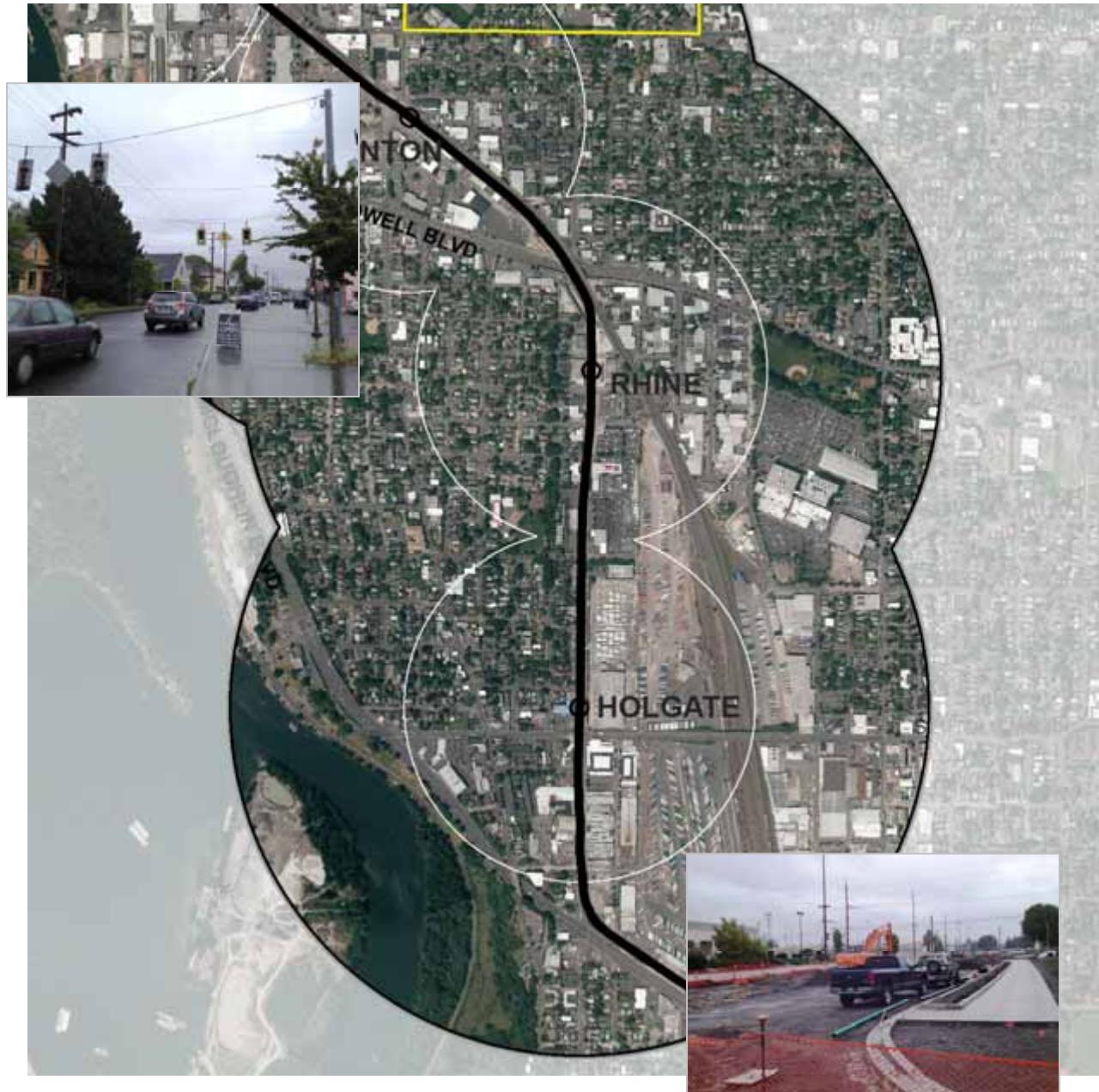


Rhine & Holgate Station Area Profiles

June 6, 2013 DRAFT



Bureau of Planning and Sustainability
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Table of Contents

I.	Introduction.....	1
	Planning Process	
	Purpose of this Document	
	Station Area Overview	
	Questions to Consider	
II.	Existing Conditions.....	3
	<i>NOTE: Unless otherwise specified, the "station area" refers to the area within a ½ mile radius of the station.</i>	
	A. People	
	B. Existing Zoning	
	C. Land Use and Development	
	D. Employment	
	E. Transportation	
	F. River/Natural Resources	
III.	Previous Planning.....	14

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I. Introduction

Planning Process

The Portland to Milwaukie light rail alignment is under construction and will open in 2015. During the summer of 2013, the City of Portland will begin the Inner SE Station Area Planning effort, which will update the vision and long-range plan for the areas around the four new close-in SE Portland light rail stations at OMSI, Clinton, Rhine and Holgate. During this first phase of planning, a series of working group meetings and other public events will be held over the summer to gather community input on the future character of these station areas. During the second phase, starting in the fall, ideas will be refined to create a preferred concept and specific recommendations for implementation.

