is integrated into the surrounding neighborhood, is easily accessible by people on bikes, foot, and bus, and helps to improve connectivity to the riverfront. The station will be active with a vibrant mix of industrial, employment, retail, services, and housing that successfully integrates with the character of the surrounding area.
The Clinton Station will be located between SE Gideon and the railroad tracks adjacent to, and east of, the confluence of SE 11th, SE 12th, and SE Gideon. There will be a single, at-grade platform. The station will front SE Gideon Street and serve the Hosford-Abernethy and Brooklyn neighborhoods as well as the eastern edge of the Central Eastside Industrial Area.

Station Access

- The station platform will be accessed via SE Gideon Street.
- Pedestrian access to the station area from the east—stairs and a ramp over the railroad tracks—that connects with the Hosford-Abernethy residential area.
- SE 13th Place provides pedestrian access to and from SE Powell from the east of the station area. There is an existing pedestrian-activated signal across SE Powell just east of SE 13th Place. There is also right-in/right-out vehicle access.
- Pedestrians entering the station area from the west (SE Milwaukie, SE 11th/SE 12th) may have to cross the light rail and railroad tracks or busy and challenging intersections such as SE Powell/SE Milwaukie.
WHAT WE KNOW

EXISTING LAND USE AND TRANSPORTATION CONDITIONS

Land uses in the direct vicinity of the station are chiefly industrial, light industrial, and general commercial. Most businesses along the portion of SE Gideon in the station area have loading docks and generate commercial truck traffic. Residential neighborhoods are north and east of the station (Hosford-Abernethy) and south of the station (Brooklyn), beyond the industrial and commercial uses. Commercial nodes are south of the station across SE Powell on SE Milwaukie and north of the station on SE Division.

SE Gideon, which the station will front and parallel, is a local street mostly used for commercial traffic. SE Milwaukie, SE 11th, and SE 12th have classiﬁed Street.

SE Gideon has sidewalks but no accommodations for bicycle trafﬁc. A pedestrian overpass is east of the station, where SE Gideon dead ends. SE Milwaukie, SE 11th, and SE 12th have ... via SE 9th Street. There is an existing pedestrian-activated signal across SE Powell just east of SE 13th Place.

There are 11 bus stops within one-quarter mile of the station, and several bus lines that run between downtown Portland, Gresham, Milwaukie, and North and Northeast Portland. From the Milwaukie station is a local street mostly used for commercial trafﬁc and has many loading docks facing the street. SE Mi...
transit center, the #70 bus runs north-south to the Rose Quarter transit center, passing the Clinton Station on SE Milwaukie. The #19 bus runs a loop from SE 112th to downtown and has bus stops within one-quarter mile of the station near the intersection of SE Powell and SE Milwaukie. The #9 bus, which runs from Gresham to downtown Portland, also uses the bus stops near the intersection of SE Powell and SE Milwaukie, as does the #66 bus, which runs from the Hollywood transit center across the Ross Island Bridge to downtown Portland. From the Gresham transit center, the #4 bus line goes to North Portland via SE Division Street in the Clinton Station area.

The Clinton Station is within the Hosford-Abernethy neighborhood boundaries. The Hosford-Abernethy Neighborhood Plan was adopted by Portland City Council on February 10, 1988 (Ordinance No. 160471). The plan’s overarching goal is to “create a better place to live, work, play and prosper.” The Hosford-Abernethy Neighborhood Plan calls for public access to the waterfront, alternative transportation connecting the neighborhood with city features, increased pedestrian and bicycle facilities and connections, and maintaining of residential, commercial, and industrial areas.

The Division Green Street/Main Street Plan’s goal is to provide “cohesiveness and pedestrian amenities along the street,” and above all, to fulfill the desire to create a community “place.” The plan has an emphasis on balancing all modes of travel, providing green approaches to design, and increasing the quality of urban design.

The Inner Powell Boulevard Streetscape Plan, which was adopted in January 2008, recommends a safer and more effective crossing of SE Powell at SE Milwaukie for pedestrians and bicycles. The study recommends adding an eastern crosswalk, adding bike lanes to SE Milwaukie, SE 11th, and SE 12th, and adding, enlarging, and modifying islands to provide refuge for pedestrians. The plan also recommends adding enhanced crossing features at the SE 13th crossing of SE Powell. Additional study was advised for the SE 17th railroad crossing and underpass by improving the underpass and adding a pedestrian/bike bridge and at-grade crossing.

**ASSESSMENT OF IDEAL CHARACTERISTICS**

**Transit-Supportive Land Uses**
- There are no retail or residential uses directly adjacent to the station. The closest residence is approximately 400 feet away on the north side of the railroad track.
- Anchored by the iconic Aladdin Theater, the Brooklyn neighborhood has a small commercial node along Milwaukie Avenue (south of SE Powell), including retail and entertainment storefronts.
- Seven Corners represents a unique mixed use environment that includes a specialty grocer anchor on the northern edge of the station community.
- The existing land uses are isolated due to heavily used arterials that surround the station.
- The station’s location close to the Central City and downtown is beneficial.
- In addition to becoming a new “Station Community,” the station is near the convergence of two Region 2040 Main Streets targeted for neighborhood-serving retail and services (SE Milwaukie Avenue and SE Division Street).

**Good Connections**
- Additional pedestrian and bike connections are needed to the residential neighborhoods north and east of the light rail line and south across SE Powell.
- Potential development site south of the station requires connections between the station and SE Powell.
- SE 11th, SE 12th, SE Powell, and the rail line create access barriers and limitations.

**Opportunities for New Development**
- The site to the south of the station is large enough for a retail, office, or residential use but is currently in multiple ownerships and has access limitations.
- Zoning adjacent to the station is either industrial or general employment and does not facilitate mixed use development. Most of the areas beyond the industrial or employment zoning is commercial, which also doesn’t facilitate mixed use development.
- Moving the station to the Northwest Natural Gas site may offer some improvement but has other limitations.

