

2010

Clinton MAX Station Visioning

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An aerial photograph of a city grid, likely Portland, Oregon, showing a dense network of streets and buildings. A central area, presumably the MAX station location, is highlighted in a bright orange and yellow color, contrasting with the muted green and blue tones of the surrounding urban landscape. The grid pattern is clearly visible, with a central intersection and radiating streets.

Clinton MAX Station Visioning

Portland State University Urban Design Workshop 2010

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Executive Summary

Introduction

This is the second part of the three-phase study of the Proposed Milwaukie Light Rail (PMLR) Project that was initiated by the Portland State University Urban Design Workshop in 2009. This report builds upon the initial findings that provided urban design analysis and proposals for the area surrounding the Clinton MAX Station. Aiming to achieve a larger vision to revitalize and harmoniously integrate the areas surrounding the Clinton Station, this report expands the 2009 study area to include the following:

- Hosford-Abernethy and Brooklyn neighborhoods;
- Central Eastside Industrial District (CEID);
- Willamette Riverfront; and
- Rhine Street Station area.

This report is intended to assist the Hosford-Abernethy Neighborhood Association, the Brooklyn Action Corps, the City of Portland and other stakeholders by responding to the opportunities and challenges presented by the PMLR.

Methodology

This study has been guided by extensive research and analysis of the existing street network, edges and transitions within the expanded study area. This helped identify the community needs and stakeholders' vision for the area, existing barriers to connections within the area, as well as unique character areas/ sites with development opportunities and potential for overcoming those barriers. To address the issues identified and guide the sustainable, long-term vitality of the entire area, nine urban design principles were adopted with the following themes: connectivity, multi-modal systems, mixed-use density, green/open

space development, employment opportunities, housing, community needs, history and art and visual cues.

While these principles laid the foundation for the design development of the proposals throughout the study area, given the varying characters and opportunities across the area, these principles do not uniformly apply to all areas. To enable a more detailed evaluation of implementing the principles and key recommendations, the study area was divided into four specific geographies/character areas: Station Strip, Work Core/Industrial, Main Street and Residential (See Figure 1).

The following are the key recommendations for the area, as illustrated in Figure 1:

- Multi-modal traffic improvements: Improve and enhance multi-modal connections within the area across high traffic thoroughfares, such as Powell Boulevard, Milwaukie Avenue, the Union Pacific Railroad (UPRR), and the eight-way intersection at 12th Avenue and Clinton Street, for safer connections through character areas, as well as access to the Willamette River; implement sidewalk and streetscape improvements, encourage transit ridership in the area, and create a vibrant bikeable and walkable region.
- Open Space and Green Infrastructure: Restore vacant and defunct industrial and railroad sites for open space development and local storm water management, and interconnect them with bicycle connections and green streets with bioswales.
- JobTOD: Explore various employment and transit-oriented mixed uses that not only boost the economy of the station area, but also help integrate and revitalize the surrounding residential and industrial uses; encourage integrating the Job-TOD use-mix with community facilities and vibrant open spaces, making the station area a destination.
- History/Art: Identify strategic locations for art installations that reference the historic roots of the area and provide visual landmarks which enhance identity.



Figure 1: Proposed Connections

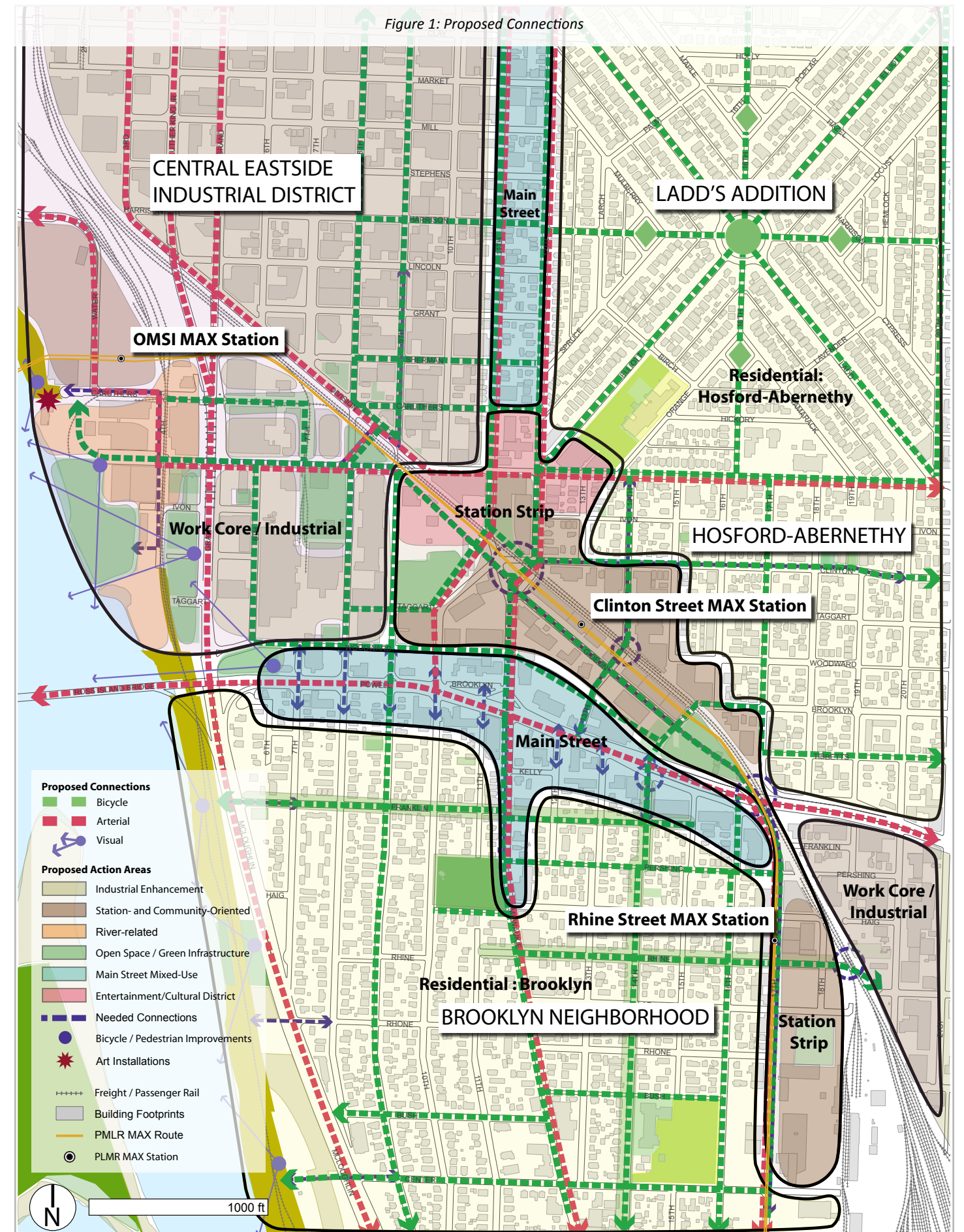




Figure 2: Key Features

Existing Conditions Analysis

The 2010 study area was expanded from the Willamette River eastward past 17th Ave., and from the Hosford-Abernathy and Ladd's Addition area southward past SE Center St. in the Brooklyn neighborhood. Evaluating this area reinforced many of the issues and opportunities identified in 2009 and presented a host of new considerations and challenges.