The OMSI and Clinton Stations are located within the Central City Plan boundary and therefore ideas for those stations developed over the summer will be considered as part of the SE Quadrant Plan, along with the rest of the Central Eastside District of the Central City. Ideas generated for the Rhine and Holgate station areas will be further refined through a process focused on the Brooklyn station areas. Recommendations will be set forth in a Brooklyn Station Areas Plan and forwarded to the City's Comprehensive Plan Update process for implementation.

Purpose of this Document

This document provides background information about the Rhine and Holgate station areas. It is intended to give participants in the station area planning process a common understanding of existing conditions and past planning efforts that may inform this process. A separate "OMSI & Clinton Station Area Profiles" document is also available.

The station area planning effort will focus most heavily on areas within $\frac{1}{4}$ mile of the light rail stations because of their strong relationship to and potential to be affected by the station. A larger influence area of a $\frac{1}{2}$ mile is also included in order to consider broader relationships between the stations and adjacent neighborhoods, employers and institutions. Most of the existing conditions information presented in this document is for areas within the broader $\frac{1}{2}$ mile radius.

Station Area Overview

The Rhine and Holgate stations will be located on SE 17th within the Brooklyn neighborhood. Currently, SE 17th Avenue acts as a dividing line in the neighborhood. Brooklyn's residential area and the Milwaukie Avenue main street are west of 17th. East of 17th is a predominantly industrial area. Large industrial uses east of 17th include the Brooklyn Rail Yards, Portland General Electric and TriMet's bus barn and operations center.



The introduction of light rail on SE 17th, and the related streetscape improvements will provide a stronger buffer between the existing residential and industrial uses along the corridor. The new light rail alignment also brings opportunities for new development and other infrastructure improvements in the area.

Questions to consider for the Rhine and Holgate station areas:

- What uses and built form should be encouraged on redevelopment sites along the light rail alignment?
- Are there opportunities to increase the number of jobs within walking distance of the stations?
- What opportunities exist to enhance and support Milwaukie Avenue as a neighborhood main street?
- What are the priorities for improved pedestrian and bicycle connections to the light rail stations?



II. Existing Conditions

NOTE: Unless otherwise specified, the “station area” refers to the area within a ½ mile radius of the station.

A. PEOPLE

The future Rhine and Holgate MAX stations are home to 5,040 people and 2,330 people, respectively.¹ The major residential area is the Brooklyn neighborhood, but small parts of the Hosford-Abernethy, Sellwood Moreland, Reed, and Creston Kenilworth neighborhoods are also included in the ½ mile radius.

Compared to SE Portland as a whole, the population in these areas is somewhat less diverse, with higher percentages of Whites corresponding to lower percentages of Asians. Percentages of Blacks, American Indians, and Hispanics are similar to those for SE Portland as a whole.



MAP 1. Rhine and Holgate Station Areas

TABLE 1. Station Area Demographics

	Rhine Station	Holgate Station	SE Portland
Population	5,040	2,320	150,510
Race*			
White	86%	85%	82%
Black	3%	3%	3%
American Indian	1%	1%	1%
Asian	4%	4%	7%
Hispanic	6%	8%	7%
Median Age	34	34	36
Education – BA or higher	44%	36%	44%
Housing Units	2,500	1,280	69,900
Median Household Income	\$42,600	\$45,300	\$46,300
Owner Occupied	40%	37%	53%

* Percentages may not sum to 100% due to rounding and an omitted “Other” category

Source: Census 2010, ACS Population estimates 2009

Residents in both station areas are slightly younger than the average SE Portland resident. While the education level of residents living in the Rhine Station area is similar to that of all of SE Portland, residents in the Holgate Station area are somewhat less educated. The median incomes of both station areas are lower than that of SE Portland as a whole, as are the rates of owner occupancy.

