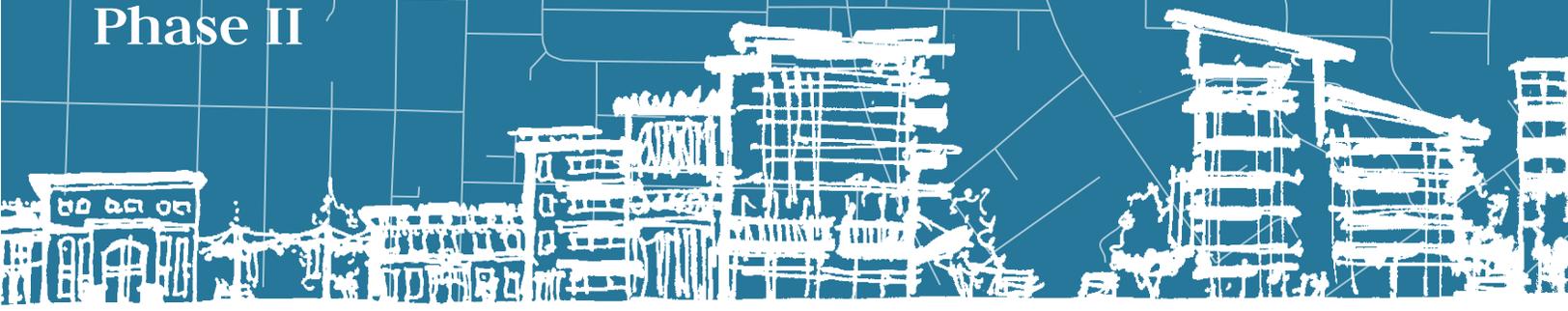


# Park Ave. Framework Plan

August 31, 2020

Park Ave  
Community Project

Phase II





# Introduction

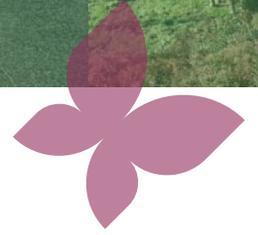
Working closely with the Community Advisory Committee, the Park Ave Community Project has been building on the work completed by previous efforts, including the McLoughlin Area Plan (MAP) and Phase I of the Park Ave Community Project. The McLoughlin Area Plan identifies the specific need to create a community design plan for McLoughlin Boulevard. The Park Ave Framework Plan is a design plan for the area along McLoughlin within 1/2 mile of the Park Ave Light Rail Station, and addresses certain aspects of the community design plan identified in the McLoughlin Area Plan. This design plan helps to emphasize and develop a distinct place at the gateway to the McLoughlin corridor.

The desired outcome of this community driven process is recommended development and design standards for the commercial and multi-family residential areas within 1/2 mile of the Park Ave light rail station. In order to align these standards with community goals and desired character for the area, Guiding Principles were created for the Park Ave area.

The Park Ave Framework Plan, as outlined in the following document was created based on six guiding principles drafted by the Community Advisory Committee, and was informed by community survey input, interviews with developers and area property owners and focus group conversations.

*This plan is intended to represent the 20 year vision for the Park Ave Community Project area, to promote neighborhood resiliency and maintain flexibility for whatever may arise in the future of the area.*