Street Network: Existing key arterial and bike connectivity in the area (illustrated in Figure 3).

- **Key Arterials:** Powell Boulevard, Milwaukie Avenue, Division Street, and 11th and 12th Avenues are the primary automobile routes that move traffic through the area.

- **Pedestrian/Bicycle Connections:** Portions of 7th, 9th, 16th, SE Clinton, SE Caruthers and SE Sherman serve as key bike connections in the area. Some of these streets are designated bike routes, yet they lack consistent infrastructure and street markings. The Eastbank Esplanade and the Springwater Corridor trails are nearby, but are not easily accessed.

Edges and Transitions: Existing edges impede physical and visual connectivity within the area (illustrated in Figure 4).

- **Arterials and Railroad:** The Clinton Street MAX Station is wedged between three barriers: UPRR tracks, Powell Boulevard and Milwaukie Avenue. Similarly, McLoughlin impedes access to the Willamette and the Springwater Corridor; Powell and the Union Pacific railroad challenges north-south connections between Hosford-Abernethy and Brooklyn; and east-west connections to the Rhine MAX Station are limited.

- **Super-blocks:** Many industrial areas, particularly between Powell, the UPRR tracks, and McLoughlin Boulevard, consist of super-block structures, such as the DariGold and Northwest Natural Gas facilities. Residential areas abruptly end when they meet these industrial areas.



Pedestrian bridge from SE 16th Avenue to SE Brooklyn Street

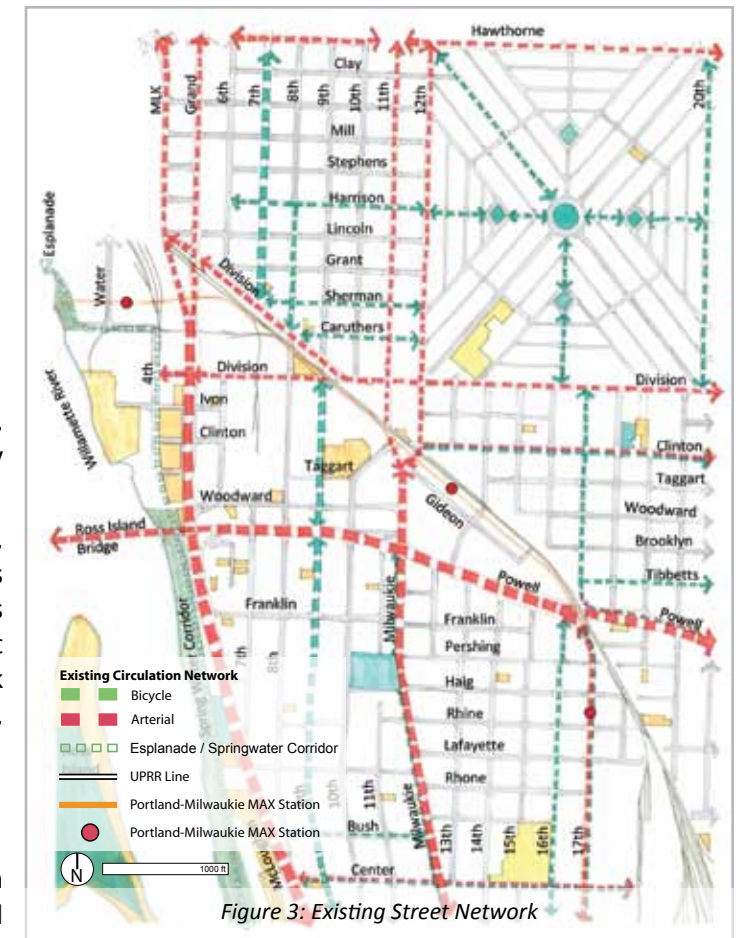


Figure 3: Existing Street Network

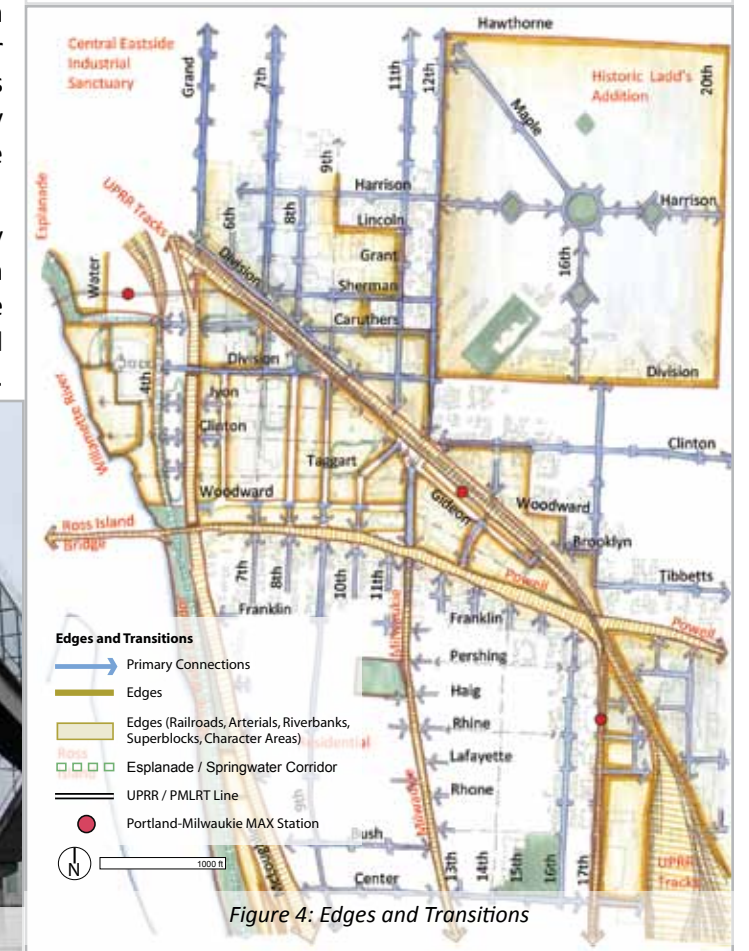


Figure 4: Edges and Transitions

Guiding Design and Development Principles

Future development of the study area should be guided by nine urban design principles:

1. Connections

Emphasize the connections between transportation networks, and break through the barriers dividing various industrial, commercial and residential uses. A continuous urban street grid will improve traffic flow, safety and bring much-needed exposure to proposed business and retail corridors.

2. Multi-Modal

Freight travel will continue to play a vital role in supporting economic prosperity in the CEID, while Powell Boulevard and Highway 99E accommodate tens of thousands of vehicles daily. Multi-modal systems will incorporate transit, bicycle and pedestrian access to the station into this currently auto-centric area.

3. Mixed-Use density

Demand for housing, retail, and commerce will be supported through increased density and a more integrated mix of uses, particularly around the station area. New development should be both an origin and destination for residents, workers and shoppers.

