

Park Avenue design workshop #1

June 4, 2009

Rose Villa

Purpose: Introduction of Park Avenue light rail station location and parking plan to the community. Gather feedback from the community on the station and parking structure location and other elements of the station area. Identify opportunities and constraints of the station area and park and ride and discuss how the station area will connect with the Trolley Trail.

Attendees:

Community members representing Milwaukie, Oak Grove and Jennings Lodge

Staff representing Clackamas County, TriMet, Metro and City of Milwaukie

Trolley Trail

- Station and Trolley Trail convergence - “meet me at the Trolley Trail”
- Amenities like lighting, drinking fountains and public art
- Importance of trail head at the station area
- Importance of pedestrian connection to Milwaukie

Bikes

- Ample parking for bikes, including bike lockers inside garage for security

Other uses for station and Park & Ride

- Small scale or portable retail like coffee cart, other kiosks or farmers’ market
- Other uses could be bagel shop, bike shop
- Adds to sense of gathering place
- Potential for police presence in garage

Feel of station

- Natural feel; maximize green space
- Keep open site lines for security (landscape board 1, 2 and 5)
- Preference for a covered station (station board 6 and 8)
- Feeling of gateway, both to Oak Grove and Milwaukie
- Include a drop-off area
- Importance of artwork

Physical design of garage

- Smaller footprint preferred
- Terraced structure to break up scale; not a monolith (garage board, dislike 3 and 4, like 5)
- Question of digging down to lower height of garage
- Soften garage with plantings; maintain plantings (garage board, larger and hardier plants than 2)
- Importance of materials for garage like textured concrete, brick veneer or glass
- Look to Seattle retaining wall and Hood River overpass for good examples

Safety and security

- Concerns over homeless
- Include police presence at station
- Clear site lines to station
- Prefer open area next to Trolley Trail, i.e., smaller footprint for garage

Pedestrian

- Importance of pedestrian connection to Milwaukie
- Safety of crossing McLoughlin
- Question of tunnel or bridge

Bus connection

- Question of bus drop-off area not on McLoughlin
- High capacity buses to Oregon City
- Preference for no bus layover on site

Station location

- Question of moving station south of Park Ave; safe pedestrian connection for Park & Ride users
- Question of having station built into garage, with parking above
- Would that create an underutilized parcel north of Park Ave?
- Would that make it more difficult for pedestrians, bicyclists and bus connections to access station?