**EXISTING LAND USE AND TRANSPORTATION CONDITIONS**

**Transit Center**

- The #70 bus runs north-south to the Rose Quarter transit center, passing the Clinton Station on SE Milwaukie.
- The #19 bus runs a loop from SE 112th to downtown and has bus stops within one-quarter mile of the station near the intersection of SE Powell and SE Milwaukie.
- The #9 bus, which runs from Gresham to downtown Portland, also uses the bus stops near the intersection of SE Powell and SE Milwaukie, as does the #66 bus, which runs from the Hollywood transit center across the Ross Island Bridge to downtown Portland.
- From the Gresham transit center, the #4 bus line goes to North Portland via SE Division Street in the Clinton Station area.

**Clinton Station**

The Clinton Station is within the Hosford-Abernethy neighborhood boundaries. The Hosford-Abernethy Neighborhood Plan was adopted by Portland City Council on February 10, 1988 (Ordinance No. 160471). The plan’s overarching goal is to “create a better place to live, work, play and prosper.” The Hosford-Abernethy Neighborhood Plan calls for public access to the waterfront, alternative transportation connecting the neighborhood with city features, increased pedestrian and bicycle facilities and connections, and maintaining of residential, commercial, and industrial areas.

The Division Green Street/Main Street Plan’s goal is to provide “cohesiveness and pedestrian amenities along the street,” and above all, to fulfill the desire to create a community “place.” The plan has an emphasis on balancing all modes of travel, providing green approaches to design, and increasing the quality of urban design.

The Inner Powell Boulevard Streetscape Plan, which was adopted in January 2008, recommends a safer and more effective crossing of SE Powell at SE Milwaukie for pedestrians and bicycles. The study recommends adding an eastern crosswalk, adding bike lanes to SE Milwaukie, SE 11th, and SE 12th, and adding, enlarging, and modifying islands to provide refuge for pedestrians. The plan also recommends adding enhanced crossing features at the SE 13th crossing of SE Powell. Additional study was advised for the SE 17th railroad crossing and underpass by improving the underpass and adding a pedestrian/bike bridge and at-grade crossing.

**ASSESSMENT OF IDEAL CHARACTERISTICS**

**Transit-Supportive Land Uses**

- There are no retail or residential uses directly adjacent to the station. The closest residence is approximately 400 feet away on the north side of the railroad track.
- Anchored by the iconic Aladdin Theater, the Brooklyn neighborhood has a small commercial node along Milwaukie Avenue (south of SE Powell), including retail and entertainment storefronts.
- Seven Corners represents a unique mixed use environment that includes a specialty grocer anchor on the northern edge of the station community.
- The existing land uses are isolated due to heavily used arterials that surround the station.
- The station’s location close to the Central City and downtown is beneficial.
- In addition to becoming a new “Station Community,” the station is near the convergence of two Region 2040 Main Streets targeted for neighborhood-serving retail and services (SE Milwaukie Avenue and SE Division Street).

**Good Connections**

- Additional pedestrian and bike connections are needed to the residential neighborhoods north and east of the light rail line and south across SE Powell.
- Potential development site south of the station requires connections between the station and SE Powell.
- SE 11th, SE 12th, SE Powell, and the rail line create access barriers and limitations.

**Opportunities for New Development**

- The site to the south of the station is large enough for a retail, office, or residential use but is currently in multiple ownerships and has access limitations.
- Zoning adjacent to the station is either industrial or general employment and does not facilitate mixed use development. Most of the areas beyond the industrial or employment zoning is commercial, which also doesn’t facilitate mixed use development.
- Moving the station to the Northwest Natural Gas site may offer some improvement but has other limitations.

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

Substantial increases in both households (33%) and jobs (32%) are projected for the Clinton Station. As such, the station will capture increased readership, supporting the transportation needs of new residents and workers. Given its proximity to downtown Portland and its current and projected number of jobs, most of the riders will likely use the station to access their places of employment. However, the station will also serve a substantial amount of riders who live within one-half mile of the station.

**DEVELOPMENT CAPACITY ANALYSIS WITHIN 1/4 MILE**

Based on the City of Portland Zoning Code and Development Standards, the quarter-mile Clinton station area has a high development potential. This station area has the highest amount of all the potential Portland stations of total acres vacant or redevelopable. A conservative estimate shows potentially 106 residential units could be developed. This estimate was calculated using minimum residential densities and therefore those parcels identified could potentially be developed to higher densities. Note also that parcels zoned IG and EG have limited commercial uses, which would impact the potential achievable densities.

**TOTAL ACRES VACANT OR REDEVELOPABLE (within ¼ mile)**

<table>
<thead>
<tr>
<th></th>
<th>Year 2005</th>
<th>Year 2030</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>HOUSEHOLDS</td>
<td>2,020</td>
<td>2,681</td>
<td>33%</td>
</tr>
<tr>
<td>JOBS</td>
<td>6,276</td>
<td>8,292</td>
<td>32%</td>
</tr>
</tbody>
</table>

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

Regulatory Changes

- Rezone IG1 area south of station area to a more flexible zone to accommodate a mix of employment and commercial uses.
- Coordinate potential land use changes with recommended Inner Powell Boulevard Streetscape Plan transportation improvements along SE Powell by reconsidering existing planning and zoning designations.
- Extend SE Milwaukie CS (Commercial Storefront) zoning across SE Powell to the convergence of SE 11th and SE 12th or north to SE Division.
- Initiate a concept development plan to explore the range of development and access possibilities for the station area.

Infrastructure Investments

- Improve pedestrian connections across SE Powell at SE Milwaukie, as recommended in Inner Powell Boulevard Streetscape Plan.
- Create seamless connection between bike lanes along SE Milwaukee, as proposed by Inner Powell Boulevard Streetscape Plan, and wide sidewalk/trail connection to the station area along SE 12th with the SE Clinton Street Bikeway.
- Develop a parallel multiuse trail along the light rail line for the length of the Northwest Natural Gas site to connect the SE Clinton Street Bikeway with SE Division and, ultimately, the Springwater Corridor.
- Enhance pedestrian facilities at the intersection of SE Milwaukee and SE Powell, as recommended in the Inner Powell Boulevard Study.
- Improve the at-grade crossing of SE 13th and SE Powell, as recommended in the Inner Powell Boulevard Streetscape Plan.
- Initiate recommendation from the Inner Powell Boulevard Streetscape Plan for further study of improved crossings of SE Powell at SE 17th for bikes and pedestrians.