Community

The Brooklyn Action Corps neighborhood association represents most of the Rhine

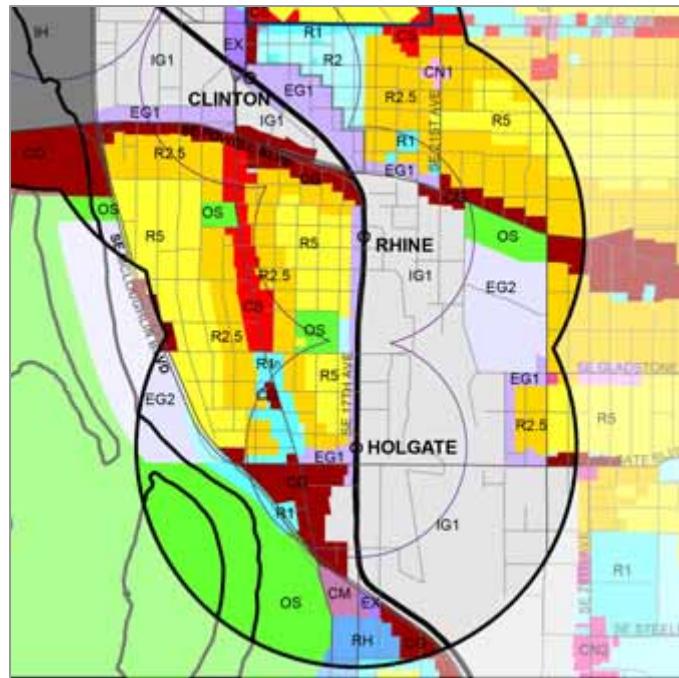
and Holgate station areas. Select community and social services include the Sacred Heart Villa (Loaves and Fishes Center) and the Pongo Fund. Select community amenities and attractors include: the Aladdin Theater, Brooklyn Community Gardens, Brooklyn City Park, Brooklyn School Park, Powell City Park, and the Winterhaven School (a Portland Public magnet school).

¹ Residents living in the zone of overlap between the two station areas are included in both sets of data; therefore the numbers are not additive. The total number of people living in both areas combined is 5,920.

B. EXISTING ZONING

Zoning within $\frac{1}{2}$ mile of the Rhine and Holgate stations is predominantly residential and industrial. In general, residential zoning is located west of SE 17th and industrial zoning is located to the east of 17th. The residential zoning is primarily single-dwelling, which allows single-family homes and in some cases townhouses.

The industrial zoned areas fall within the general industrial (IG1) zone, which provides land for most types of industrial uses including warehousing and freight movement, wholesale sales, industrial service, and manufacturing. The IG1 zone is one of the City's zoning designations that implement the industrial sanctuary policies of the Comprehensive Plan. The primary purpose of the industrial sanctuary policy is to "encourage the growth of industrial activities in the city by preserving land primarily for manufacturing purposes". The fundamental notion underlying this policy is to provide for economic diversity and growth and ensure a range of employment opportunities by reserving strategically located portions of the city first and foremost for industrial land uses.



MAP 2. Rhine and Holgate Station Area Zoning

After residential and industrial zoning, employment zoning occupies the next largest land area within both the Rhine and Holgate station areas. Most of the employment zoned land falls within the general employment (EG1 and EG2) zones. The general employment zones allow a wide range of uses including industrial and industrial-related uses and some amount of office and retail use. In the Rhine and Holgate Station Areas, the EG1 zone is generally serving as a buffer between the industrial zone in and near the Brooklyn Rail Yard and the residential zones in the adjacent neighborhoods to the west and east.

Rhine Station Area

Residential zoning occupies 47 percent of the land within $\frac{1}{2}$ mile of the Rhine Station is zoned residential, making it the predominant zoning in that station area. There are 176 acres of residential zoned land, of which 163 acres are within single-dwelling zones. The residential zoning is primarily located in the Brooklyn neighborhood.

At 101 acres, industrial zoning accounts for 27 percent of the land area, making industrial the second most predominant zoning designation in the area. Within the Rhine Station Area the IG1 zone is primarily associated with the Brooklyn Rail Yards and the TriMet facility.

The Rhine Station Area also contains 51 acres of employment zoning, which is 14 percent of the land area. The remaining land in the station area includes 30 acres (8%) of commercial zoning (primarily along SE Powell and SE Milwaukie), and 15 acres (4%) of open space zoning.

Holgate Station Area

Industrial zoning occupies 47 percent of the land within ½ mile of the Holgate Station, making it the predominant zoning in the station area. There are 172 acres of industrial zoning, primarily within the Brooklyn Rail Yard and along SE 17th Avenue.

At 23 percent of the land area, residential zoning is the second most predominant zoning designation in the Holgate Station Area. There are 83 acres of residentially zoned land, of which 62 acres are within single-dwelling residential zones. There are also roughly 21 acres of multi-dwelling residential zoning, which allows for apartments and rowhouses in the station area.

The Holgate Station Area also contains 50 acres of general employment zoning, which is 14 percent of the land area. This includes a portion of the Ross Island Sand and Gravel site, which is zoned EG2.

The remaining land in the station area includes 26 acres (7%) of commercial zoning (primarily south of Holgate along SE Milwaukie and SE McLoughlin), and 31 acres (9%) of open space zoning. The bulk of the open space zoning is associated with the Willamette River, tip of Ross Island, and Oaks Bottom Wildlife Refuge.