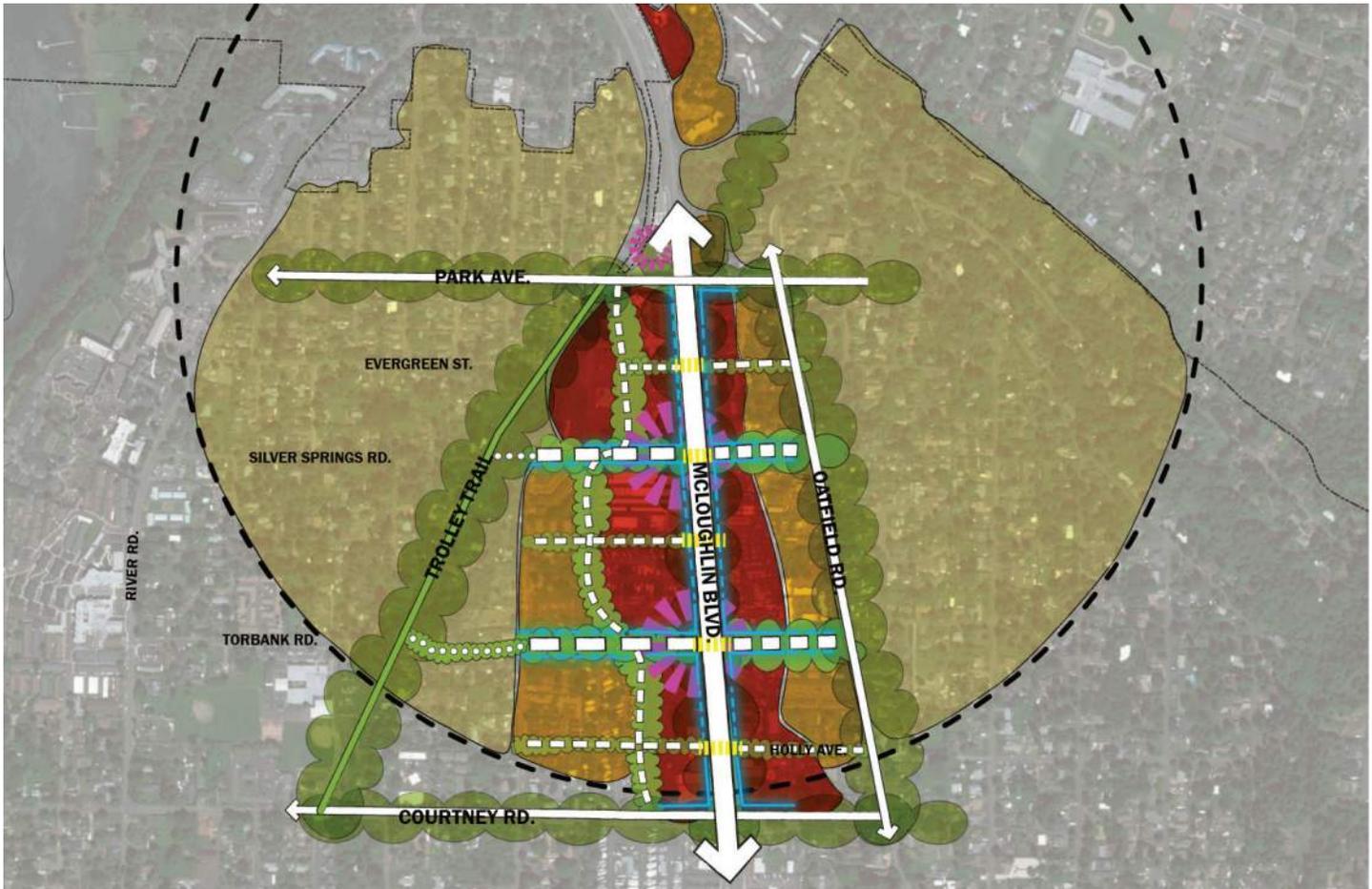
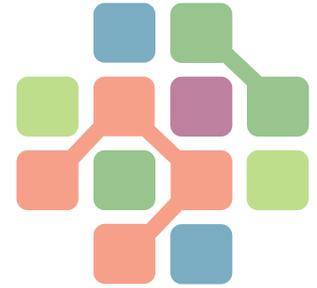


# Guiding Principles

These Guiding Principles, drafted by the Park Ave. Community Advisory Committee based on community input, established the foundation for the Framework Plan and are intended to serve as a touchstone to evaluate future decision making for the area.