Project Design Changes

- Consider relocation of station to the Northwest Natural Gas site.
- Consider alternative station name to better orient users geographically (SE Milwaukee/SE 11th and SE 12th) or create a better sense of identity (Milwaukee-Powell or Hosford-Abernethy). The existing name is somewhat misleading since many area residents identify “Clinton” with the mixed use district between SE 20th and SE 26th. More mature MAX station communities have expressed a desire for different station names, but making such a change once transit operations begin is very problematic.
- Construct a new pedestrian bridge at SE 14th (instead of using the existing location), so that it is closer to the station platforms and existing activity nodes at SE 13th and SE Powell and SE 11th/SE 12th and SE Division.
- Explore railroad crossing near station.

Suggestion from public meetings
The Rhine Street Station will serve as a transition between the industrial and employment district to the east and the Brooklyn neighborhood to the west with public art and design features that reflect the history and character of the area. The station area will be a gathering place with amenities that complement the neighborhood’s main street, Milwaukie Avenue.
WHAT IS PROPOSED

STATION AREA SUMMARY

Rhine Station will be located on SE 17th and have a split platform—one platform south and one north of SE Rhine Street. The station will serve the Brooklyn neighborhood. Stairs and a ramp over the railroad tracks southeast of the station give access to the east side of the Brooklyn neighborhood, including industrial and employment centers (e.g., the Fred Meyer headquarters).

Station Access

- The station will be accessed via SE 17th from the north and south.
- There are several residential streets that intersect SE 17th from the west.
- From the east side of the Brooklyn neighborhood, the station can be accessed via a pedestrian bridge at SE Lafayette.

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

WHAT IS PROPOSED

STATION AREA SUMMARY

Rhine Station will be located on SE 17th and have a split platform—one platform south and one north of SE Rhine Street. The station will serve the Brooklyn neighborhood. Stairs and a ramp over the railroad tracks southeast of the station give access to the east side of the Brooklyn neighborhood, including industrial and employment centers (e.g., the Fred Meyer headquarters).

Station Access

- The station will be accessed via SE 17th from the north and south.
- There are several residential streets that intersect SE 17th from the west.
- From the east side of the Brooklyn neighborhood, the station can be accessed via a pedestrian bridge at SE Lafayette.

NOTE: ALIGNMENTS SHOWN ARE DIAGRAMMATIC AND DO NOT REPRESENT PRECISE PROPOSED LIGHT RAIL TRACK CENTERLINES
**EXISTING LAND USE AND TRANSPORTATION CONDITIONS**

The area east of the station is mainly industrial with a small amount of residential in the northeast periphery of the one-quarter-mile station area. The west side of the station area has a band of commercial uses along SE 17th and single-family residential neighborhoods behind it.

SE 17th is a north-to-south neighborhood collector. Approximately one-quarter mile from the station area, northbound SE 17th crosses over and then feeds into westbound SE Powell towards the Ross Island Bridge. Southbound SE 17th is accessed via a ramp off of SE Powell. The industrial uses in the area generate truck traffic. TriMet facilities are directly south of the station area, and some buses use SE 17th to access the facility.

SE 17th has sidewalks but no bicycle accommodations. Currently, traffic moves swiftly in the area because there are no stop signs or stoplights between SE Powell and SE Holgate on SE 17th. There is pedestrian access to the station area from a bridge to the east over the railroad tracks.

Bus routes (#17 and #70) provide connections to the Lloyd District/Rose Quarter, Sellwood-Moreland, and downtown Portland, with five stops within one-quarter mile of the station (three stops southbound and two stops northbound).
EXISTING LAND USE AND TRANSPORTATION CONDITIONS

The Brooklyn Neighborhood Plan was adopted by the Portland City Council on March 20, 1991, effective April 19, 1991, as ordinance no. 163982 of the City of Portland Comprehensive Plan. The plan’s goal is “to preserve the character and diversity of this community with safe streets, cherished homes, comfortable gathering places, and a healthy balance between businesses and residences.” The Brooklyn Neighborhood Plan also calls for an increased pedestrian and bicycle network connecting it with neighboring areas. In the transportation section of the plan, one of the objectives outlines support for light rail in the Brooklyn neighborhood: “Objective 7A.4: support an eastside light rail line, with a station easily accessible from Brooklyn, which does not harm neighborhood quality of life, and does not further restrict Brooklyn’s access to the Willamette River.”

ASSESSMENT OF IDEAL CHARACTERISTICS

Transit-Supportive Land Uses

- Both the immediate (one-quarter-mile) and broader (one-half-mile) station area includes major employers, including offices of Portland General Electric, Fred Meyer, and TriMet.
- The east side of SE 17th is zoned for industrial uses.
- The location and width of the alignment will result in the demolition of several commercial structures along SE 17th between SE Powell and McLoughlin that currently serve as a transition buffer between the residential areas and SE 17th.
- A single-family neighborhood dominates the area west of the station, severely limiting higher density developments.
- Designated a Region 2040 Main Street, SE Milwaukie Avenue is approximately one-quarter mile to the west of the proposed station.

Good Connections

- The pedestrian bridge over the railroad tracks to the Fred Meyer headquarters and East Brooklyn neighborhood is in poor repair.

Opportunities for New Development

- Redevelopment potential of parcels considered for full acquisition along SE 17th between SE Powell and SE Holgate seem to be too narrow to enable redevelopment.

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

The amount of projected jobs within one-half mile of the Rhine Station area is the highest for all stations evaluated in this analysis. (The station area does not have the highest percentage change, however.) The majority of light rail riders using the Rhine Station, therefore, will be commuting to places of employment. The overall neighborhood household structure is projected to remain the same with only minor growth.

<table>
<thead>
<tr>
<th></th>
<th>Year 2005</th>
<th>Year 2030</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>HOUSEHOLDS</td>
<td>1,941</td>
<td>2,019</td>
<td>4%</td>
</tr>
<tr>
<td>JOBS</td>
<td>8,593</td>
<td>10,061</td>
<td>23%</td>
</tr>
</tbody>
</table>

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

DEVELOPMENT CAPACITY ANALYSIS WITHIN 1/4 MILE

Given the relatively low number of vacant and parcels identified as redevelopable, Rhine is projected to present moderate development potential. The station area will experience an increase in the number of residential units primarily through the potential development of higher density homes facing the station along 17th Street. Note that in addition to the development of these housing units, those parcels zoned R5 could potentially increase in density due to the as-of-right development of duplexes on corner lots or accessory dwelling units. The majority of opportunity for commercial redevelopment is located on the eastern side of the railroad tracks. This capture of ridership from this development is contingent, therefore, on improving the footbridge over the railroad tracks.

