

Update.1

2011 | february

Creek Committee

Tacoma Station Enhancement Project

During the summer of 2010, Johnson Creek Watershed Council and TriMet co-hosted three charettes, bringing community members together to brainstorm and then refine ideas about integrating fish and wildlife habitat, low-impact development features, and environmental education elements into the design of the Tacoma Street Light Rail station, located just south of Johnson Creek on the Portland–Milwaukie Light Rail line and scheduled to open in 2015.

More than 50 community members participated in the charettes, including elected officials, neighborhood association members, local business representatives, university students, environmental non-profit and city and county agency staff. Together, we generated a number of design concepts for enhancing the local ecology and restoring Johnson Creek in this reach, fostering connections between the natural and built environments, and drawing the attention of hundreds of daily light rail commuters and recreational users to Johnson Creek as a place where humans, wildlife and fish thrive together. At the end of the third charette, we formed three working groups to advance design concepts related to the creek, the garage, and the surrounding areas respectively.

The Tacoma MAX Station Creek Committee will be distributing these brief project updates as we progress towards enhancing stream and riparian habitat along Johnson Creek at the future MAX station near SE Tacoma and McLoughlin. Please e-mail Russ Stoll [russell@designameri.com] if you would like to subscribe or unsubscribe to these updates. These update newsletters will also be available for download from www.jcwc.org.

Portland-Milwaukie Light Rail Project Status Update from TriMet

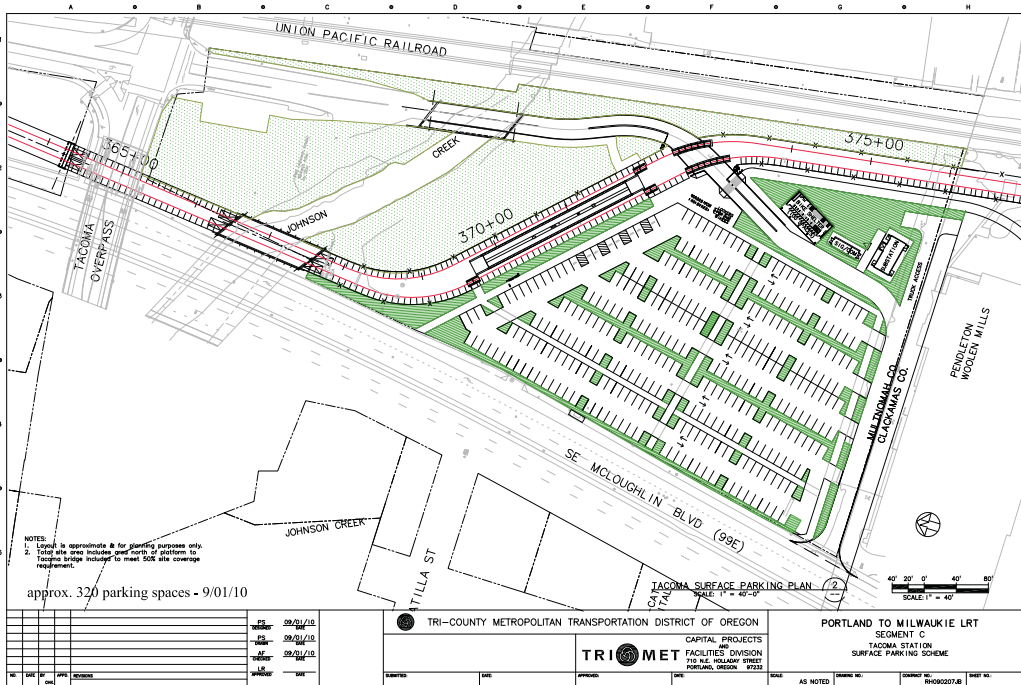
Project remains on schedule to provide MAX service in 2015