TABLE 2. Rhine and Holgate Station Area Zoning Summary*

	Rhine Station Area		Holgate Station Area	
Zone	Acres	% of Total	Acres	% of Total
Residential: Single-family				
R2.5	89	24%	28.6	8%
R5	64.4	17%	33.6	9%
<i>Subtotal</i>	<i>153.4</i>	<i>41%</i>	<i>62.2</i>	<i>17%</i>
Residential: Multifamily				
R1	9.8	3%	11.3	3%
R2	12.4	3%	2.1	1%
RH	--	--	7.1	2%
<i>Subtotal</i>	<i>22.2</i>	<i>6%</i>	<i>20.5</i>	<i>6%</i>
Industrial				
IG1	<i>101.4</i>	<i>27%</i>	<i>172</i>	<i>47%</i>
Employment				
EG1	22.2	6%	12.1	3%
EG2	28.4	8%	38.4	11%
EX	.8	<1%	.7	<1%
<i>Subtotal</i>	<i>51.4</i>	<i>14%</i>	<i>51.2</i>	<i>14%</i>
Commercial				
CG	16.4	4%	17.1	5%
CM	--	--	2.4	1%
CN1	1	<1%	--	--
CN2	--	--	.2	<1%
CS	13.4	4%	6.1	2%
<i>Subtotal</i>	<i>30.8</i>	<i>8%</i>	<i>25.8</i>	<i>7%</i>
Open Space				
OS	<i>15.1</i>	<i>4%</i>	<i>31.1</i>	<i>9%</i>
<i>AREA TOTAL</i>	<i>374.3</i>	<i>100%</i>	<i>362.8</i>	<i>100%</i>

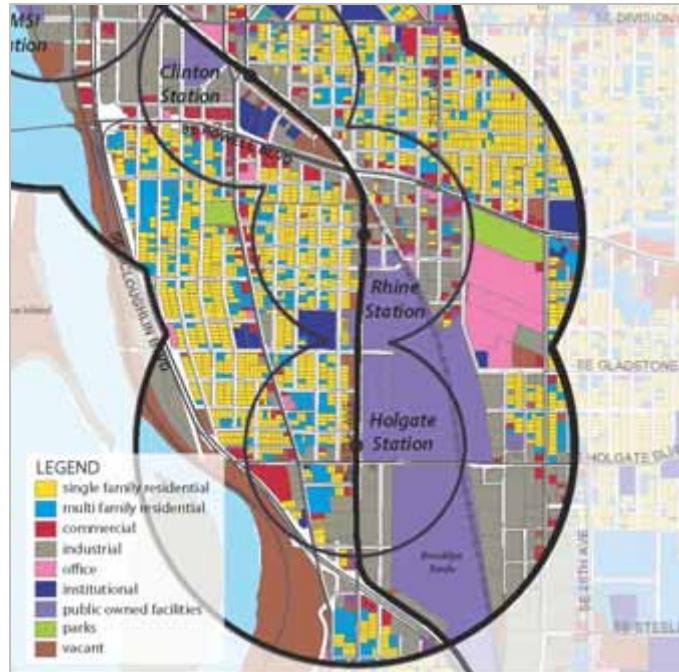
* Land in the zone of overlap between the station areas is included in both sets of data; therefore the numbers are not additive. Zoning percentages may not sum to category subtotals due to rounding.

Source: Portland Bureau of Planning and Sustainability, 2013

C. LAND USE & DEVELOPMENT

General Land Use Pattern

The Rhine and Holgate station areas are located within the Brooklyn neighborhood and will directly serve this neighborhood as well as industrial businesses surrounding the Brooklyn Rail Yards. Generally, the location of the light rail alignment along SE 17th Avenue places these station areas where the immediate land uses to the east are predominately within an industrial land use classification, and land uses to the west are predominately within a residential land use classification. Additionally, properties along SE Holgate, SE Powell, and SE Milwaukee include a mix of commercial uses.



Rhine Station Area

Predominant land uses within a ¼ mile of the Rhine Station are residential, which make up 41 percent of the land area when counting both single and multi-family uses residential uses. Industrial land uses are also significant at 20 percent of the land area and would be more significant if combined with the publicly owned facilities (16%), which include properties occupied by Portland General Electric, TriMet and the Union Pacific Railroad.

MAP 3. Rhine and Holgate Station Area Land Use

Note: This map may not reflect recent acquisitions and demolitions that have occurred as part of the PMLR project.

Holgate Station Area

Predominant land uses within a ¼ mile of the Holgate Station are publicly owned facilities (53%), which includes properties occupied by Portland General Electric, TriMet and the Union Pacific Railroad. If combined with the 14 percent of land area within other industrial uses, the resulting industrial land base within the Holgate station area is 67 percent of the total. Residential land uses make up 22 percent of the total land area.