<table>
<thead>
<tr>
<th>TOTAL ACRES</th>
<th>POTENTIAL RESIDENTIAL UNITS</th>
<th>POTENTIAL COMMERCIAL ACREAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>VACANT OR REDEVELOPABLE (within ¼ mile)</td>
<td>72 Units</td>
<td>14.0 Acres</td>
</tr>
</tbody>
</table>
RECOMMENDED ACTIONS

Regulatory Changes
1. Rezone existing EG (e.g. R2) between just south of SE Bush to SE Haig. Townhouse-style development can front on SE 17th and be served with a rear alley. This is a viable development form that will provide a better transition to the existing single-family neighborhood and provide more “eyes on the street” for the station area during the morning and evening hours.

2. Discuss transportation management strategies with Fred Meyer/Kroger headquarters to promote and encourage light rail use.

Infrastructure Investments
1. Improve streetscape and pedestrian facilities on SE Lafayette from SE 22nd to SE Milwaukie (including street lighting, wayfinding signage, landscaping, sidewalks, marked crossings where appropriate, and a new pedestrian bridge over the Union Pacific Railroad tracks).

Project Design Changes
1. Consider moving station platforms so that they straddle SE Lafayette rather than SE Rhine.

2. The conceptual alignment from sidewalk to sidewalk is over 113 feet at station areas and throughout much of the alignment. Some reductions in this width may enable redevelopment of some of the commercial properties that will be fully acquired, which, with the conceptual width as it is now, may be too narrow to enable redevelopment.

3. Six-foot-wide bike lanes are on each side of the right-of-way, for a total of 12 feet. If the bike lanes are eliminated (and a parallel bike boulevard facility developed instead), it would reduce the alignment width and could allow for some redevelopment along SE 17th.

4. Sidewalks are a minimum of 12 feet wide on each side of the street, for a total of 24 feet. This width is similar to what shopping districts have in order to accommodate large numbers of pedestrians. A more appropriate sidewalk width for this urban environment might be 5 feet. Using a more conservative sidewalk width, in addition to eliminating on-street bike lanes, may allow for redevelopment of some sites on SE 17th.

5. Consider alternative station name to better orient users geographically (SE Rhine/SE 17th) or create a better sense of identity (North Brooklyn). SE Rhine is a local street with lower name recognition. More mature MAX station communities have expressed a desire for different station names, but making such a change once transit operations begin is very problematic.

Suggestion from public meetings
The Holgate Boulevard Station will serve as a gateway to the Brooklyn neighborhood. It will be a place that reflects the historic character of the neighborhood and supports existing industrial businesses while encouraging new neighborhood-oriented uses. It will be accessible to people on buses, bikes and foot.
WHAT IS PROPOSED

STATION AREA SUMMARY

Holgate Station will be a split track station with platforms on the north and south side of Holgate on SE 17th. The station will serve the southern portion of the Brooklyn neighborhood and the industrial and commercial businesses in the area.

Station Access

• The station will be accessed via SE 17th.
• From the east, the station area can be accessed via SE Holgate, which has a bridge over the railroad tracks with sidewalks on both sides.
• Several small local streets intersect SE 17th near the platforms.

NOTE: ALIGNMENTS SHOWN ARE DIAGRAMMATIC AND DO NOT REPRESENT PRECISE PROPOSED LIGHT RAIL TRACK CENTERLINES
EXISTING LAND USE AND TRANSPORTATION CONDITIONS

Land use to the east of the station is part of the industrial sanctuary. TriMet offices, service, and storage hub are adjacent and northeast of the station. The Southern Pacific rail yard is east, past the TriMet and industrial buildings. The west side of SE 17th is mostly commercial, with residential areas farther west and east.

SE Holgate is a busy east-to-west district connector that meets with McLoughlin/99E a little more than one-quarter mile west of the station. Approximately three-quarters of a mile north of the station, SE 17th crosses and connects with westbound SE Powell, which then leads to the Ross Island Bridge. The #17 and #70 buses run on SE 17th, the #70 running north and south and the #17 running east and west. There are also several bus stops for both northbound and southbound buses within one-quarter mile of the station. SE 17th has sidewalks but no bicycle accommodations.

The Brooklyn Neighborhood Plan was adopted by the Portland City Council on March 20, 1991, effective April 19, 1991, as ordinance no. 163982 of the City of Portland Comprehensive Plan. The plan’s goal is “to preserve the character and diversity of this community with safe streets, cherished homes, comfortable gathering places, and a healthy balance between businesses and residences.” The Brooklyn Neighborhood Plan also calls for an increased pedestrian and bicycle network connecting it with neighboring areas.
EXISTING LAND USE AND TRANSPORTATION CONDITIONS (cont.)

In the transportation section of the plan, one of the objectives outlines support for light rail in the Brooklyn neighborhood: “Objective 7A.4: support an eastside light rail line, with a station easily accessible from Brooklyn, which does not harm neighborhood quality of life, and does not further restrict Brooklyn’s access to the Willamette River.”

ASSESSMENT OF IDEAL CHARACTERISTICS

Transit-Supportive Land Uses
- The east side of SE 17th is zoned for industrial use.
- The existing land use on the west side and adjacent to the station is low density commercial.
- Residential development is challenging but possible on the northwest side of the SE Holgate/SE 17th intersection.

Good Connections
- The environment for walking east on SE Holgate over the rail yard is not pleasant for pedestrians.
- Pedestrian connections into the neighborhood to the northwest should be upgraded.
- There is a relatively significant grade change between the station and SE Milwaukie. This highlights the importance of enhancing the pedestrian environment to “pull” foot traffic up the hill to existing and potential development.

Opportunities for New Development
- Industrial zoning on the east side of SE 17th constrains development.
- CG and EG zoning next to the station on the west side is a constraint; however, there is R 1 and R 2 zoning within three blocks of the station to the northwest.