Tacoma Street Park & Ride changed from garage to surface parking lot

Budget pressures caused project partners to reduce the planned 800-space parking garage to a 320-space surface lot. In July, the Federal Transit Administration (FTA) confirmed that it would provide a 50 percent funding match, rather than the requested 60 percent. All previous TriMet light rail projects have received 60 percent or more in federal dollars, but with growing demand for these limited funds, FTA is no longer funding more than 50 percent of projects of this size. Over the summer, project partners identified elements to cut or defer without sacrificing the overall project schedule, quality or safety



and security. Most of these are discrete items that could be added back into the project at a later date if funding allows, but for now the project is proceeding with this



The Portland Milwaukie Light Rail Project is still on schedule to be complete in fall 2015:

Schedule:

Early 2011: Begin final design, with construction contractors involved in design and cost estimating.

Spring/Summer 2011: Begin construction on Portland-Milwaukie Light Rail Bridge over Willamette River; begin utility work.

Late 2011: Confirm scope and funding commitments for creek enhancements beyond basic project scope.

Early 2012: Final design complete; begin construction project-wide.

Fall 2015: MAX service begins.

reduced scope.

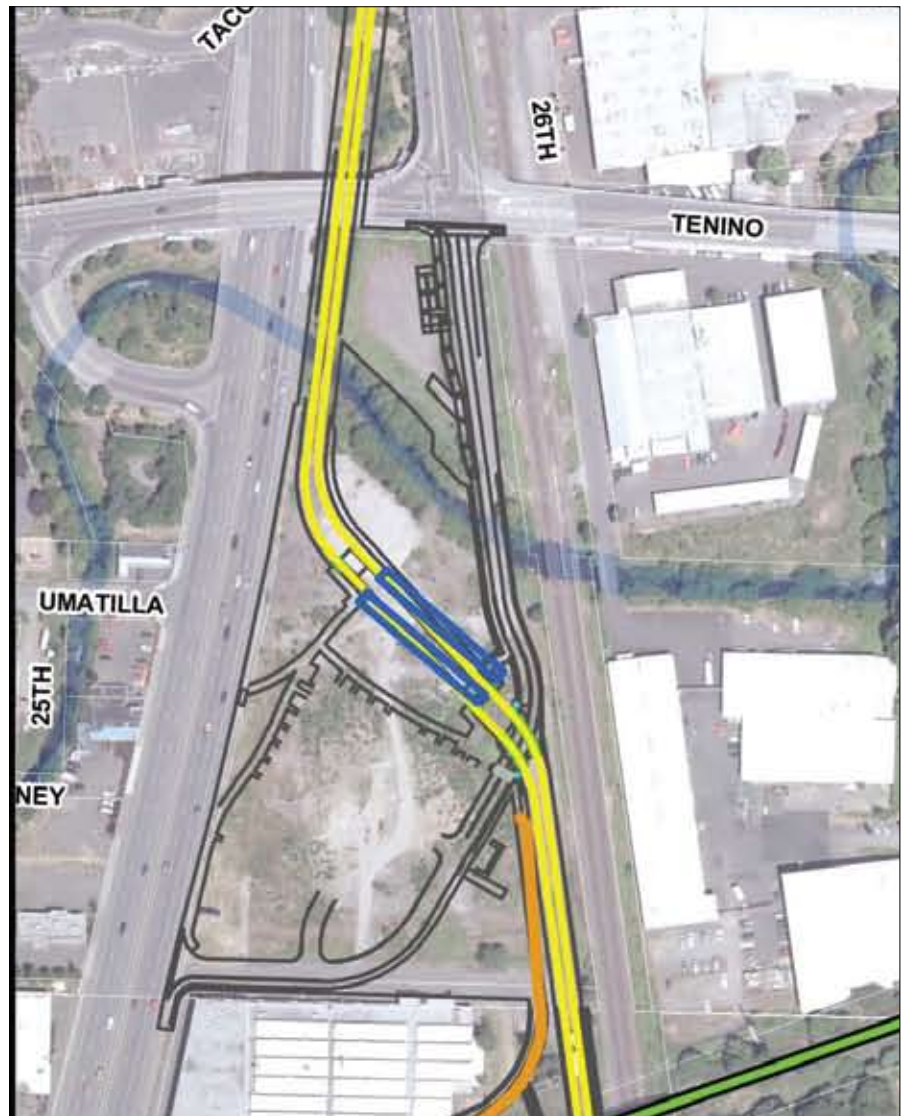
The surface parking lot maximizes the available space and has a larger footprint than the garage. Project staff are exploring options for stormwater management within the guidelines of the Bureau of Environmental Services Stormwater Manual.

