



# SE Park Avenue station area

*Creating a multi-modal center and green gateway to Clackamas County*

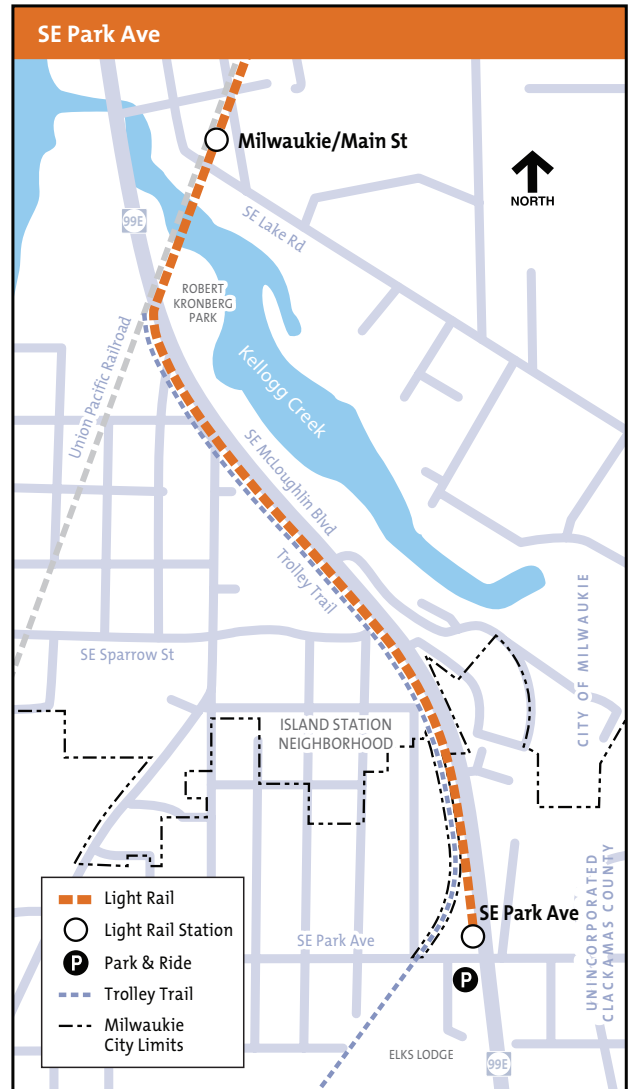
## Design summary

The SE Park Avenue station and Park & Ride will be a green gateway to the Oak Grove neighborhood and to Clackamas County communities further south. Heading south from downtown Milwaukie, the light rail alignment crosses the Kellogg Creek Bridge and then drops down and runs along the west side of SE McLoughlin Boulevard. The station is located on the north side of SE Park Avenue and the Park & Ride across the street to the south. The new station and Park & Ride are designed to activate the public space, start the “greening” process for the area, and create a vital multi-modal hub linking to the Trolley Trail and existing transit service on SE McLoughlin Boulevard.

## Highlights of distinguishing design elements

The overall 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 Oak Grove community values a high quality of life and the natural resources that define this district. The station area improvements are designed to celebrate these attributes, as demonstrated by the following (next page):



*Expanding transit options is essential to the livability and economic vitality of our growing region, which is expected to add one million new residents and nearly 100,000 new jobs within the project corridor by 2030. The Portland-Milwaukie Light Rail Project is integral to the region’s strategy to manage growth and build more livable communities. This project is about more than bringing high-capacity transit to under-served communities—it is also about helping communities envision and achieve their aspirations. Combining infrastructure improvements, quality design features and new transit-oriented development along the alignment will connect neighborhoods, encourage walking and cycling, and create engaging public spaces where people want to be.*

*The station area will include a plaza to gather and celebrate the natural resources of this community and will feature a landmark sculpture.*