FIGURE 1. Rhine Station Area Land Use (¼ mile)

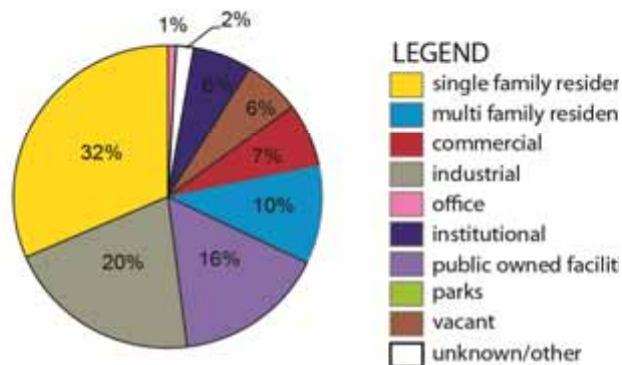
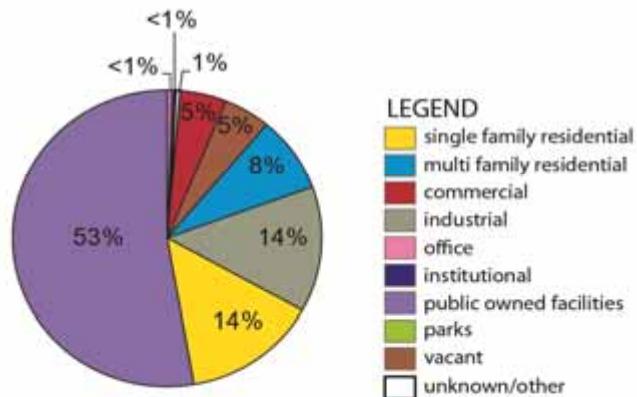


FIGURE 2. Holgate Station Area Land Use (¼ mile)



Development Potential

The majority of future development potential associated with the new light rail stations exists with the areas zoned for industrial, employment, and commercial uses, which are located on SE 17th, Powell, Holgate, and Milwaukie. Residentially zone areas within these station areas are not expected to experience significant new development because they are mostly built out and well established.

SE 17th Avenue

Development of the new light rail facilities along SE 17th required the acquisition and demolition of a number of businesses within a thin stretch of land along the west side of SE 17th, which will be possible redevelopment sites. The current zoning is General Employment, which allows a number of industrial uses, a limited amount of retail and office, and housing by conditional use. TriMet is currently pursuing a potential housing project on a portion of this land between Boise and Mall. The east side of 17th up to approximately SE 26th is largely industrial, consisting of the Brooklyn Rail Yards and surrounding industrial businesses.

Powell Boulevard

Properties facing Powell Boulevard to the west of the rail alignment are zoned and developed as commercial properties. Under existing zoning, future redevelopment on these parcels could include additional retail, commercial office, residential development, or mixed-use buildings that include multiple land use types. Properties to the east of the rail alignment are zoned primarily for industrial and employment land uses. Based on existing zoning, future development in these areas would need to be primarily within an industrial use classification, with limited office and retail uses.

SE Holgate

Holgate, between 17th and McLoughlin, contains a mix of industrial, retail, apartments, single family, and vacant lots. Nearly the entire south side of Holgate is currently zoned for commercial uses, which presents possible redevelopment potential on vacant and underutilized lots.

SE Milwaukie Avenue

Much of SE Milwaukie lies within or just outside a ¼ mile distance (an approximate 5 minute walking distance) from the Rhine and Holgate stations. More than any other street in the Brooklyn neighborhood, this street acts as the neighborhoods main street and is home to regional draws such as the Aladdin Theater, and a host of local neighborhood bars, restaurants and retail services, a neighborhood park and a number of single and multi-family homes. The southern portion of SE Milwaukie (between SE Center Street and Holgate) is currently zoned for multi-family residential development, which has resulted in a number of nonconforming commercial businesses in this area. The multi-dwelling zoning limits the ability of existing commercial businesses to expand or new businesses to locate on this section of Milwaukie.

D. EMPLOYMENT

Total employment and employment densities for the Rhine and Holgate station areas are lower than those in the OMSI and Clinton station areas. There are a total of 5,882 jobs at 460 firms in the Rhine and Holgate station areas.² Proximity to the Brooklyn Rail Yard, designated a Regionally Significant Industrial Area, supports over 175 firms in industrial sectors that account for 2,552 jobs, 43 percent of total employment, in the Rhine and Holgate station areas. A significant amount of employment is located along commercial corridors within the $\frac{1}{2}$ mile station area, such as Powell Boulevard, SE Milwaukie Avenue and SE McLoughlin Boulevard. Employment in these commercial corridors is mixed within entertainment and food services, retail, knowledge based businesses and smaller scale industrial uses.

Rhine Station Area

The primary employment sector in the Rhine station area is industrial, which accounts for 29 percent of total employment (1,552 jobs) in the station area. There is a well performing concentration of smaller-scale industrial business located to the west of the Union Pacific Railroad and south of Powell Boulevard between SE 18th Avenue and SE 22nd Avenue. There are larger, more land intensive uses located along SE 17th Avenue directly adjacent to the Rhine station including Portland General Electric and TriMet facilities. The SE Milwaukie Avenue commercial corridor accommodates many of the neighborhood serving businesses in the area and accounts for the majority of employment in entertainment and food services, retail and knowledge based and creative employment in the station area. These commercial services in the station area account for 40 percent of total employment. Notably, the Fred Meyer Headquarters is located in both the Rhine and Holgate $\frac{1}{2}$ mile station areas and accounts for approximately 1,300 jobs in the knowledge based and creative industry group in both station areas.³

