The "L" configuration and relatively narrow footprint for the parking garage create a small-scale retail space visible from McLoughlin Boulevard. This retail location could provide its own parking outside of the garage. The retail building, a pedestrian walkway with an overhead structure and the landscaping for stormwater treatment would create a continuous forecourt for the McLoughlin Boulevard face of the garage. The Springwater Corridor Trail connection supports adaptive reuse of the Pendleton Building as well as access to transit. Vehicular entries and exits at the south side of the garage reduce conflicts at the rail crossing. Permeable surfaces would be approximately 55% of the total site area.
This configuration, with its relatively large footprint, provides internal efficiency for parking; however it leaves a less visible location for potential retail development along McLoughlin Boulevard. Parking for retail development would have to be accommodated inside the garage. The garage forecourt is shifted to the north creating a pedestrian environment for the bicyclists, quick drop and station patrons. Vehicular entries and exits at the south side of the garage reduce conflicts at the rail crossing.

Permeable surfaces would be approximately 55% of the total site area.
This configuration has three benefits for site development. First, a continuous garage forecourt along McLoughlin Boulevard is anchored with a small retail building or kiosk and combines plaza space with the softer surfaces of landscaping. Second, the large open space on the eastern edge of site creates room for a "sculptural" connection to the Springwater Corridor Trail surrounded by usable open space. Lastly, a perpendicular orientation of the garage to the station provides good visibility to and from the platforms and creates a pedestrian forecourt space adjacent to the station. The garage forecourt, open space and platform visibility combine to create quality pedestrian environments adjacent to all sides of the station. Permeable surfaces would be approximately 63% of the total site.