4. Green/Open Space

Additional open space and parks will be available for community use and neighborhood enhancement. Bio-remediation methods should be used for cleaning up industrial brownfield sites, while green streets and other retention features will mitigate storm-water runoff impacts.



5. Employment Opportunities

Existing industrial and commercial employment opportunities should be preserved and enhanced, as the industrial district is an indispensable feature of inner Southeast Portland and. New development strategies should promote job growth.

6. Housing

Preserve the existing housing stock and establish affordable and diverse housing options that will ensure residential diversity. Housing density near the station and along main streets will support commercial activity and will provide workers the opportunity to live and work in proximate areas.

7. Community Needs

Business and institutional growth should accommodate the neighborhood's needs for things like libraries, community centers, parks, grocery stores, medical offices, restaurants and other daily necessities.

8. History/Art

Art should be incorporated into public spaces as a way of establishing neighborhood identity and referencing the historic character of the area.

9. Visual Cues

Visual continuity can help ease the transition between different character areas. Way-finding and navigation to and from the stations and along bike and pedestrian routes should be enhanced.

Vision for the Future

These principles serve as the foundation for the design development proposals throughout the 2010 study area. To enable a more detailed evaluation and recommendation process across the unique character areas within the study area, the following development proposals will be grouped under four specific geographies (see Figure 1 on pg 3):

- The Station Strip
- The Work Core/Industrial
- Main Streets
- Residential Neighborhoods

jobTOD

A New Mixed-Use

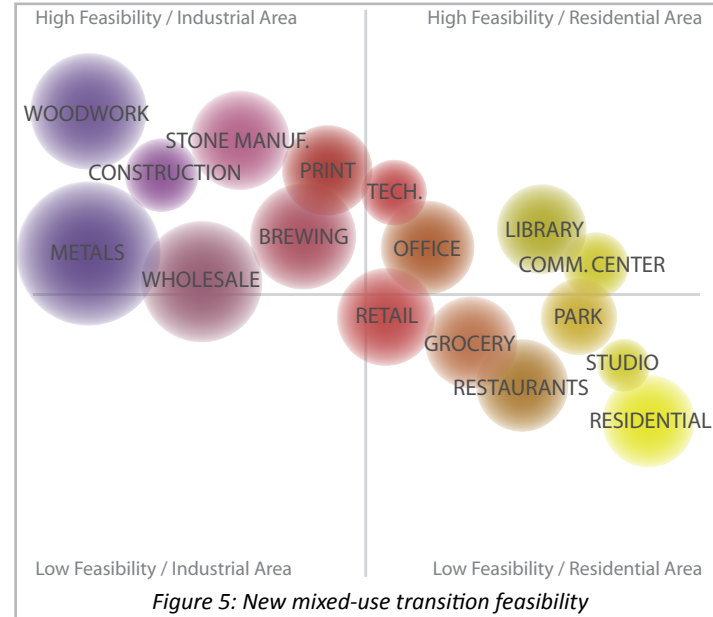
What could a future mixed-use and transit oriented neighborhood be?

The emblematic TOD of retail topped with residential is ubiquitous and we feel there is an opportunity to do more with neighborhoods around mass transit stops. One of the goals of this year's workshop was to define a new land-use focused on incorporating industry and employment into a transit-oriented neighborhood.

There are a broad range of industries that are compatible with urban settings this area is ripe for. A new zoning code that recognizes this reality and allows for new types of mixed-use that creatively mixes uses in unconventional and more intensified ways. Current TODs are mainly commercial and residential, perhaps with some office space. This study area is a prime example of an area where developers should be able to mix a much broader range of uses into a building. A greater mix of uses within a development would provide more opportunities for energy savings and creative synergies within a building. Zoning standards should focus less on specific uses and focus more on performance standards (code based impacts of use, not the use itself) and prescriptive standards that address the street condition.

The four different zones outlined in this report—work core, station strip, main streets, and residential—all have a distinct character that should be enhanced to meet its maximum potential. Mixing uses at a higher intensity, especially where the zones will meet in the transition areas.

There is potential for intensifying the district by promoting "new urban industry;" that is, uses like the film industry, apparel design and manufacturing, and hi-tech jobs. These uses fall outside of what is traditionally considered industrial uses and could be very good neighbors in a mixed-use development, therefore creating a successful jobTOD.



The diagram above shows how different compatible uses flow into each other and is a way of conceptualizing how transition areas could work. A transition from a primarily industrial area to one that is mostly residential could follow a pattern like this chart.

The table below is a summary of the character and use we would like to see typify each geographic area. While each area would fall broadly into these conditions, we are not arguing for static zones. The transition zones between each area would be where the most interesting combination of uses would occur.

Figure 6: jobTOD land use table

	Land Uses	Housing	Commercial	Employment	Scale	Relationship to Station
Industrial Work Core	Light-heavy industry, manufacturing, processing, service, office, commercial.	Live/work artist studio, alternative residential; workforce housing for above-poverty/below-median incomes.	Worker amenities, showrooms, wholesale.	"New Urban Industry," manufacturing, professional, Research Lab/incubator, PDC clusters, river-oriented commerce/entertainment (Innovation Quadrant)	Variable, depends on business requirement. Activated facades, back entrance loading and freight access. Reduced perceived road width.	3-10 minute walk.
Station Strip	Residential, commercial, light-industrial, office, open space, community based institutional and recreation uses adjacent to MAX line.	Multi-unit residential; worker housing; studios, 1 bedroom, 2 bedroom, family size units. Distance from each station: 5 minute walk: 15-20 units per acre 10 minute walk: 9-15 units per acre 20 minute walk: 3-8 units per acre	Professional services; worker, commuter and residential amenities.	Professional, service, office, community services (Library, Community Center), PDC catalytic businesses: Activewear, software, clean tech, advance manufacturing, film industry.	6-14 stories, limited setbacks, design overlay, or form based code should be implemented.	Close to station, highest intensity and station-focused uses. 0-5 min walk, bike facilities adjacent to stations including on and off street. Introduce pedestrian orientated design elements.
Main Street	Residential, retail, commercial, office.	Multi-unit residential, worker housing, studios, 1 bedroom, 2 bedroom, family size units.	Professional services; worker and residential amenities.	Professional, service, office, retail. Powell Boulevard entertainment district: Recording studios.	5-8 stories, no setback, upper stories stepped back from frontage.	Lines main corridors adjacent to station, high traffic streets. 3-10 min walk.
Residential (HAND and Brooklyn)	Residential, neighborhood retail.	Single-family homes/duplex, multi-unit buildings.	Local serving retail.	Home business, telecommuters, neighborhood retail; think of the retail in the center of Ladd's: coffee, movie rental, bike shop.	Up to 4 stories, 5-20 ft setbacks.	5-10 min walk to a station