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

The Holgate Station Area is not projected to see as much growth as those stations located closer to downtown Portland. However, a 12% job increase is still anticipated. The number of households is projected to minimally decrease as the area becomes more employment based. Given the increase in jobs, the station will most likely capture riders commuting to their workplaces in the surrounding 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>1,375</td>
<td>1,345</td>
<td>-2%</td>
</tr>
<tr>
<td>JOBS</td>
<td>6,085</td>
<td>6,825</td>
<td>12%</td>
</tr>
</tbody>
</table>

(DEVELOPMENT CAPACITY ANALYSIS WITHIN 1/4 MILE)

The Holgate station area has a moderate potential for residential and commercial redevelopment. The majority of potential residential units result from the high number of parcels with IL (index of land) values under 1 zoned R1. Additional density may be captured through the development of household living on parcels zoned CG or through the re-zoning of the corner of 17th and Holgate to allow a mixed-use station. This is not included in the analysis below. Although there is a large amount of existing commercial land in the station area due to the Southern Pacific rail yards, additional land zoned CG, IG, and EG is available for commercial redevelopment. 17th and Holgate would need to be maintained as truck routes in order to support industrial use.

<table>
<thead>
<tr>
<th></th>
<th>TOTAL ACRES VACANT OR REDEVELOPABLE (within ¼ mile)</th>
<th>POTENTIAL RESIDENTIAL UNITS (existing zoning)</th>
<th>POTENTIAL COMMERCIAL ACREAGE (existing zoning)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>16.7 Acres</td>
<td>89 Units</td>
<td>11.9 Acres</td>
</tr>
</tbody>
</table>

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

**Regulatory Changes**
- Ensure that truck traffic can continue to function on SE 17th so that SE Milwaukie and adjacent residential streets are not impacted.
- Consider more pedestrian-friendly zoning options (e.g., CS, Commercial Storefront) at and near the intersection of SE Holgate and SE Milwaukie.

**Infrastructure Investments**
- Good bicycle and pedestrian connections on SE Holgate are critical to the success of this station: wide sidewalks on SE Holgate from SE 17th to McLoughlin, and bicycle lanes and wider sidewalks on SE Holgate from SE 17th over the Union Pacific Railroad tracks.

**Project Design Changes**
- The conceptual alignment from sidewalk to sidewalk is over 113 feet at station areas and throughout much of the alignment. Some reductions in this width may enable redevelopment of some of the commercial properties that will be fully acquired, which, with the conceptual width as it is now, will be too narrow to enable redevelopment.
- Six-foot-wide bike lanes are on each side of the right-of-way, for a total of 12 feet. If the bike lanes are eliminated (and a parallel bike boulevard facility developed north of Holgate instead), it would reduce the alignment width and may allow for some redevelopment along SE 17th.
- Sidewalks are a minimum of 12 feet wide on each side of the street, for a total of 24 feet. This width is similar to what shopping districts have in order to accommodate large numbers of pedestrians. A more appropriate sidewalk width for this urban environment might be 6 feet. Having a more conservative sidewalk width, in addition to eliminating on-street bike lanes, may allow for redevelopment of some sites on SE 17th.
- Consider alternative station name to better orient users geographically (SE Holgate/SE 17th) or create a better sense of identity (South Brooklyn). SE Holgate is also the name of a Green Line station opening in 2009. More mature MAX station communities have expressed a desire for different station names, but making such a change once transit operations begin is very problematic.

Suggestion from public meetings
FUTURE

HAROLD STATION AREA

Community Meeting Vision Statement

The Harold Street Station will be constructed as part of the Portland-Milwaukie Light Rail project and will be a catalyst for the higher-density housing and services that are called for in the community plan. The station will also serve existing residents and include a safe crossing of McLoughlin Boulevard.
WHAT IS PROPOSED

STATION AREA SUMMARY

The Harold Station is included as a future station, but it is being evaluated as a potential station when funding for infrastructure improvements needed to make the station successful is available. The Harold Station would be along the east side of McLoughlin/99E slightly south of SE Harold on the west side, where McLoughlin curves. This station will be a single platform station, and it will serve the northern Sellwood-Moreland neighborhood, Reed neighborhood, and parts of the southern Brooklyn neighborhood.

Station Access

- The station will be accessed via a crosswalk on McLoughlin/99E.
- There will be a signalized intersection crossing McLoughlin/99E providing access from the east to the station.
- Sidewalks on McLoughlin/99E will provide some access to the station from the north.
- There will be limited, if any, access to the station from the west.
DIRECTLY SURROUNDING THE STATION, TO THE WEST, IS MOSTLY A SINGLE-FAMILY NEIGHBORHOOD WITH SOME MULTIFAMILY RESIDENCES. TO THE EAST OF THE STATION IS AN INDUSTRIAL AREA ACROSS THE RAILROAD TRACKS. NORTHWEST OF THE STATION, ALONG MCLoughLIN, THERE ARE A FEW BUSINESSES. THE EASTMORELAND GOLF COURSE IS TO THE SOUTHEAST. REED COLLEGE IS JUST PAST THE GOLF COURSE AND THE INDUSTRIAL AREA AND HAS DIRECT ACCESS TO THE STATION.

MCLOUGHLIN/99E RUNS PARALLEL (NORTH TO SOUTH) TO THE LIGHT RAIL STATION AND IS HEAVILY USED FOR BOTH LOCAL AND REGIONAL TRAFFIC. THERE IS ACCESS BOTH TO AND FROM NORTHBOUND AND SOUTHBOUND LANES OF MCLoughLIN FROM SE HAROLD STREET, WHERE THERE IS AN SIGNAL AND CROSSWALK. THERE IS ALSO SOUTHBOUND RIGHT-IN/RIGHT-OUT ACCESS FROM SE INSLEY. THERE IS RIGHT-IN/RIGHT-OUT ACCESS FOR SEVERAL BUSINESSES IN THE AREA.

SEVERAL BUS LINES PASS THE HAROLD STATION THAT CONNECT DOWNTOWN PORTLAND WITH EITHER DOWNTOWN MILWAUKIE OR CLACKAMAS. HOWEVER, THERE IS ONLY ONE SOUTHBOUND STOP WITHIN ONE-QUARTER MILE OF THE STATION.