TABLE 3. Rhine and Holgate Station Area Employment by Industry Group

NAICS	Industry Group	Rhine		Holgate	
		Jobs	% Total	Jobs	% Total
22,23	Utilities and Construction	813	16%	632	14%
31-33	Manufacturing	427	8%	796	18%
42, 48-49	Wholesale, Transportation and Warehousing	282	5%	352	8%
71,72	Entertainment and Food Services	399	8%	124	3%
51,52,53,54,55	Knowledge Based and Creative	1,190	23%	1,204	27%
61, 62	Education and Medical	376	7%	88	2%
44-45	Retail	485	9%	160	4%
56,81,92	Other	1,238	24%	1,024	23%
	Total	5,209	100%	4,379	100%

Source: Oregon Employment Department. Quarterly Census of Employment and Wages, 2011. Portland Bureau of Planning and Sustainability, 2013.

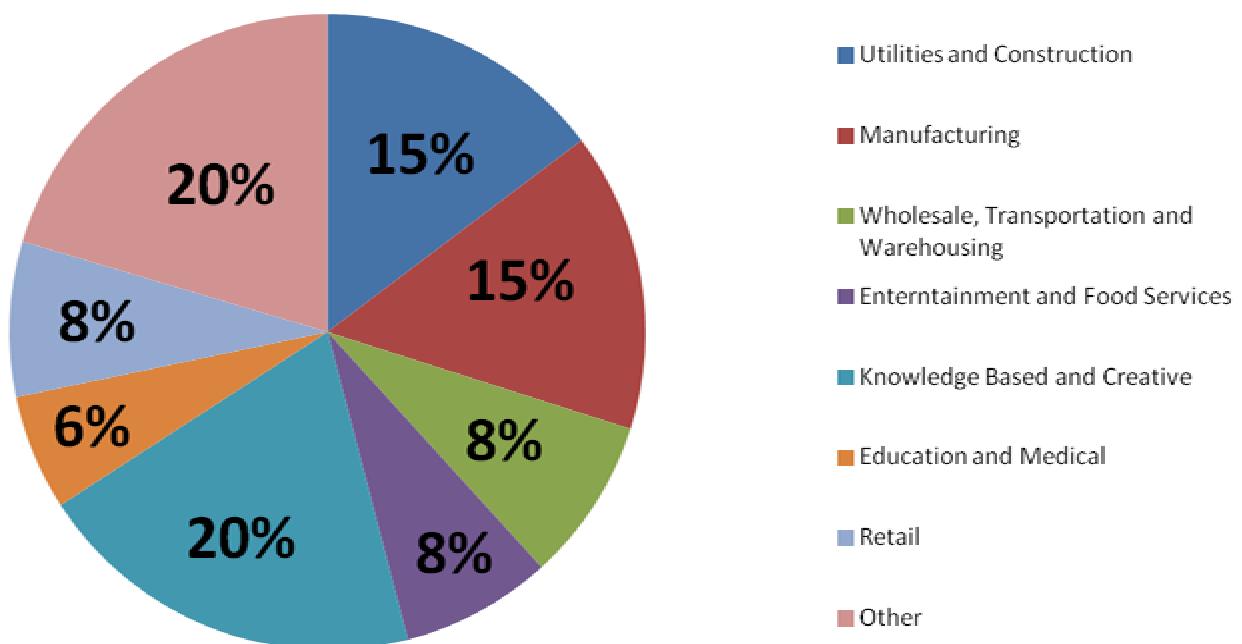
² Due to the close proximity of Portland-Milwaukie station areas to each other there is significant overlap in the $\frac{1}{2}$ mile analysis areas. Total employment for all four station areas is 12,874. Disaggregation of data to the individual station area includes overlap and does not account for double counting between station areas.

³ Bureau of Planning and Sustainability interview with Fred Meyer corporate headquarters.

Holgate Station Area

Employment in the Holgate station area is also primarily industrial. There are 1,800 jobs in industrial sectors that account for 41 percent of total employment in this station area. The majority of employment in this station area is in manufacturing, wholesale, transportation, warehousing, utilities and construction sectors, which rely on the Brooklyn Rail Yard as well as access to SE Holgate and McLoughlin Boulevards for easy access to nearby freeways. Many of the industrial firms in this area are more land intensive uses than are located in other stations areas. There is also a significant amount of mixed employment in between SE Center Street and SE Schiller Street along SE Milwaukie Boulevard. This area of mixed employment is home to a number of small locally-owned businesses in professional services and light industrial.

FIGURE 3. Rhine and Holgate Station Areas Combined Employment



E. TRANSPORTATION

Existing Transportation Network Summary

The Rhine and Holgate station areas are flanked by two highways: State Highway 99E (McLoughlin Blvd and the MLK/Grand couplet) and US Highway 26 (Powell Blvd).

SE 17th Avenue is a neighborhood collector providing vehicle access to and between these station areas.