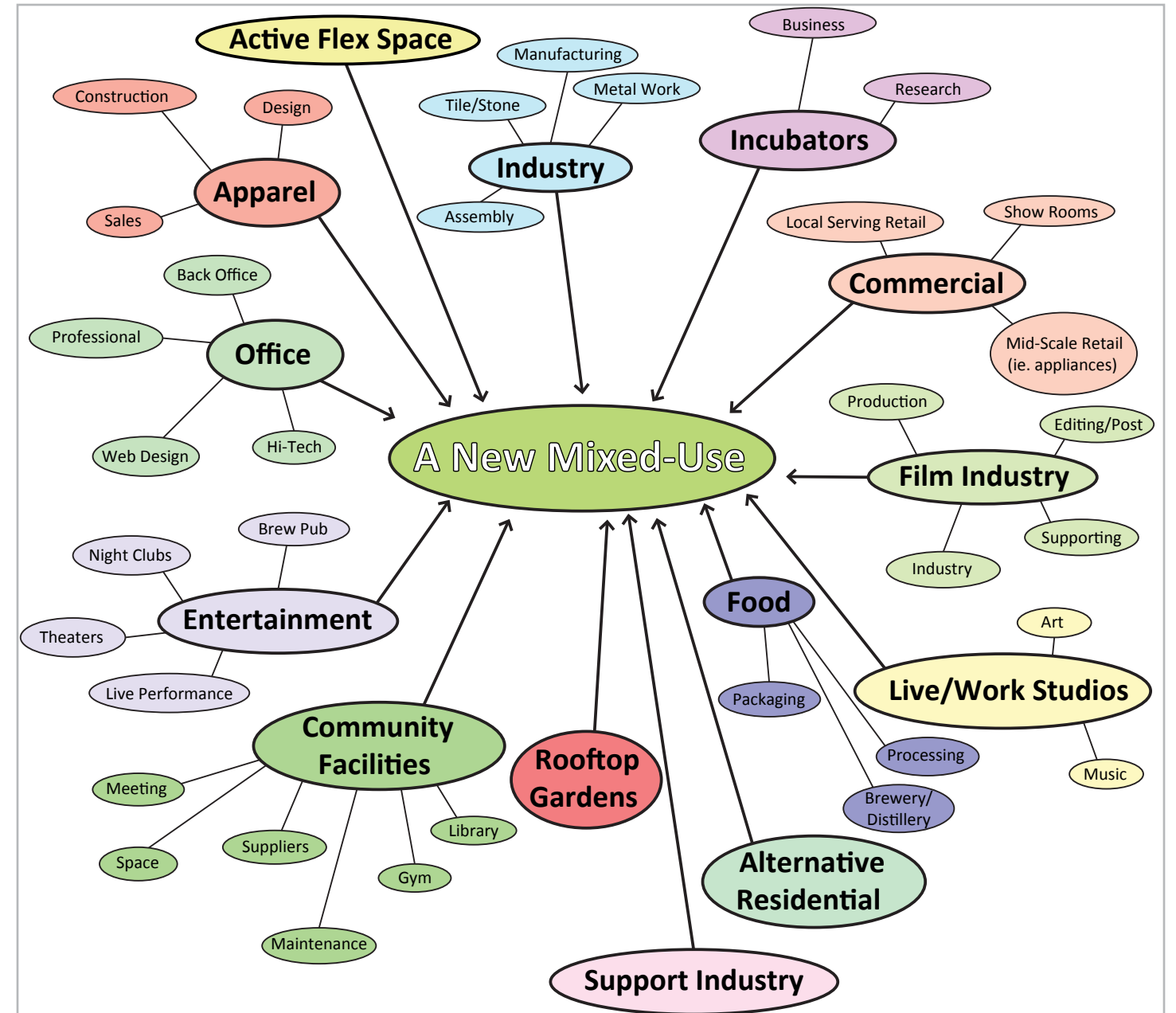


Figure 7: jobTOD mixed-use web

The diagram above is a way to reconsider mixed-use and TOD. It is a tool to think about alternative use pairings not currently developed or planned for. Not all uses are suited to be next to each other but many areas that are currently not allowed to be under current zoning. For example, a tile factory could have a showroom on the first floor, a night club on top of it, and office space on top of that. The office workers would be gone at night during club hours and the club would provide a noise buffer during the day for the offices.



Examples of transit oriented development in Portland.

The Station Strip

The Station Strip includes the Clinton Station and its surrounding area wedged between the UPRR line, Woodward and 9th Ave, as well as the Rhine Station area, which is bound by Powell Boulevard on the North, UPRR on the East and 17th Ave on the west, as shown in Figure 9. The proposed location of Clinton station at the busy intersection of Milwaukie, 12th and Clinton makes it a centrally located transit hub, offering immense development potential to the surrounding area. The following are the design recommendations for the station strip area:

Knit and Repair

Proposed traffic improvements

This includes realigning Milwaukie, 11 and 12th at the current 8-way intersection to ensure smooth and safe traffic flow in coordination with the rail and transit operations

Proposed multi-modal system for a walkable/bikable urban neighborhood

A. Run an off-street bikeway along the PMLR line all along Division through Clinton and Rhine stations, to establish multi-modal inter-neighborhood and Riverfront access through the station areas.

Re-purpose vacant properties for bike/ped-only paths, such as Taggart Alley and Northwest Natural Gas (NWNG) trail connecting Division and Gideon.

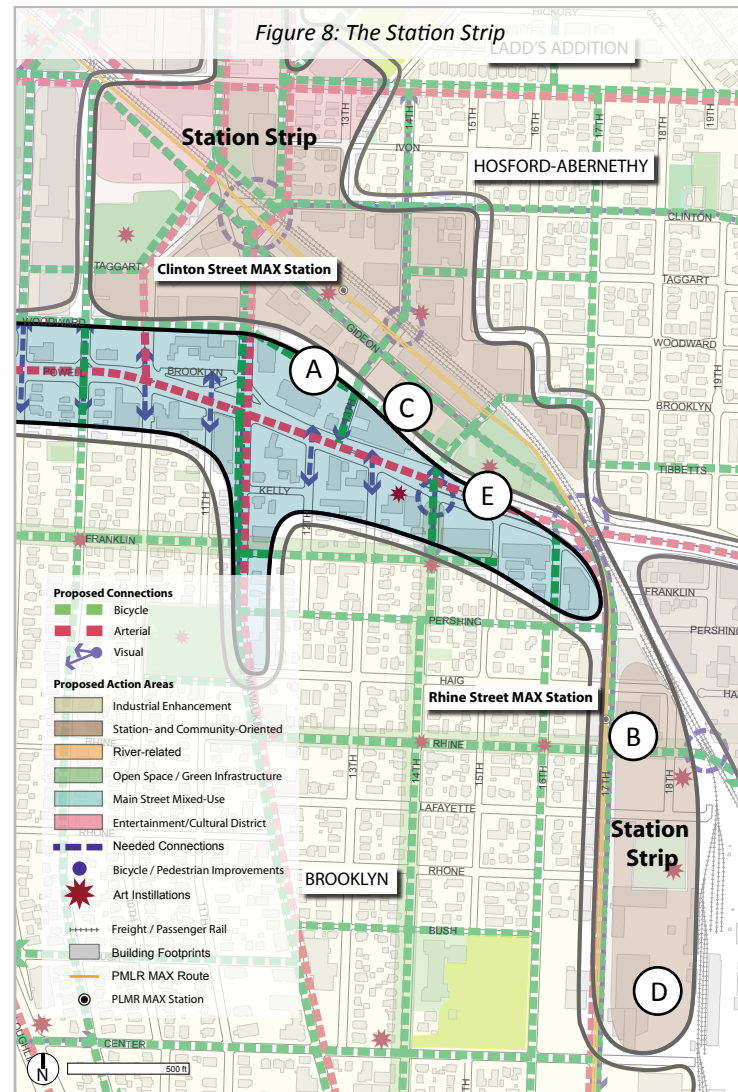
Incorporate pedestrian and bicycle-supportive amenities at stations, such as bicycle parking/service and quick retail.

