

Johnson Creek at the Tacoma Park & Ride Design Charette

Summary of Comments from Work Table Sessions

June 3, 2010

Top 3 Topics commented on:

Creek & Habitat Restoration

Station Area Enhancements & Parking Garage

Public & Educational Elements

General Character

Natural oasis

Connect to Johnson Creek

Use the local history and ecology to create a sense of place and a unique identity for the station

Stormwater demonstration

Maximize educational elements

Appropriate lighting for safety

Minimize light pollution and comply 'dark sky' requirements

Tribal recognition

Tie in community through events such as planting parties

Platform & Train station

Bird spotting scopes

Visual access to creek from platform

Site Design (areas related to & surrounding garage)

Visible stormwater treatment

Clearly marked entrances & driveways

Make connections to surrounding businesses simple & clear

Design connection to Tacoma over pass to be an elevated walkway that overlooks habitat areas

Revisit design for stair from Tacoma – current design is 'scary'

Coffee and/or food carts

Bird, Bat, & bee houses

Avoid using chainlink fence

A sustainable stormwater demonstration area between the station platform and the parking structure, again with interpretive signage. Stormwater management features in the parking structure itself (the bucket brigade idea is very cool)

Landscaping

Naturalistic landscaping - not institutional

Use vegetation for screening - not fencing

Large Street Trees on McLoughlin to buffer pedestrians from busy street using an iconic tree species like the oaks to the north & the sequoias to the south

Do not use invasive & nuisance plants

Flowering plants for hummingbirds & butterflies

Riparian vegetation

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Creek & Restoration

Johnson Creek should be the focus of the site & a source for its identity (Rename to Johnson Creek Station)

Maximize restoration

Maximize the size of the flood plain

Preserve riparian areas

Floodplain re-connection, creation of side channel habitat, woody debris for in stream habitat

Utilize surrounding sites for natural areas to enhance the creek habitat

Expanding or opening up the creek to incorporate the ODOT water quality areas to the north

Opportunity to engage landowners upstream and downstream in creek restoration (connections to restored areas like Tideman Johnson upstream and Johnson Creek Park downstream)

Bird habitat

Salmon & fish habitat

Interactive habitat areas

Designated viewing areas

Viewing platforms & boardwalk for interaction that does not harm habitat

A boardwalk trail from the station platform to a creek overlook with interpretive signage about the restoration activities as well as local history (tribal and European).

Creek trail with interpretive signage and access to the creek

Reflective materials & images so people can see the creek without being by it

Screen McLoughlin from creek

Expanding or opening up the creek to incorporate the ODOT water quality areas to the north

Tie in community through events such as planting parties

Garage

Screen & blend into site

Break down scale & fragment the outside of the garage

Vegetative Screening (even more than what CoP Code requires eg. A9, A10, A1)

Green walls, living walls, and climbing vines

Open visible edges for safety

Give each floor a theme that can also educate about the site (history, natural, etc.)

Viewing platform from top floor

Stacked vertical stormwater treatment on the garage (bucket brigade, rain gardens, etc.)

Solar Panels

Wind Turbines

EcoRoof

Trees on top of structure

Climbing wall

LEED Certification

Community space or interpretive center in garage

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Community garden on top of garage

Retail on ground floor

Farmer's market on week ends

Electric Car charging stations

Plant trees to block car headlights from the garage to interfere with McLoughlin Traffic

Change shape of parking structure to respond to site

Bikes, Pedestrians, & Recreation

Connect to pedestrians and cyclists on McLoughlin

Connect to Springwater trail & provide a more direct access

Locker room & amenities for recreational users (cyclists)

Provide a Springwater Trail "pit stop"

Keep bikes and pedestrians separate

Keep view open from westbound trail

Curvilinear bike path with no sharp switchback turns

At grade signalized crossing for pedestrians across 99E at Umatilla St.

Widen Sidewalk on McLoughlin

Make access road on south side of garage more street like & pedestrian friendly with sidewalks

Stairs on Springwater could be potential homeless camping area – just a ramp is good.

Recreational usage - - connections to the Springwater Trail and advertisement for nearby natural areas (i.e. check out Tideman Johnson Natural Area just ½ mile east on the Springwater Corridor)

Stormwater

Demonstrate stormwater treatment

Stormwater features on garage & surrounding landscape

Rain Garden - Playful stormwater features and swales

Pervious services

Water re-use – graywater

History

History of area explained through art work, info kiosk, etc. around station

Historic timeline with signs

Recreate WPA wall

Willsberg

Mill creek

Post office

Art

Art work in stormwater features and in vegetation

Art work on Garage and inside garage

Artwork along entrance driveway and on crossing gates

Bucket Brigade (Buster Simpson's concept)

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Gallery type space with exhibits updated throughout the year

Community amphitheater, speech, & performance area

Mural space at ped ramp

Natural play based art, interpretive & educational

Corner of garage on McLoughlin is a good art opportunity

Adjacent areas

Use project to catalyze / draw in neighbors/ business / partners

Creation of Community is potential and area redevelopment –plan for future pedestrian crossing of McLoughlin

Pendleton Woolen Mills Building- east side

Connectivity of use between Pendleton Woolen Mills building and parking structure

Restaurant

Shared space for businesses

Art shop

Bike shop

Interference with Milwaukie's farmers market

Market with food carts community space