THE HAROLD STATION IS IN THE SELLWOOD-MORELAND NEIGHBORHOOD. THE INTENT OF THE SELLWOOD-MORELAND NEIGHBORHOOD PLAN IS TO MAINTAIN ITS SMALL TOWN CHARACTER AND PEDESTRIAN SCALE, SUPPORT COMMERCIAL ACTIVITY IN ITS COMMERCIAL NODES, PROTECT ITS NATURAL RESOURCES AND OPEN SPACES, AND ENSURE A SAFE ENVIRONMENT ENCOURAGING COMMUNITY INTERACTION.
**ASSESSMENT SUMMARY**

**EXISTING LAND USE AND TRANSPORTATION CONDITIONS**

Two action items of the plan are:

- RA 3: Ensure that transit stations (bus and high-capacity transit) are the zoning focus for mixed use and higher density development.
- RA 4: Participate in the south/north high-capacity transit alignments and station design process; and to identify potential station locations with adjacent redevelopment opportunity sites.
- In anticipation of the station, the area across McLoughlin from the station was rezoned for higher residential density.

**ASSESSMENT OF IDEAL CHARACTERISTICS**

**Transit-Supportive Land Uses**

- No transit-supportive uses adjacent to station on east side of McLoughlin.
- The area directly across McLoughlin from the station is zoned for higher densities.
- The west side has some medium density residential uses.
- Neighborhood to the west past the higher density residential is primarily single-family residential.

**Good Connections**

- Needs a crossing over the rail line to connect to Reed and industrial uses on the east side.
- Crossing of McLoughlin is intimidating for pedestrians.

**Opportunities for New Development**

- Higher density residential use is permitted on the west side of McLoughlin across from the station.
- Vacant, developable sites near the station are hindered by rail and light rail tracks.
- There are possible smaller, underutilized lots on the west side, along McLoughlin, and some vacant and underutilized lots east of railroad tracks on eastern edge of industrial area.

**DEVELOPMENT CAPACITY ANALYSIS WITHIN 1/4 MILE**

Given that the station area is constricted by the Southern Pacific rail lines and railyard, the potential Harold station offers less redevelopment potential than other stations in the proposed line. The number of potential residential units is due to the large number of parcels zoned R2.5 with IL (index of land) values under 1. This projection is not realistic, however, as the majority of these parcels are single lots that are unlikely to be redeveloped despite their low value. Only 45 additional units could be built on those parcels zoned RH (high density residential). The vast majority of potential commercial redevelopment is also misleading. Most of the parcels determined to be redevelopable for commercial uses are located east of the railroad tracks. These parcels are currently inaccessible to the station.

- **TOTAL ACRES VACANT OR REDEVELOPABLE (within ¼ mile)**
  - 22.4 Acres
- **POTENTIAL RESIDENTIAL UNITS (existing zoning)**
  - 145 Units
- **POTENTIAL COMMERCIAL ACREAGE (existing zoning)**
  - 13.95 Acres

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

As the Harold station is located further from downtown Portland, a lower number of households and jobs is reflected in the estimated numbers in 2005 and project growth in 2030. There also is more of a balance between people living and working nearby the station compared to the stations closer to Portland. The Harold station area will still experience growth, however, and thus serve increasing ridership overtime.

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<th></th>
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<th>% Change</th>
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<tr>
<td>HOUSEHOLDS</td>
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<td>JOBS</td>
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(Portland – Milwaukee Light Rail Project SDEIS, May 2008)
POTENTIAL HAROLD STATION AREA

POTENTIAL ACTIONS

Regulatory Changes

- Rezone IG land between SE 26th and SE 28th from SE Steele to SE Reedway for expanding Reed student housing and/or multifamily housing development.

Infrastructure Investments

- Add the station when funding is available for infrastructure improvements that are needed to make station successful.
- As supported in the Sellwood-Moreland Neighborhood Plan, build a pedestrian and bicycle connection on SE Reedway across the Union Pacific Railroad tracks and McLoughlin. The bridge will connect to the station area via ramping and stairs.
- Improve the pedestrian crossing, landscaping, and lighting at McLoughlin.
- Improve bicycle connections to station from the west and south.
- Consider an alternative station name to better orient users geographically or create a better sense of identity (Reed College or North Sellwood/Moreland). More mature MAX station communities have expressed a desire for different station names, but making such a change once transit operations begin is very problematic.

Suggestion from public meetings

→ Suggestion from public meetings
Community Meeting Vision Statement

The Bybee Boulevard Station will be integrated into and serve the surrounding neighborhoods. Improved pedestrian facilities will connect the station to the Westmoreland and Eastmoreland neighborhoods, Reed College, the Rhododendron Garden, and the Eastmoreland Golf Course. The station will be visible from Bybee Boulevard and McLoughlin Boulevard and includes small-scale retail to activate the station platform.
The Bybee Station will be located between McLoughlin/99E and the railroad tracks, which parallel McLoughlin, on the north side of the Bybee Bridge. The station will serve the Sellwood-Moreland and Eastmoreland neighborhoods, including Reed College. The station will be seen from McLoughlin and the Bybee Bridge.

In addition to the neighborhood connections, the Bybee Station will provide convenient access to recreation areas—Westmoreland Park and Eastmoreland Public Golf Course—and Reed College.

### Station Access
- The platform will be accessed via the Bybee Bridge, with stairs and elevators to the station from each side of the bridge.
- SE Bybee and the Bybee Bridge both have sidewalks and bike lanes for pedestrian access to the station.
- SE Bybee runs east to west over McLoughlin/99E and provides connections to many local streets and main neighborhood thoroughfares.
EXISTING LAND USE AND TRANSPORTATION CONDITIONS

The immediate station area is dominated by open space. The station is bordered by the railroad tracks to the east. Eastmoreland Public Golf Course is just past the tracks both to the east and southeast. Westmoreland Park, southwest of the station across McLoughlin, offers both passive and nonpassive recreation opportunities. Crystal Springs Creek, a tributary of Johnson Creek, crosses under McLoughlin north of the station, parallels McLoughlin, and then crosses under SE Bybee, continuing on through Westmoreland Park. The areas past the park and open space are predominately single-family residential neighborhoods, except for Westmoreland Union Manor, which provides senior housing and is located across McLoughlin to the northwest.