B. Provide pedestrian bridge at Rhine street connecting the industrial area east of UPRR to the Rhine Station; explore providing a safe pedestrian underpass at Clinton Station on 13th C., or making the existing pedestrian bridge American Disabilities Act compliant at 16th.

Continue the existing street grid by extending Woodward to connect with Brooklyn Ave and 16th Street to break the existing super-blocks around the stations, such as the Lumber yard and the NW Natural Gas site. This creates a more walkable and bikeable place, and provides the much desired street frontage for proposed mixed-use development.

Open Space/ Green Infrastructure

Manage storm water locally around the station area by greening the area between the PMLR and UPRR tracks at Clinton and Rhine Stations to enable stormwater filtration; developing temporary bio-swales/parks on vacant land;



identifying defunct brownfield land and odd shaped parcels along the rail road for bio-remediation, education and future development

Examples: D. The vacant land on NWNG, which is 15-20' below grade, offers excellent potential to be developed as an amphitheater and sculpture park with art installations; The odd shaped triangular portion of the existing Lumberyard property, **E.**, is envisioned to serve as a vibrant community-wide open space.

Station Influence

Transitions across character areas: The station strip is envisioned to have an 'Entertainment node' in the north east and the 'Station and community-oriented use' around both the Clinton and Rhine stations. Together they work as a buffer/noise barrier between the historic Ladd's Addition, the busy Powell boulevard, UPRR, and industrial wedge area, and the fine-grained Brooklyn and Hosford-Abernethy residential neighborhoods. The proposed development (Figure 10, opposite page) on 17th serves as a noise barrier between the rail lines and the single-family housing core in Brooklyn.

Station and Community-based use: To ensure successful

development along Clinton and Rhine Stations, this use mix encourages integration of business and retail facilities with neighborhood amenities. The existing Lumber yard and NW Natural Gas property near Clinton Station, and the parcel between 17th and UPRR ROW near Rhine Station are envisioned to offer mixed-use development with facilities such as a community center, athletic courts, a community park, urban grocers, and a library.

Entertainment node: The art studios, cafes, breweries and restaurants at Division, 11th and 12th act as a cultural hub in the area. This is envisioned to extend over the proposed development at NW Natural Gas property, integrating the proposed amphitheater on its adjoining vacant.

Purposeful Development

History and Art:

Station area identity and way-finding: Use art installations, streetscape elements and signage within the station strip area to help people navigate the area; add station design elements that celebrate the history of the place and instill community pride and interest.

Visual connections

Establish continuity along the PMLR Bicycle path through uniform urban fabric. Use railroad scrap material in the construction of the proposed pedestrian bridge at Rhine street in reference to the railroad history of the area.



Figure 9: Visual connectedness through uniform urban fabric



Figure 10: 17th Street Section



Figure 11(above): Interconnecting Clinton and Rhine Stations

Figure 12: Proposed community open space at Gideon. Before (above) and after (below).

Work Core

The area currently supports many thriving industries. There are opportunities to increase intensity and diversify the area while strengthening the industrial base and allowing for flexibility over time. Improving street conditions would benefit all modes of transportation--freight, auto, and pedestrian. The work core area is a thriving district that has the potential for a substantial increase in jobs, improved connections, and a more attractive physical environment without compromising the industrial legacy of the area.

Development Opportunities

- Extending the Employment Opportunity Subarea (EOS) zoning overlay which will encourage more dynamic and intense use in the industrial core
- Promote PDC's vision of creating business clusters such as active-wear, software, clean tech, and advanced manufacturing
- Add worker housing in key identified areas
- Promote commercial services within the industrial area that support workforce

Transitions

Two distinctly different uses clash at the edges of the work core, divided by roads that are required to support everything from heavy freight traffic to cyclists and pedestrians. Improvements need to be made to soften that transition between industrial and residential, especially with an expected increase in pedestrian traffic due to light rail use. The hard edges created by the high intensity streets of Division, 11th and 12th Ave, and Powell need to serve as both functional traffic arterials as well as visual transitions into distinctly different uses. Facade renovation programs and streetscape projects would be a simple and impactful way to soften this transition and make a safer multi-modal arterial.

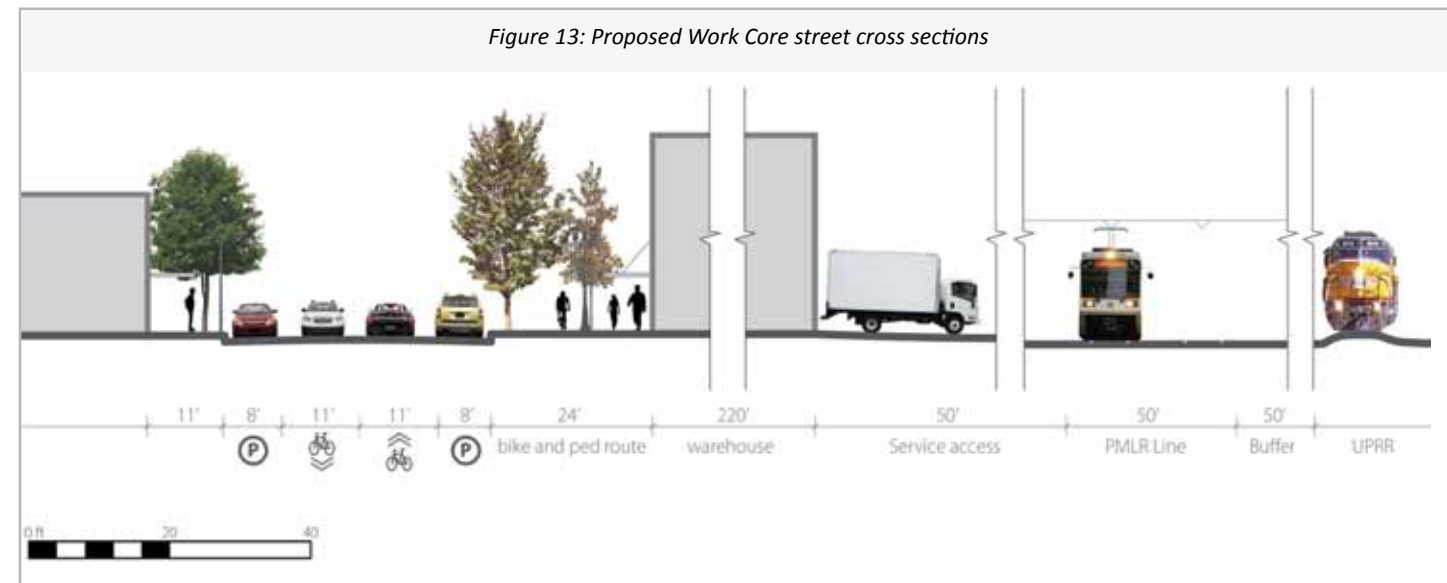


Figure 13: Proposed Work Core street cross sections

Opportunity Areas

A. **OR-99E and Powell Boulevard:** Develop more routes through and around OR-99E (SE McLoughlin Blvd) to bolster access to the Willamette riverfront for cyclists, freight traffic, and visitors wishing to access the proposed Innovation Quadrant.