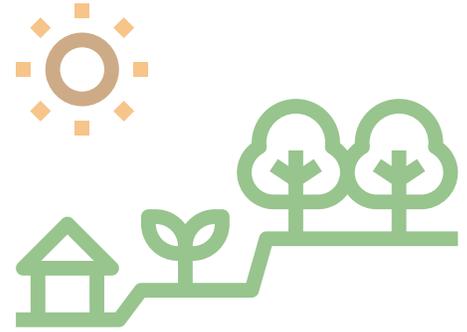
- 1** Increase employment opportunities, promote innovative business ventures and enhance access to business and community services amenities, while remaining sensitive to existing businesses adjacent to transit, along McLoughlin and along the near side streets.
- 2** Increase the diversity and accessibility of housing choices adjacent to transit along McLoughlin and along the near side streets, while maintaining sensitivity to existing residences.
- 3** Provide safe locations, crossings and connections for walking, biking, transit and parking.
- 4** Cultivate a heart and hub of neighborhood activity supported by a network of community gathering spaces that are safe and welcoming both day and night.
- 5** Treat natural systems as a benefit and an integral part of our community identity by preserving, promoting and enhancing native natural elements at a variety of scales.
- 6** Promote resilient, sustainable systems, and infrastructure.

# Park Ave. Design Framework



The preferred Park Ave. Framework Plan distinguishes areas of different land use and development character -- where there might be an increased intensity of employment or housing opportunities. The framework highlights areas of enhanced planting and landscaping to accent the native landscape that gives Oak Grove its unique character. Locations for pedestrian and bicycle improvements are noted, to increase safety and non-motorized movement through the area, and crossing improvements that help create a safe, walkable place to be. Opportunities for active street design are also identified, where buildings engage with public spaces like streets and sidewalks, based on where buildings are placed and how they are designed. Finally, neighborhood hubs or village centers are identified as locations where the community can come together in a central location to utilize neighborhood oriented services.

# Framework Elements



## Land Use & Development Character

*Identify areas of differing character, use, and development intensity such as: housing type and density, employment centers, commercial districts, etc.*



Development in the Commercial/Residential Mixed Use District (shown in red on the map above) is strongly supported by the community and will concentrate essential community resources, with medium density residential development in the area adjacent to McLoughlin Blvd. New development in this district should be walkable and pedestrian oriented with transparent ground floor facades and businesses that serve the needs of the community. Potential commercial use types in this district could include restaurants and other food and beverage services, including bakeries, breweries, and distilleries, as well as services like health care and child care. Residential development in this area could range up to 3-5 stories with active ground floors.



Development in the Multi Family Residential Transition District (shown in orange on the map above) is intended to transition from higher development intensity along McLoughlin to a more moderate development intensity adjacent to single family residential neighborhoods. Residential development in this area could include townhomes, cottage clusters, and low-rise (2-3 story) apartment buildings.



This framework does not involve any changes to the existing single family residential areas.



## Landscaping & Planting Improvements

*Enhanced landscaping and planting along existing roads, sidewalks, and paths. Preserve existing natural features and Oak trees.*



Landscape and planting improvements along McLoughlin, Courtney, and Park could include stormwater infrastructure, landscape buffers to separate bikes and pedestrians from traffic along McLoughlin, street trees, and other natural elements to enhance the physical environment and contribute to the resiliency of the area.



Additional landscaping should be incorporated alongside any new pedestrian and bike connections through the area, and as part of new developments through courtyards and smaller pockets of open space.



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## Active Street Design

*Contributes to an active public realm that engages people on sidewalks and streets through techniques like: frequent building entries, transparent ground floors, varied building facades, and limited driveway access points.*



Active street design should be encouraged within the commercial district at the proposed connections shown on the map at Silver Springs and McLoughlin, and Torbank and McLoughlin, at the southeast corner of Park and McLoughlin, and the intersection of Courtney and McLoughlin. Active street design incorporated into all development along McLoughlin (as indicated by dashed blue lines) would be beneficial to the pedestrian environment, however the areas highlighted by solid blue lines should be the top priority. Where new development occurs along the Silver Springs and Torbank connections in the multifamily residential district, it will be important to balance preserving the character of the residential neighborhood with providing a safe and inviting bike and pedestrian connection.