McLoughlin/99E runs parallel (north to south) to the light rail station and is heavily used for both local and regional traffic. There is access both to and from the southbound lanes of McLoughlin from both the eastbound and westbound lanes of SE Bybee. There is no access to the station from northbound McLoughlin. Several bus routes pass by the Bybee Station on McLoughlin; however, there are no stops within one-half mile of the station. There are no pedestrian or bicycle facilities on McLoughlin/99E.

SE Bybee Boulevard (which runs east to west) connects the Eastmoreland and Sellwood-Moreland neighborhoods and is one of the main local connectors for both Moreland neighborhoods. The #19 bus, a heavily used bus line and the main bus line that serves (next page)
EXISTING LAND USE AND TRANSPORTATION CONDITIONS (cont.)

The Eastmoreland, Westmoreland, and Woodstock neighborhoods, runs a loop from SE 112th to downtown Portland and crosses McLoughlin on SE Bybee. The #19 bus makes several stops within one-quarter mile of the station. SE Bybee has sidewalks for pedestrians on both sides of the road and bicycle lanes going both directions.

The Bybee Station and its immediate surrounding area are within the Johnson Creek Basin Plan District. This plan moderates development of lands that may have physical constraints, such as floodplains and wetlands, to protect natural resources and ensure they maintain their functional value. The east side of the station past the golf course is part of the Eastmoreland Plan District. The west side of the station is part of the Sellwood-Moreland Neighborhood Plan, which was adopted as part of the City of Portland Comprehensive Plan in 1987.

The Sellwood-Moreland Neighborhood Plan’s intent is to maintain its small town character and pedestrian scale, support commercial activity in its commercial nodes, protect its natural resources and open spaces, and ensure it is a safe environment that encourages community interaction. One of the plan’s goals is to participate in the development of the transit system to ensure the neighborhood has convenient access. The Sellwood-Moreland Park Master Plan was adopted in 2004 as a guide for future development of the park to better serve residents with both active and passive recreational opportunities and increase the natural habitat of Crystal Springs, which flows through the park.

The 50s Bikeway Project will develop and construct a 6.7-mile, north-south bikeway corridor from NE Thompson to SE Woodstock at the base of the Bybee Bridge, where existing bicycle lanes will link the corridor to the Springwater Trail via Crystal Springs Road. Additional traffic calming, signage, lane markings, and crossing improvements to improve the safety and convenience of bicycling within these corridors will also be developed.

ASSESSMENT OF IDEAL CHARACTERISTICS

Transit-Supportive Land Uses

- The station area’s land uses are not transit supportive.
- Station is located adjacent to a park, golf course, and the railroad.
- Single-family land uses dominate to east and west beyond open space areas.
- The far western edge of the one-half-mile station area captures the intersection of SE Bybee and SE Milwaukie, the heart of the Westmoreland business district.

Good Connections

- Connection to the station from SE Bybee is challenging due to grade differences on the bridge. This situation will require special attention for bikes and bike parking as well as pedestrians.
- The psychological connection to the Sellwood-Westmoreland business district(s) is constrained by the uphill climb to SE Milwaukie and the Bybee Bridge.
- Westmoreland Union Manor lacks a viable connection to the station.

Opportunities for New Development

- The Bybee Station creates no immediate opportunities for TOD.

TOTAL ACRES

VACANT OR REDEVELOPABLE (within a ¼ mile)

POTENTIAL RESIDENTIAL UNITS (existing zoning)

POTENTIAL COMMERCIAL ACREAGE (existing zoning)

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<td>JOBS</td>
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DEVELOPMENT CAPACITY ANALYSIS WITHIN 1/4 MILE

As the majority of the parcels within the station area are zoned open space and given the size of McLoughlin, there is little redevelopment potential at Bybee. As with other stations, the potential residential development results from the identification of single parcels with lower IL (index of land) values that are unlikely to redevelop. Zoning in this station area does not support commercial development. However, a small commercial development could be incorporated into the station.

PORTLAND TO MILWAUKIE LIGHT RAIL STATION ASSESSMENT
Project Design Changes

1. High quality station and platform design should make sure people feel safe and comfortable.

2. Access to and from the station and bus connections should be carefully designed for smooth transitions between designated pedestrian and bicycle routes and the station.

3. Bike station should be on the station platform level to provide quality facilities for bikers and more “eyes on the station.”

4. Consider an alternative station name to better orient users geographically or create a better sense of identity (Sellwood-Moreland Station). More mature MAX station communities have expressed a desire for different station names, but making such a change once transit operations begin is very problematic.

Suggestion from public meetings
TACOMA STATION AREA

Community Meeting Vision Statement

The Tacoma Street Station will have a vibrant mix of industrial, employment, retail, and housing. The station will be a catalyst for continuing restoration of the Johnson Creek and redevelopment. Enhanced pedestrian and bicycle connections along Tacoma Street, Umatilla Street, and the Springwater Corridor Trail will connect the Sellwood and Ardenwald neighborhoods to the station.
STATION AREA SUMMARY

The Tacoma Station is parallel to McLoughlin/99E to the east, just south of SE Umatilla Street. The station will be a center platform station and have an adjacent park and ride facility. The Ardenwald neighborhood and the southern portion of the Sellwood-Moreland neighborhood will be served by this station, as will the northern industrial area of the City of Milwaukie.

Station Access

- The station will be accessed from the north via sidewalks from McLoughlin/99E and ramp access road.
- From the east, there will be access from a park and ride facility and new access road connecting with SE Tacoma.
- From the south, there will be access from the Springwater Trail and sidewalks along McLoughlin/99E.

WHAT IS PROPOSED

The Tacoma Station will be adjacent to the UPRR. The platforms are at-grade.

NOTE: ALIGNMENTS SHOWN ARE DIAGRAMMATIC AND DO NOT REPRESENT PRECISE PROPOSED LIGHT RAIL TRACK CENTERLINES.
EXISTING LAND USE AND TRANSPORTATION CONDITIONS

Directly surrounding the station to the southeast and southwest is predominately industrial uses, with some general commercial areas. The railroad tracks are to the east of the station site. In the peripheries of the station area, there are multifamily and single-family residential housing. The western edge of the one-half-mile station area includes the southern portion of the Sellwood-Moreland business district along SE 17th.