SE Holgate provides an important east/west connection between McLoughlin and SE Portland. This is an important freight connection between McLoughlin, the Brooklyn Yard, and industrial and warehousing businesses to the east. SE Schiller is a major exit from the Brooklyn Yard for trucks to head south on 17th to McLoughlin.



MAP 4. Transportation Network

TriMet provides all day bus service to the area on lines 17, 19, 33, and 70, and PM peak hour service on lines 31, 32, and 99.

Deficiencies

The size of the Brooklyn Yard and the limited crossing locations create a significant barrier to accessing the light rail stations. The Lafayette Street pedestrian bridge crossing the Brooklyn Yard has fallen into disrepair and has been a priority for reconstruction for many years. The Holgate bridge structure over the Brooklyn Yard has narrow pedestrian and bicycle facilities, which presents a barrier to accessing the Holgate Station from the east. Additionally, the adjacent neighborhoods have a long-standing desire to improve access to the Springwater Corridor trail adjacent to the Willamette River. The trail is currently not accessible due to the barrier presented by SE McLoughlin Blvd and the area's topography.

New with Portland-Milwaukie Light Rail

- **Light rail service.** The Portland to Milwaukie light rail project is under construction, and will open in September 2015.
- **Access improvements.** A new left turn lane will be constructed on Holgate to improve the connection from SE Holgate eastbound and 17th Avenue northbound.
- **Bicycle improvements.** Bike lanes will be added to SE 17th Avenue between McLoughlin and Powell.
- **Multi-use path improvements.** The pathway on the north side of SE Powell will be reconstructed under the new light rail structure. The new path will be wider, straightened and less steep with improved lighting.
- **Clinton to Caruthers Multi Use Path.** New bike lanes on 17th Avenue will connect over Powell with a reconstructed pathway on the north side of Powell and directly with SE Gideon. At SE 12th and Gideon, the Clinton Street bikeway will connect with a new multiuse path adjacent to

the light rail alignment to SE 8th Avenue. From 8th Avenue the route will connect to advisory bike lanes on SE Caruthers to the Springwater Corridor.

- **Pedestrian crossing upgrades.** The pedestrian bridge over the Brooklyn Rail Yard at SE Lafayette will be reconstructed by 2016 with new stairs and elevators to connect to the east side of the Brooklyn Yard and the Fred Meyer offices.
- **Brooklyn Yard Access.** An improved exit from the Brooklyn Yard is being constructed at SE Harold that will make it the primary exit from the Union Pacific facility. Improvements include dual right turn lanes onto northbound McLoughlin.

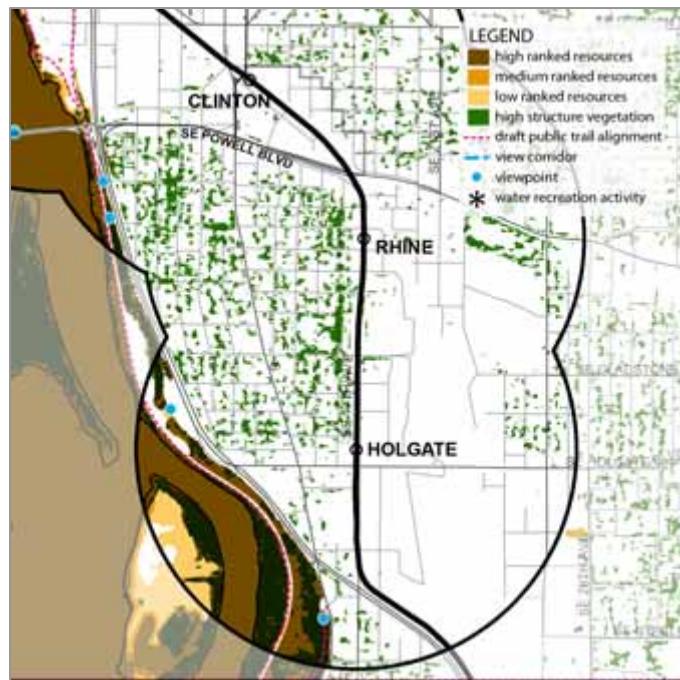


F. RIVER/NATURAL RESOURCES

Natural resource and river access issues south of Powell will be addressed as part of the River Plan/ South Reach planning process, expected to begin in 2015. Information about watershed health and river access within ½ mile of the Rhine and Holgate stations is provided for reference.

Watershed Health

The Willamette River, the northern tip of Ross Island, a portion of the Holgate Channel and Oaks Bottom Wildlife Refuge are all within ½ mile of the Holgate Station Area. The Lower Willamette River provides the primary migration corridor for Endangered Species Act (ESA) listed Chinook, coho, and chum salmon, and steelhead and bull trout, to the Columbia River. These fish depend on clean, cool water and shallow areas for resting and feeding during migration. The Willamette River is also part of the Pacific Flyway and is utilized by more than 200 resident and migratory bird species.



