

# OGLO Landing Site Evaluation Criteria

## COMMUNITY ADVISORY COMMITTEE VALUES

### Criterion A – Connectivity and Safety

This criterion is to connect to existing or planned bike/pedestrian routes directly or on streets with sidewalks and bike lanes that meet minimum safety and design standards for bicycle and pedestrian users. Alternative bridge alignments and landings will be considered along with various connections to existing and planned local and regional bike/pedestrian routes. In addition, alternatives will differ in how much they meet or exceed design standards for bike and pedestrian facilities. Considerations for this project:

- Bike/pedestrian connections to existing east/west infrastructure.
  - Topography considerations.
  - Width considerations to fit a trail or bike lane/sidewalk connection.
  - Connection to the East Trolley Trail.
  - Connection to the West Willamette River Greenway, Terwilliger Trail
- Slope/grade of site (ADA restrictions / Metro guidelines).
- Directness of connection to other existing or planned pathways.
- Safety/comfort of connection.

### Criterion B – Environmental Impacts

This criterion is to avoid adverse impacts on environmental resources. Impacts may vary depending on alternative bridge alignments and landing locations. Considerations for this project:

- Avoid or minimize adverse impacts on wildlife habitat and trees.
- Avoid or minimize adverse impacts on waters and wetlands.
- Avoid or minimize adverse impacts on cultural and historic resources.
- Avoid or minimize light pollution emitting from aesthetic lighting.
- Avoid or minimize noise pollution resulting from construction.
- Maximize project eligibility for programmatic environmental permitting.

- ✓ Prioritize connection to *existing* trails
- ✓ Leverage needed connections, such as Trolley Trail/River Road
- ✓ Equity – ensure it is easily accessible for all
- ✓ Connect to transit, such as east side light rail
- ✓ Safety & comfort of grade
- ✓ Consider safety of connecting roads (Hwy 43)
- ✓ Security for neighbors and users
- ✓ Emergency services access to respond to medical and safety needs

- ✓ Avoid light pollution impacts on wildlife
- ✓ Create *positive* impacts on the environment
- ✓ Minimize impacts on existing parks on east and west sides of the river
- ✓ Minimize loss of green space
- ✓ Minimize construction impacts to environment
- ✓ Encourage commuting by bike and other modes to reduce GHG

## Criterion C – Compatibility with Recreational Goals

This criterion is to maximize the recreational benefits the bridge provides and enhance the current recreational activities that exist in the area (biking, walking, boating, picnicking, etc). There are several opportunities to improve or enhance recreational opportunities. The opportunities vary among the alternative bridge alignments and landing locations. Considerations for this project:

- Maintain/improve river access.
- Preserve/maximize future use of public waterfront property.
- Maximize connections of local neighborhoods to the area to increase community opportunity to access the recreational areas.

- ✓ Enhance user experience – views, nature, smooth access and grades
- ✓ Preserve experience with nature in parks – minimize loss of green space.
- ✓ Enhance regional trail network

## Criterion D – Compatibility with Existing Developments and Neighborhoods

This criterion is to avoid displacement of and incompatibility with residences, businesses, parks, and planned infrastructure improvements and to minimize adverse effects of locating and accessing the bridge. Impacts may vary among the alternative bridge alignments and landing locations. Considerations in this project:

- Avoid private property acquisition.
- Minimize size of bridge landings to reduce impacts to public property.
- Integrate with surroundings to enhance existing neighborhoods and green spaces.
- Ensure bridge appearance and aesthetics for visual integration.

- ✓ Create an iconic bridge that neighboring communities embrace.
- ✓ Minimize negative and create positive impacts on neighbors
- ✓ Minimize neighborhood parking impacts from destination visitors
- ✓ Integrate with existing development
- ✓ Small landing footprint
- ✓ Minimize construction impacts on adjacent neighborhoods and businesses

## Criterion E – Cost and Economic Impact

This criterion is to minimize the cost and adverse economic impacts of the project. There are temporary and permanent economic impacts which could improve or hinder local and regional economics. Cost and economic impacts may differ not only among the alternative bridge alignment and landing locations, but also among the bridge types (signature vs. traditional) used to support the alignments.

Considerations in this project include:

- Up-front bridge costs and future maintenance costs.
- Underwater cable and other area utilities.
- Air access (float planes).
- Potential increase in tourism.
- Increases in local jobs and opportunities during construction.
- Minimize land acquisitions and/or easement required for construction of the structure.

- ✓ Support business development efforts, such as current Oak Grove planning
- ✓ Link major community attractions, such as Lake Oswego and Milwaukie farmers markets
- ✓ Make bridge affordable to build

## Criterion F – Compatibility with Land Use Planning

This criterion is to review local and regional development plans for areas surrounding bridge landing locations and to minimize impacts to future development plans. Considerations in this project include:

- Compatibility with local and regional adopted plans.
- Avoid negative impact to long-term plans.
- Minimize impacts to existing public viewpoints.

- ✓ Plan for future growth
- ✓ Support plans for more walkable/accessible communities