- Habitat restoration:** Funding from TriMet and Metro’s Nature in Neighborhoods program will be used to revive a riparian forest habitat to the southwest of the station, provide new ecosystem-based stormwater treatment along McLoughlin Boulevard, treat and manage stormwater flows from the Trolley Trail and McLoughlin Boulevard, and add elements to the Park & Ride that collect stormwater and create a vertical garden. This ecosystem restoration project will create a connected and thriving habitat corridor that is integrated with the multi-modal transportation network to provide a unique amenity for the community.
  - Plaza and public art:** The plaza adjacent to the station platform provides a community gathering place and an opportunity to celebrate the natural resources of this community. Distinctive oak trees will provide a dense upright canopy that contrasts with the mostly native species placed throughout the rest of the station area. Gabion seat walls (made of recycled concrete or rock inside galvanized wire “baskets”) will accent the perimeter and special paving through the plaza will honor the underground creek. A large-scale sculpture, informed by the Trolley Trail Public Art Guide and responsive to the habitat restoration efforts, will create a community landmark in the plaza.
  - Decorative guardrails and sound walls:** “Reed rails”—steel guardrails evoking images of reed grass—located at the station platform reinforce the green theme of the station area. Sound walls required along the Trolley Trail will be softened with landscape plantings. A transparent sound wall on the elevated structure at Bluebird Street will be created using materials that complement the bridge and maintain the ribbon-like appearance of the structure.
  - Textured retaining walls:** The Trolley Trail cuts through the topographic changes in this station area, requiring retaining walls at various locations. From Sparrow Street south to the station, gabion retaining walls are used to introduce color and texture, reflect a more rustic character, and attempt to extend the habitat functions through the corridor. North of Sparrow Street to River Road the retaining walls will be board formed with vertical texture and planted with Boston Ivy, which will help deter graffiti and add visual interest with attractive fall color.
- Park & Ride facility:** The Park & Ride will be a one-story structure with 355 spaces. It will include structural improvements that allow it to be expanded to accommodate future parking, as necessary.

*The light rail tracks will cross Kellogg Creek over a new bridge that extends south over Lake Road, the creek and Robert Kronberg Park, and touches down to street-level on the west side of McLoughlin Boulevard at SE River Road.*



**Bike & Ride:** With the Trolley Trail connection, the Park Avenue station is expected to be a hub for bike commuters and will have parking for 78 bikes, including 54 in a secured Bike & Ride facility.

**The Trolley Trail:** Following an old streetcar line, plans for this six-mile regional bicycle and pedestrian artery connect it with the Springwater Corridor and the I-205 trails to make a 20-mile loop between Portland, Milwaukie, Gladstone, Oregon City and Gresham. The design of the Trolley Trail where it runs adjacent to the alignment (from the Kellogg Creek Bridge to the Park Avenue station) has been carefully considered to create a safe and attractive environment. A well-landscaped buffer on the west side of the trail will provide screening, while the east side will have an open design to provide clear site lines and maximize safety. The trail from Park Avenue to River Road and under the Kellogg Creek Bridge will be lit with down cast lighting that minimizes light pollution but enhances pedestrian safety. Working closely with the North Clackamas Park District, the project will build the segment of the trail between Park Avenue and SE River Road in conjunction with light rail construction.

Six artists—Patrick Gracewood, Toby Johnson, Kula Design, Lee Imonen, Chris Papa and Hilary

Pfeifer—have designed sculptures which they will make out of wood from trees removed from the Trolley Trail. The sculptures represent a wide range of styles from traditional to abstract and will be sited along the new portion of the trail built by TriMet as part of the light rail project.

**Kellogg Creek bridge:** The light rail tracks will cross Kellogg Creek over a new bridge that extends south over Lake Road and the creek, then runs adjacent to Robert Kronberg Park before crossing above McLoughlin Boulevard and touching down to street-level on the west side of McLoughlin at SE River Road. This elevated structure will have a concrete deck and weathering steel tub girders in a thin profile to create a ribbon effect. The railing along the top of the structure—constructed of weathered steel posts with horizontal cables—will be transparent and maintain the bridge’s slender profile. The portion of the bridge crossing the creek is designed to accommodate a future multi-use path (under the light rail trackway) that the City of Milwaukie plans to build.

Andre Caradec and Thom Faulders will use multiple, sky blue colored discs with green reflectors to create a “flow zone” that appears to move on the underside of the bridge. The location of the discs and their patterned array respond to



The Portland-Milwaukie light rail alignment will run adjacent to the multi-use Trolley Trail. The project will plant trees and retain the landmark sequoia at Sparrow Street.

the pathway of the Trolley Trail below the structure as well as to the geometry of the structure itself.

**Roadway improvements:** To accommodate increased vehicular traffic for the new Park & Ride facility, the project is widening Park Avenue at McLoughlin to provide additional turn lanes. New turn lanes also will be added at the intersection of Park Avenue and Oatfield.

## Development opportunities

There are redevelopment opportunities in the area near the Park Avenue Station. Clackamas County is working with citizen input from the Park Avenue Station Area Planning and the McLoughlin Area Plan processes to identify a community vision and develop an implementation strategy to propose, fund and complete specific projects that support this vision.

## 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.

### Available in other formats:

[trimet.org](http://trimet.org)

503-238-7433

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Portland-Milwaukie Light Rail Transit Project is a partnership among:

