Design summary

Largely built during the urban renewal movement of the 1960s, the Halprin District is defined by its high-rise residential and commercial buildings surrounded by green space, and the series of fountains, plazas and connecting pedestrian spines that were designed by renowned landscape architect Lawrence Halprin. The new station is designed to celebrate the Halprin public spaces, activate the pedestrian spines along SW 2nd and 3rd avenues, and highlight the mid-century modern architectural character of the area. The project will enhance redevelopment opportunities in the district and incorporate sustainable design features to manage stormwater runoff. It will support the expansion and mixed-use development efforts of Portland State University (PSU) and serve university students, downtown workers and residents living in the district.

This part of the alignment will connect with the southern terminus of existing light rail on SW 5th and 6th avenues and then head east down SW Lincoln Street. The Lincoln Street/SW 3rd Ave Station will be on a center platform located between the Halprin pedestrian walkways.
Distinguishing design elements
The overall light rail project is designed to be responsive to the character and aspirations of surrounding neighborhoods, while maintaining a system-wide identity that creates a user-friendly transit experience. The light rail line will be dynamic in the way the station areas showcase the character of each neighborhood using distinctive landscaping, public art, sustainability initiatives and other elements. The new station platform and related project improvements in the Lincoln Street/SW 3rd Ave station area are designed to reinforce the identity of the Halprin District as distinct from the neighboring downtown core. A few highlights of distinguishing design elements include:

Green street: This project will redefine the green character of SW Lincoln Street. The alignment required movement of utilities and a widening of the right-of-way, which impacted all trees between SW 1st and 4th avenues. Approximately 50 trees were removed and approximately 40 trees were replanted. Further, an “eco-track”—a vegetated trackway in the station block—adds an unexpected splash of green to the trackway, and well-landscaped stormwater elements are integrated into the streetscape to further complement the verdant character of this district.

Public art: Elizabeth Conner was inspired by the theatrical and participatory work of Anna and Lawrence Halprin in the design of her three-part installation. The series of abstract, vertical sculptures that appear to change in form, color and texture when viewed from different perspectives sits on a landscape berm to the north of the station platform. Lynn Basa reinterpreted Halprin’s drawing for the fountain sequence for her shelter column mosaics. A large porcelain enamel on steel panel on the electrical cabinet will provide information on the history and design of the Halprin District.

“Trio,” installed near the Lincoln St/SW 3rd Ave Station.
The elevated structure is highly visible to drivers coming from the I-5 freeway and the South Waterfront district, and will therefore contribute to a sense of arrival in downtown Portland. The concrete deck and weathering steel girders are designed with a thin profile to create a ribbon effect as the structure sweeps across the landscape.

**Development opportunities**

There are opportunity sites for transit-oriented development—including the PSU University Place Hotel & Conference Center and adjacent properties that are envisioned for redevelopment into a new mixed-use residential facility—that will further activate the area.

**Stay involved**

Sign up for project email updates and meeting notices at [trimet.org/pm](http://trimet.org/pm). For more information, call TriMet Community Affairs at 503-962-2150.

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**Quality pedestrian environment:** The Halprin District, with its pedestrian spines, fountains, plazas and quality furnishings, provides a special pedestrian environment. The new station and related improvements are designed to maintain that standard. The platforms will have elegant glass shelters and pedestrian-scaled lighting.

**The Harbor Drive structure:** The Harbor Drive structure is located between the edges of the Halprin District, RiverPlace and the South Waterfront District. It will carry light rail and buses over SW Harbor Drive, under the I-5/I-405 ramps and into the South Waterfront District traveling along the west side of SW Moody Avenue. The northern section of the structure will be the most visible to pedestrians, and they will be able to travel under this portion of the structure (the top of the structure will not be accessible to pedestrians, cyclists or private vehicles).

A multi-use path that travels under portions of the structure will connect cyclists and pedestrians to other active transportation facilities in the area.

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