McLoughlin/99E runs parallel (north to south) to the light rail station and is heavily used for both local and regional traffic. There is access both to and from northbound and southbound lanes of McLoughlin from the SE Tacoma/SE Tenino street on-ramps. There is also southbound right-in/right-out access from SE Umatilla and a stoplight giving access to all directions from SE Ochoco. There is right-in/right-out access for several businesses in the area.

There are sidewalks along this section of McLoughlin, but there is no landscaped buffer between pedestrians and high speed traffic. The Springwater Corridor, a multiuse recreational trail, connects outer southeast areas with downtown Portland. The trail passes just south of the station site with a series of three bridges crossing the Union Pacific Railroad tracks. McLoughlin, and Johnson Creek, before linking with a designated route through the Sellwood-Moreland neighborhood.

SE Tacoma is a heavily used east-to-west local connector. To the west, it leads to the Sellwood Bridge and access to downtown.
**EXISTING LAND USE AND TRANSPORTATION CONDITIONS** (cont.)

Portland. A segment of this connection, between SE 17th and SE 7th Avenues, is a Region 2040 designated Main Street. As such, it is planned for retail and services well-served by transit. To the east of the station, SE Tacoma ultimately ties into Johnson Creek Boulevard.

Several bus routes, the 31, 32, 33, 41, and 99, pass by the Tacoma Station on McLoughlin. Within one-quarter mile of the station, there are two stops serving southbound riders and one stop serving northbound riders. There are sidewalks along this section of McLoughlin for pedestrians.

The west side of the station is part of the Sellwood-Moreland Neighborhood Plan, which was adopted as part of the City of Portland Comprehensive Plan in 1987. The Sellwood-Moreland Neighborhood Plan’s intent is to maintain its small town character and pedestrian scale, support commercial activity in its commercial nodes, protect its natural resources and open spaces, and ensure it is a safe environment that encourages community interaction. The Sellwood-Moreland Neighborhood Plan identifies as one of its goals support for TOD across McLoughlin at the light rail station.

Johnson Creek flows through the north edge of the station site from the east. The creek and its watershed are salmonid habitat. The Tacoma Station and its immediate surrounding area are within the Johnson Creek Basin Plan District. This plan limits development of lands with physical constraints, such as floodplains and wetlands, to protect natural resources and ensure they maintain their functional value.

**ASSESSMENT OF IDEAL CHARACTERISTICS**

Transit-Supportive Land Uses
- Some townhouse infill and multifamily housing (e.g., the 86-unit Tenino Terrace) across McLoughlin from the station on SE Umatilla.
- Commercial storefront neighborhood business district (South Sellwood) one-half mile removed from the station along SE 17th.

Good Connections
- Pedestrian connections are spare.
- Springwater Trail is nearby but not connected.
- Vehicle entrance is from SE Tacoma.
- Right-in/right-out exit on McLoughlin.

Opportunities for Development
- McLoughlin offers high traffic counts and visibility for potential retail or entertainment uses. Higher vehicular speeds and limited access, however, detract somewhat from these advantages.
- Station site could be augmented with additional properties, including land owned by Pendleton Woolen Mills. Adding this property would create a more flexible development scenario.
- Longer-term redevelopment opportunities just east of the tracks could capitalize on station access, the Springwater Trail, and Eastmoreland Golf Course adjacency.
- The station site by itself is isolated by a rail line, McLoughlin, the SE Tacoma Street overpass, Johnson Creek, and industrial uses to the south. This underlines the importance of longer-term planning for the station community to include nearby sites and connections.
- There are limited redevelopment opportunities due to access restrictions directly on McLoughlin and an isolated location; residential uses are not recommended.
- If development does not occur immediately, then the flexibility for future development opportunities should be maximized.
- Current site plan for the station limits the residual development potential of the property; however, there is opportunity for uses supporting the park and ride facility.
- Environmental protection and conservation overlays limit development directly north of the station.

**DEVELOPMENT CAPACITY ANALYSIS WITHIN 1/4 MILE**

The Tacoma station area has the second highest amount of redevelopable land of the stations in the City of Portland. Based on the low IL (index of land) values of the surrounding parcels zoned residential, the Tacoma station area has a high number of potential residential units. The density could potentially increase given the alternative design density overlay. Several significant commercial development sites exist that are zoned either EG or IG. As with other stations, it will remain important to provide access across the railroad tracks to these potential redevelopment sites. In addition, redevelopment at this station is potentially constricted by protection and conservation overlays.

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

The Tacoma station area is projected to experience a substantial increase in jobs by 2030. As a result, the station will primarily capture riders accessing their workplaces near the station. There is little projected increase in households as the residential areas within one-half mile area are zoned single-family residential and are established neighborhoods.

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<tr>
<td>JOBS</td>
<td>1,777</td>
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</table>

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

Regulatory Changes
• Change zoning of Milwaukie parcel north of the Springwater Corridor (M) to permit mixed use development.
  ➔ Consider changing CG and EG2 zoning in the area to more transit-oriented districts for both sides of the McLoughlin corridor, including some interior properties, near the station. Combined with the Tacoma and Springwater Trail bridges, a new pedestrian crossing at SE Umatilla would help open up the west side of McLoughlin to potential development opportunities in the desirable Sellwood-Moreland neighborhood.

Infrastructure Investments
1. Strengthen pedestrian and bicycle connections to, from, and on SE Tacoma.
2. Install a pedestrian-activated signal at the intersection of SE Umatilla and McLoughlin.
  ➔ Improve sidewalks and lighting along SE Umatilla on the west side of McLoughlin.

Project Design Changes
• Initiate a concept development study before preliminary engineering to explore the range of development and access possibilities for the station area, including the Pendleton Woolen Mills warehouse property.
• Minimize footprint of the park and ride facility to conserve land for potential TOD. Consider including unfinished retail tenant spaces on the ground floor of the parking structure that could provide lease revenues. Maximize shared parking opportunities with potential compatible uses (e.g., movie theater).
• Consider alternative station name to better orient users geographically or create a better sense of identity (Springwater Station, South Sellwood Station). More mature MAX station communities have expressed a desire for different station names, but making such a change once transit operations begin is very problematic.

— Suggestion from public meetings