## Crossing Improvements

*Provide designated and safe pedestrian and bicycle crossings. Treatments at each crossing vary based on conditions.*

Crossing improvements along McLoughlin at increments of 400 to 800 feet will greatly improve the safety and walkability of the corridor. Essential crossings in alignment with Silver Springs Rd. and Torbank Rd. will provide safe pedestrian access to TriMet bus stops. Additional crossings roughly in alignment with Evergreen, Silver Springs, Torbank, mid-block between Torbank and Holly, and at Holly would further aid in creating a walkable corridor with crossings every 400 to 500 feet. These crossings do not necessarily have to be accompanied by partial or through connections west and east of McLoughlin.





## New Bike & Pedestrian Connections

*Provide sidewalks with landscape/planting buffers between sidewalk and any vehicles. Provide buffered/protected bike lanes.*



One of the key objectives that emerged from community input on this project is to improve the walkability of the Park Ave. neighborhood. An urban design best practice to promote walkability is to have intersections and/or crossings every 400 to 800 feet. Currently, the distance from the intersection of Park Ave. and McLoughlin to the intersection of Courtney and McLoughlin is about three times that recommended length at 2,800 feet.



The primary recommended bike and pedestrian connections, roughly aligned with Torbank Rd. and/or Silver Springs Rd., serve as key connections from residential areas adjacent to McLoughlin to essential community resources along McLoughlin. These two connections would extend from McLoughlin to the Trolley Trail, but it is acknowledged that completing these connections through existing single family areas will be particularly challenging and will require further study. These paths would connect new and existing development directly to TriMet bus stops. At a minimum, new development in the commercial and multi-family areas adjacent to McLoughlin should incorporate improvements to existing sidewalks.

Additional connections mid-block between Holly and Torbank and at Holly could terminate at Linden Ln. in order to minimize impacts to the Trolley Trail while increasing overall neighborhood access and connectivity. A northern connection roughly in alignment with Evergreen could terminate at a new north/south pathway to create a walkable grid in the commercial area, while minimizing impacts to the Trolley Trail and adjacent neighborhoods.

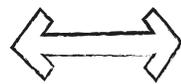




## Future Potential Bike & Pedestrian Connections

Future potential bike and pedestrian connections should prioritize preserving the character of the existing surrounding neighborhoods while improving access to vital community resources along McLoughlin. Connections through existing single family areas to the Trolley Trail will be particularly challenging and will require further study. However, if these connections could be made at some future date they would greatly increase access for residents to new services and amenities near McLoughlin.

A small scale extension of the primary connection in alignment with Torbank Rd. would provide a direct bike and pedestrian connection between the bus stop on McLoughlin and Oak Grove Elementary School. This connection across the Trolley Trail should protect and preserve the existing qualities of the trail and neighborhood while providing equitable access to key community hubs.



## Existing Bike & Pedestrian Connection Improvements

Improvements to existing connections through the neighborhood (along Park, Courtney, Oatfield, and McLoughlin) could include completed and widened sidewalks, landscape and street trees, bike lanes buffered from vehicular traffic, and enhanced pedestrian crossings.



## Neighborhood Activity Hub

*A walkable heart and hub for the community, a place for the community to come together for services, gatherings, etc.*



Neighborhood activity hubs located at Silver Springs Rd. and/or Torbank would create walkable clusters of businesses and services to serve the needs of the Park Ave. neighborhood. These hubs should serve as neighborhood destinations. Outdoor gathering places and dining options; local retail; and childcare, medical, and other services could all accompany residential development to create a human-scale, neighborhood oriented place. These active places will serve as natural community gathering spaces, where people meet as they are walking and biking to complete errands or get to other services focused on those who live in the neighborhood.



# Acknowledgments

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