B. **PMLR MAX and Freight Track Alignment:** Improvements associated with the incoming light rail line, including a dedicated pedestrian and bicycle corridor paralleling the tracks, will provide development and access opportunities along this barrier.

C. **Superblocks:** Reconnect the street grid of underutilized brownfields and manufacturing facilities will make the area more accessible to pedestrians and vehicles alike and will provide more development frontage.

D. **Caruthers Street:** As TriMet has identified that Caruthers St. has unresolved vehicular and pedestrian connection issues. This street will be a primary recreational access route both across the rail lines and underneath OR-99E.

Activating Frontages

Because of Union Pacific Railroad line setbacks and Milwaukie Light Rail right-of-way, several buildings along the corridor will be demolished or relocated. This provides an opportunity for businesses to reorient their street frontages. Possibilities include:

- On-street parking will narrow Division Street and calm traffic
- Shared lanes for auto and bike travel.
- Loading access for manufacturing facilities should be relocated behind buildings and out of primary traffic routes whenever possible
- Reinvigorated building facades and the addition of trees can soften the impermeability of this industrial area.



Figure 14: Work Core

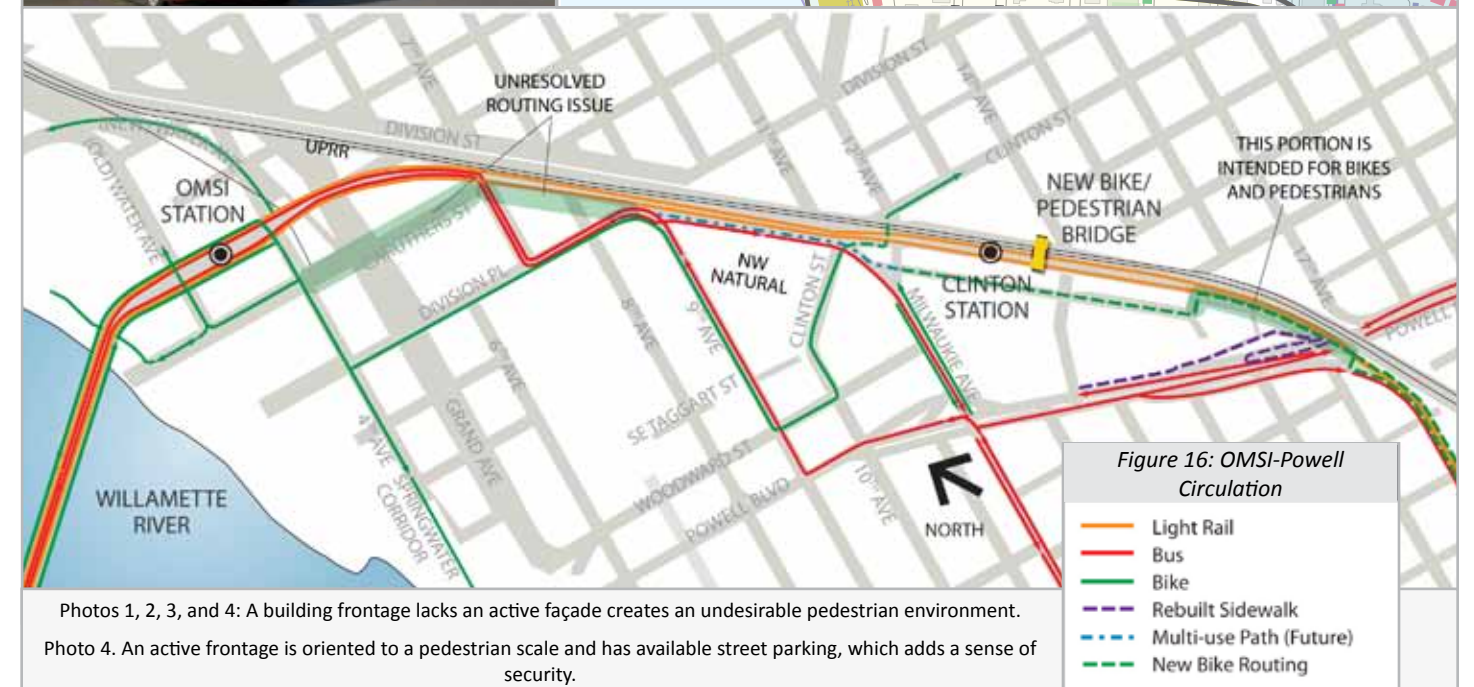


Figure 16: OMSI-Powell Circulation

Photos 1, 2, 3, and 4: A building frontage lacks an active façade creates an undesirable pedestrian environment. Photo 4. An active frontage is oriented to a pedestrian scale and has available street parking, which adds a sense of security.

Main Street

Knit and Repair

Powell Boulevard

Powell Boulevard has great potential for improving the way the Brooklyn and HAND neighborhoods interact with one another. Presently, the boulevard acts as a barrier for pedestrians and prevents convenient access to the future Clinton MAX Station, yet Powell has the potential to become a true main street and become an asset to the community, with entertainment venues, restaurants, and other services.

The following proposals are based in the same ideas as the recent transformation of the Burnside/Couch couplet. In that case, the City signaled many previously un-signalized locations, creating an urban extension of downtown for a more pedestrian friendly environment. Our proposal seeks to achieve the same goals.

Signalized intersections along Powell

A. We propose to calm traffic and enhance the pedestrian experience by adding three signalized crossings along Powell. The signals will be timed to allow for a smooth flow of traffic through the corridor, while providing more opportunities for pedestrians to cross the street. These changes will transform the way the surrounding neighborhood uses Powell, and provide an opportunity for more intense, urban uses along the Powell corridor.