MAP 5. Natural Resources and River Access

The Lower Willamette River does not meet water quality standards for bacteria, mercury, dioxin, temperature and various other toxics and heavy metals. Oregon Water Quality Index values from 2001 to 2010 for the Lower Willamette River in Portland have been fair and the trend is steady. High instream temperatures during the summer months are of concern for migrating anadromous salmonids.

Vegetation on the river banks, even in a narrow strip, is important for watershed health. Native plant species generally provide a broader suite of benefits than non-native plants; however plants of all types, including invasive species, provide important functions for fish and wildlife. The river bank in the Holgate Station Area is steep in some places, but the vegetation extends beyond the top of bank in many places, especially in the riparian area adjacent to Oaks Bottom. The City has focused on restoring the wetlands and vegetated riparian areas along the river in this location and in Oaks Bottom in recent years.

Landscaped areas and individual street trees provide watershed functions including cleaning and cooling the air and water, capturing greenhouse gases, capturing and uptaking stormwater, reducing energy demand and providing wildlife habitat. Resident and migratory birds use mature tree canopy and other street trees, patches of vegetation and landscaped areas. There is more tree canopy—high structure vegetation—in the residential areas within the Rhine and Holgate station areas than in the industrial areas.

Access to the River

Access to the river is severely limited in the Holgate/Rhine station areas. There is one access point for the Oaks Bottom Wildlife Refuge and Springwater Corridor at SE Harold and SE Milwaukie toward the south end of the area. The Springwater Corridor trail provides bicyclists and pedestrians the opportunity to traverse north and south along the river's edge. There are also locations along the trail

between the Oaks Bottom Wildlife Refuge and the Ross Island Bridge to step off the trail a view the river, Ross Island, downtown and the Ross Island Bridge. There is no opportunity to physically access the river in the Rhine/Holgate station areas.



III. Previous Planning

A sizeable amount of planning work has already been done in the area and these efforts will provide a starting point for station area planning discussions. These plans include older neighborhood plans as well as more recent station area plans, including work by TriMet, Metro and numerous student projects.

Emerging Themes

- 1. Develop Strong Gateways and Landmarks.** To different degrees, both station areas suffer from a lack of visibility from major thoroughfares.
- 2. Eliminate “Destination Deficiency.”** Develop Milwaukie Avenue as a Main Street, providing neighborhood serving retail and services, as well as attracting non-residents to the area.
- 3. Promote Industrial & Commercial Employment Growth.** Provide new opportunity and vitality; protect freight movement.
- 4. Preserve Existing Residential Stock & Develop Density Near Stations.** Provide needed density, affordability, and diversity around stations as well as transitions down to existing lower density areas. Residential development is needed to provide 24/7 vibrancy and “eyes on the street” near stations. Owner occupancy rates need to be improved and initiatives to prevent further non-conforming commercial encroachment in residential areas should be explored.
- 5. Reduce Conflicts between Residential & Industrial Uses.** Noise, smells, parking and loading conflicts are just some of the conflicts which need to be addressed.
- 6. Create a Place the Community Can Be Proud Of.** Start from a clear vision of how the new stations will fit into the surrounding neighborhoods and reflect the area’s identity and history in station design; incorporate needed community gathering space into station area concepts.
- 7. Develop Strong, Clear Connections for Bicycles and Pedestrians.** Whether providing access to station areas, the river and Greenway, across Powell, or over the UPRR tracks, strong, clear connections can stitch neighborhoods back together and better connect them to local amenities.
- 8. Implement a Parking Strategy.** Neighborhood street parking needs to be protected and the area’s employee/customer parking needs to be accommodated. Unmanaged commuter and visitor street parking should be discouraged.
- 9. Green Station Areas.** Landscaping, tree planting, the development of new open/green space, sustainable building development and stormwater management should be incorporated into station area design.
- 10. Increase Zoning Flexibility.** To attract developers and allow the type of mixed, diverse uses typically associated with TOD development, zoning must be made more flexible.

TABLE 4. Selected Previous Planning

Plan, Author	Year
Hosford-Abernethy Neighborhood Action Plan, <i>City of Portland</i>	1988
Brooklyn Neighborhood Plan, <i>City of Portland</i>	1991
Regenerating Brooklyn’s Main Street, <i>REACH Community Development</i>	1999
Portland to Milwaukie LRT Station Area Best Practices Assessments & Recommendations, <i>Metro</i>	2009
Clinton & Rhine MAX Station Visioning: Urban Design Workshop, <i>PSU Students</i>	2010
PMLRT: Conceptual Design Report, <i>TriMet</i>	2010
Portland-Milwaukie Light Rail: Possibilities Project, <i>TriMet</i>	2011
Imagine Holgate Transit Oriented Community Vision Plan, <i>PSU Students</i>	2012
Holgate Station Development Opportunity Study, <i>TriMet; Metro</i>	2012
Holgate Station Feasibility Study, <i>TriMet</i>	2012