Final Environmental Impact Statement completed and approved

In October 2010, the Final Environmental Impact Statement was published. In November, a Record of Decision was issued, confirming the project’s mitigation commitments.

Public artist selected, learning about community

Artists for each station area were chosen by the Public Art Advisory Committee from a pool of more than 250 applicants through a competitive and rigorous selection process. The committee is made up of arts professionals from the communities along the alignment. Nationally known public artist Thomas Sayre was selected for a commission at the Tacoma station. In December, Matt Clark and Marty Urman from JCWC, along with other community members, participated in an orientation for Thomas to help him learn about the values of the community around the creek.



Creek Working Group Accomplishments

The Creek Working Group has been meeting regularly and has accomplished a significant amount since last summer.

1) Prioritized four project elements. After the charettes, the Johnson Creek Working Group prioritized the following project elements to incorporate into the overall design of the station:

- 1) *Aquatic habitat elements to benefit fish.* Placement of large woody debris in Johnson Creek, reconnection of floodplain, and creation of off-channel habitat;
- 2) *Floodplain habitat elements,* including bat boxes, duck nesting boxes, and a raptor platform;
- 3) *Public education elements.* Construction of a board walk from the station platform to a vista point overlooking the creek;
- 4) *Riparian forest restoration at the station site and on private properties upstream and downstream of the project site.* Our goal is to create a corridor of continuous streamside forest canopy that connects Tideman Johnson Natural Area (0.68 miles upstream) to Johnson Creek Park (0.47 miles downstream).

2) Conceptual design rendering. TriMet contracted landscape design firm, Mayer Reed to complete a design rendering of the priority project elements identified by the Creek Working Group.

3) Developed project timeline. The Creek Working Group has developed a timeline for integrating creek enhancements into overall station design.

4) Submitted funding applications for engineered design of fish habitat. Johnson Creek Watershed Council has submitted two grant applications for funding to support engineering and design of the aquatic habitat elements listed above. Our first application was unsuccessful. We will be notified soon as to the success of our second application.

5) \$5,000 award from RBC-Bluewater Project. In September, JCWC was awarded a \$5,000 grant from the RBC-Bluewater Project to support our work with the Creek Working Group integrating habitat features into the light rail station.

6) Engaging private landowners upstream of station site. The Creek Working Group has reached out to the

Tacoma Station / Johnson Creek - Stream Enhancement



2 Schematic Section

industrial landowners upstream of the station site about collaborating with them to restore streamside forest on their properties.