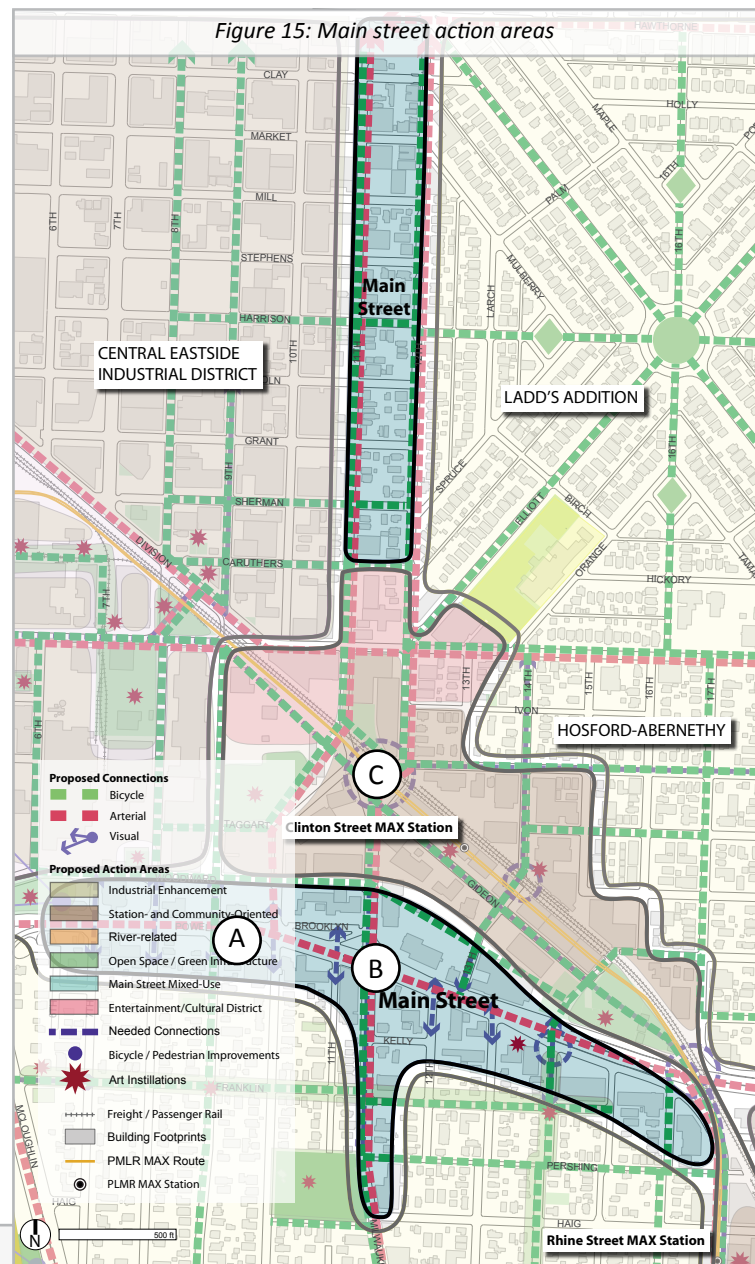


Figure 16: Proposed signalized intersections along Powell



Milwaukie Avenue

Milwaukie Avenue is the main street that runs through the Brooklyn community. We propose the following changes to enhance the connections to and through Brooklyn:

- Create a sense of place and identity by installing a “Welcome to Historic Brooklyn” sign over Milwaukie
- Make pedestrian crossing across Milwaukie safer by shortening the crossing distance with curb extensions.
- **B.** Rework the gas station layout by only having one entrance/exit off of Milwaukie and using the room at the Powell corner for an aesthetically pleasing gateway entry including the welcoming arch and landscaping.
- Encourage density and small scale store fronts for a walkable, vibrant street corridor. Taking out the present Pho restaurant in favor of more aesthetic street front architecture will complete this 2 block section of Milwaukie to a lively gateway.

Station Influence

Presently, Milwaukie north of Powell carries a high volume of freight and auto traffic, but is unpleasant and dangerous for pedestrians and cyclists. It is vital to improve these conditions on Milwaukie and 11th and 12th Aves, north of Powell, because the Clinton St. and Rhine St. MAX stations will increase the significance of this area as a pedestrian and bicycle route. Facade renovation initiatives, streetscaping, and distinctive lighting will create a main street that will become a functional and visual connection for multi-modal traffic to the new station.

UPRR Crossing at 11th/12th

C. Currently 11th Ave is a one-way south and 12th Ave is a one-way north, they converge just south of the UPRR crossing turning into Milwaukie Avenue. In order to encourage more development along both 11th and 12th Ave and create more pedestrian friendly environment, we propose keeping 11th and 12th Ave separate. Adjusting 11th Ave so that it extends down SE Clinton Street, crosses Woodward Street and intersects with the newly signaled intersection on Powell can do this. Milwaukie South of Powell would remain a two way street. Purposeful Development



Figure 17: Three phase vision of development along Powell Boulevard. Phase 1 (above, top): Existing street. Phase 2 (above): Added stop lights, mixed-use development to a pedestrian friendly corridor. Phase 3 (below): Powell is transformed into a modern urban, pedestrian friendly corridor.



Residential

Brooklyn and Hosford-Abernethy

Knit and Repair

Access to the Willamette

A. McLoughlin Blvd. (OR 99E) prevents Brooklyn area residents from directly accessing the waterfront and the Springwater Corridor. While ODOT has plans to install a pedestrian crossing on McLoughlin, an underpass would restore full access to the waterfront.

Transitions across character areas

B. Most of structures in the Brooklyn neighborhood are single-family homes built before 1955, so development of main street corridors should respect this existing character. In areas where there is new development adjacent to residential homes, townhouses and similarly scaled development can be used to transition into more commercial areas. Also, lighting, signage or other gateway identifiers can be used to define the area.

Station Influence

Maintain Affordability

While current Brooklyn and HAND residents appreciate modest property values for close-in neighborhoods, the improved transportation connectivity will likely cause values to rise. To maintain an affordable cost of living, it is

important for low- and middle-income housing options to be developed along the main street corridors and adjacent to the new MAX stations.

Parking

C. While the MAX station areas provide economic development opportunities for the community through the proposed Job TOD, this increased density and activity level will have impacts on area parking. One way to remedy this issue is to provide residents with parking permits, while also metering the area. A parking benefit district (PBD) can be formed where meter revenue is used to fund community needs like sidewalk improvements, planting street trees or providing bicycling infrastructure.



Existing family residence in Brooklyn (below)
Lampost idea for character area (bottom right)

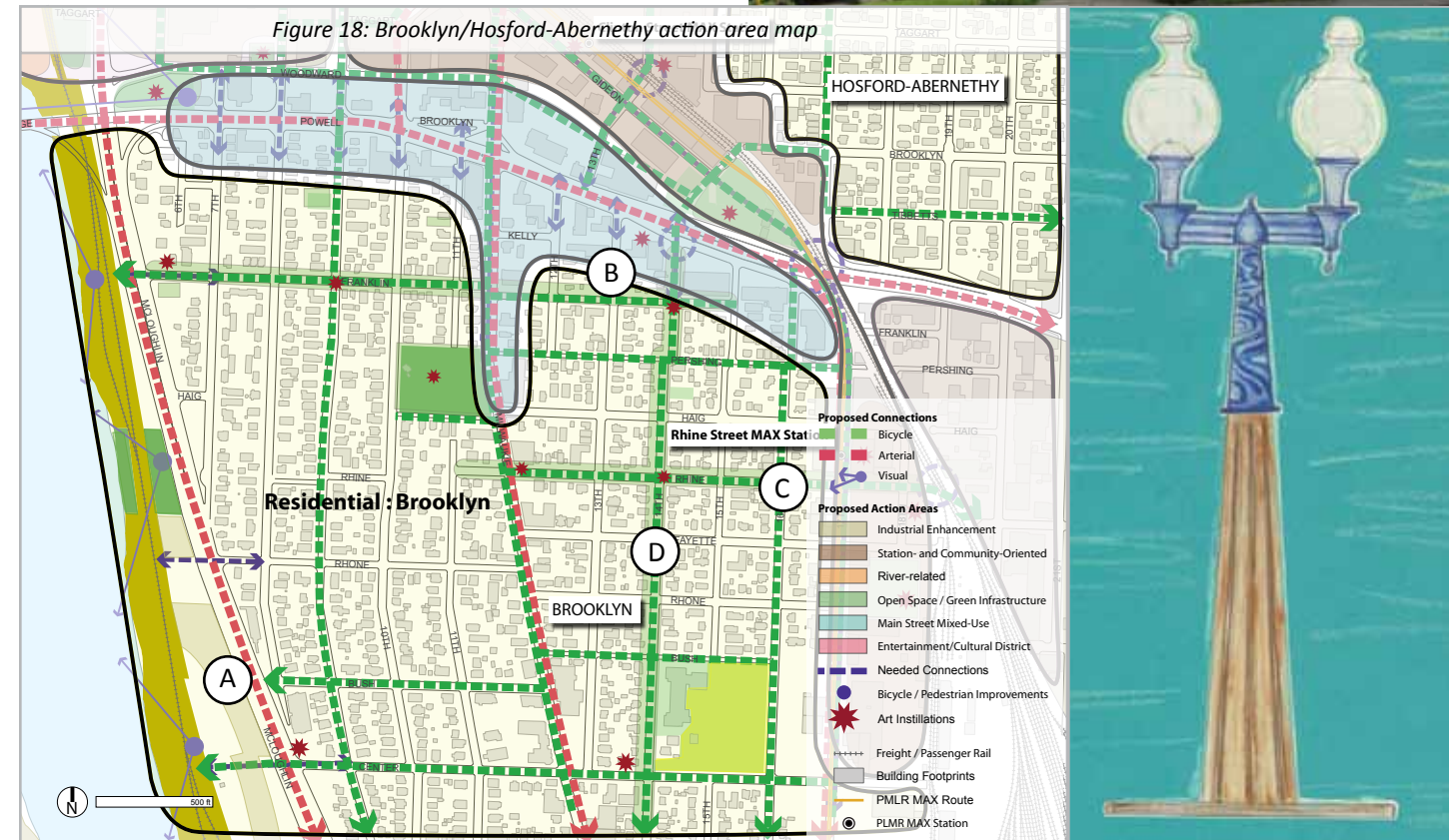


Figure 18: Brooklyn/Hosford-Abernethy action area map

Reconnecting the Natural Network

Extending Tree Canopy Corridors

D. Capitalizing upon existing natural assets, the walkability of Ladd's Addition can be extended southward toward the Clinton station area through green pedestrian corridors that provide the benefits of shading, stormwater management, habitat provision and quality of life improvements. SE Ivon offers potential to laterally connect these corridors by creating a green street.

Supplementing the existing tree canopy from the proposed pedestrian corridor (between SE Powell and SE Franklin) down SE 14th and along SE Rhine would create a continuous pedestrian corridor throughout the Brooklyn neighborhood. Creating green streets along these corridors lends support to the "Tabor to the River" project.



Figure 19: HAND tree canopy map (below), Figure 20: Brooklyn tree canopy (right)



Example of pedestrian underpass (bottom)

Toolkit

District-Scale Funding Strategies

Tax Increment Financing

No Central Eastside Urban Renewal Area (URA) funding is currently allocated for MAX construction costs, though \$10 million from the North Macadam URA is committed.

Local Improvement Districts (LID)

Traditionally, LIDs are used to fund improvements in street paving, curbs, sidewalks, recreational facilities and street lighting, as examples, through special assessments on private property. The City of Portland has the authority to initiate an LID, though the public can also petition for one.

Portland Development Commission Funding for Individual Property Owners

Funding through the following programs is only available within URAs that have available budgets.

Commercial Property Redevelopment Loan Program

Provides up to \$200k in financial assistance for commercial or mixed-use development projects, including transit-oriented development within 1/2 mile of light rail stations.

Transit Oriented Development (TOD) Property Tax Abatement Program

This program offers up to ten-year property tax abatements on high density, mixed-use residential properties of at least ten units.

Metro Development Resources

Metro Community Investment Toolkit

This toolkit provides information and best practices for creating and enhancing vibrant urban areas. Geared toward local governments, nonprofits, community leaders and developers, the three part toolkit includes resources on 1) Financial incentives, 2) Urban design and local zoning/building codes and 3) Employment and industrial areas.



Nature in Neighborhoods Capital Grants

The Nature in Neighborhoods program awards grants for projects that “re-green” or “re-nature” urban neighborhoods. The Orange line Park Avenue terminus station was recently awarded a grant that Metro hopes will serve as a blueprint for how to “green” other transit stations.

Brownfield Remediation

A Brownfield is a site where contamination is preventing reuse or redevelopment. The Portland Brownfield Program, administered by the Bureau of Environmental Services, provides technical and financial support to property owners, developers, and community members seeking to restore land. Metro’s Brownfield Recycling Program, funded through U.S. Environmental Protection Agency (EPA) grants, offers similar services. The Federal Brownfield Tax Incentive, also provided through the EPA, offers stakeholders the opportunity to fully deduct costs of Brownfield site clean up in the year incurred.

Green Streets Development

The Portland Green Street Program is a comprehensive approach to managing the city’s stormwater runoff. Bioswales are installed to divert stormwater from the city’s sewer system which helps prevent combined sewer overflows into the Willamette River. Portland’s Bureau of Environmental Services offers a voluntary program, with funding available, both to communities and individual property owners.



Conclusions and Recommendations

The urban design analysis and proposals for the development of the Clinton MAX station area achieve an overall vision to revitalize and harmoniously integrate the areas surrounding the Clinton Station. These recommendations need to be flushed out, analyzed and studied for feasibility within the communities and the city. The following 8 recommendations are important next steps in this urban design process:

1. Develop a parking strategy that provides solutions to the community’s concerns. Explore strategies for avoiding a park-and-ride use of surrounding neighborhood’s on-street parking, such as the ‘residential parking permit program.’
2. Look into the waterfront connections: Identify potential barriers and develop an implementation strategy. Work with the River Plan / South Reach to connect people to the waterfront by bike and foot.
3. Inventory buildings that are available for redevelopment: Research what sites will be affected by the proposed Max line development and where the best redevelopment opportunities are.
4. Draft a Development Program: Work with government agencies, such as the PDC, as well as private interests including the Central Eastside Industrial Council and relevant neighborhood associations to develop workable designs.
5. Conduct a traffic study with an enlightened traffic engineer to study the proposals, such as feasibility of signalized intersections on Powell, UPRR Crossings at 11th and 12th and traffic calming at Milwaukie. Have a traffic engineer review proposals for implementation feasibility.
6. Involve the community in an area-wide Design Charrette/Workshop. Work with the community to further understand needs and desires in a visual and hands-on way
7. Identify zoning changes to realize the defined Job-TOD mix. Outline steps that need to be taken to change existing zoning code to achieve the Job-TOD vision.
8. Explore the development of Lafayette Pedestrian Bridge for access to 17th. Explore options to create a fluid and safe pedestrian connection across Powell on 17th.

Acknowledgements

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