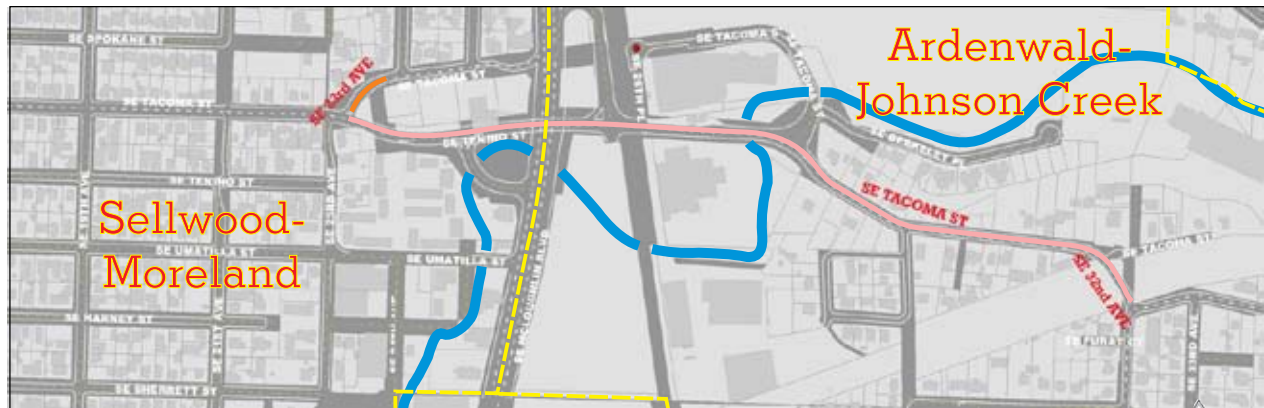
NEXT STEPS

1) Fish habitat design. Assuming that we secure the funds, the Creek Working Group will begin working with a river restoration design firm on engineered design of fish habitat in Johnson Creek next to the station site. We will work closely with TriMet to integrate aquatic habitat features into final station design, which has already begun. (schedule details in "PMLR project status update" section)

2) Secure funding to implement fish habitat features and other priority project elements. As the fish habitat design takes shape this spring and summer, we will begin

raising funds to implement aquatic habitat features as well as other priority project elements.

3) Potential to re-form one of the other charette work groups. The Garage and Surrounding Areas Work Groups were placed on hold while the budget and scope changes were made at the Tacoma Street site. There are still opportunities for a second work group to focus on sustainable on-site stormwater management and other low-impact development features, bike and recreational facilities, trail connections to Springwater Corridor, retail and community spaces, or other design concepts identified at the charettes. If there were other ideas from the charettes that you would like to move forward, please contact Russ Stoll (russell@designameri.com).



Ardenwald-Johnson Creek neighborhood moves to rename streets



The Ardenwald-Johnson Creek Neighborhood District Association [AJC], where Tacoma Station is located, has started a process to rename the street by the station Johnson Creek Boulevard. They are currently reaching out to SMILE [Sellwood-Moreland] and SE Uplift Coalition for support and assistance in preparation for placing the proposal before the City of Portland.

Renaming "Tenino/Tacoma/32nd" Johnson Creek Boulevard

The map is a composite of three Portland GIS maps. At this scale, some street names were omitted and they have been added based on existing street signage in red. Boundaries for the Portland neighborhoods are in yellow. Johnson Creek, in blue, is taken from Google Maps.

The road, pink on the map, popularly known as "Tacoma" and "Tacoma Viaduct" is actually three streets, from the west, SE Tenino St., SE Tacoma St. and SE 32nd Ave. The viaduct, according to Portland GIS, is Tenino. SE Tacoma St. actually takes a right turn north at the east end of the viaduct, and then a block north takes a left turn west

to grade, which is the historic route down the hill and over the UP tracks. The 32nd Ave. piece is the bridge between the current terminus of SE Johnson Creek Boulevard and Tacoma, crossing the Springwater Corridor.

This "Tenino/Tacoma/32nd" section of road actually crosses Johnson Creek and roughly parallels it.

Also, there is a block of SE 23rd Ave., orange on the map, north of Tacoma, that connects Tacoma and Tacoma. Presumably, its principal purpose is to avoid the intersection of Tacoma with Tacoma.

RESOLVED:

The road from the intersection of SE 23rd Ave. and SE Tacoma St. east to the intersection of SE 32nd Ave. and SE Johnson Creek Blvd. shall be renamed in its entirety "SE Johnson Creek Boulevard."

The block of SE 23rd St. north of Tacoma, between Tacoma and Tacoma, shall be redesignated "SE Tacoma St."