
Park Avenue Community Project

Phase 2: Development and Design Standards

Public Engagement Overview

November 20, 2020

EXECUTIVE SUMMARY

INTRODUCTION

Community outreach for Phase 2 of the Park Avenue Community Project focused on providing equitable engagement by:

- Building trust;
- Sharing ideas;
- Broadening outreach;
- Listening, and
- Enhancing relationships.

Engagement was focused on the residents that live, work, own property and/or travel through the project area, and on businesses and property owners in the project area. There were three major engagement phases focused on each portion of the project:

- Guiding Principles
- Framework Plan
- Development and Design Standards

While the original intent was to have in-person meetings, focus groups, interviews, etc., plans had to change with the onset of the COVID-19 pandemic in March 2020. Despite that, thousands of people in the project area were informed about the project through mailings, social media, online events and word-of-mouth, and hundreds participated through virtual communications.

ENGAGEMENT BY THE NUMBERS

2,913 – notices and postcards mailed to project area addresses

3 separate mailings

971 addresses in project area

422 -- respondents to 3 online surveys

350 – people on interested parties email list

116 – people who watched the video presentation of the 3rd public workshop

Numerous --social media posts about upcoming project activities

80 -- attendees at in-person or online workshops

40+ (Guiding Principles -- Feb. 22, 2020)

25 (Framework Plan – June 30, 2020)

15 (Development and Design Standards – Sept. 16, 2020)

34 – Grant Management Team meetings, with CAC Chair and Vice Chair, and MAP-IT chair

16 – Park Ave Community Advisory Committee meetings

6 -- lawn signs used to publicize workshops and surveys

And – individual visits with businesses along the McLoughlin corridor, focus groups, presentations to community organizations.

BUSINESS OUTREACH

Outreach to businesses is always a challenge, and that is especially the case during a pandemic when businesses are just struggling to survive. In addition, many of the business and property owners are not local, so are very difficult to reach. Staff from the County’s Economic Development Division, along with representatives from MESO (Micro-Enterprise Systems of Oregon) made some personal visits to businesses before the pandemic shut-down, and virtual focus groups were held – though participation was very low.

Using the information we were able to gather, a Business Community Investment Strategy Action Plan was created for the area focused on actions needed to retain and support existing businesses, and to encourage new business development.

NEXT STEPS

If the county moves forward to adopt development and design standards for commercial land inside the project area, there will be additional outreach and opportunities for input from residents and the business community, including website information, online meetings and public hearings.



It is understandable that many people, especially business people, would not have had the time or interest to focus on a long-range planning effort during this tumultuous year. However, project staff will continue to reach out to engage business owners and property owners as work continues to refine and adopt standards to support continued growth of a livable, thriving community around the Park Avenue light-rail station.

GENERAL OUTREACH

GUIDING PRINCIPLES: COMMUNITY FEEDBACK, FEBRUARY 2020

Public workshop (in person)

Online survey

Jobs & Business

- Local grocery and small businesses to serve the neighborhood
- Diverse choices
- Consider the future of retail
- Childcare

Housing Choices

- Contextually sensitive density
- Flexibility in development -- open space and sustainability requirements
- Workforce housing
- Prioritize people via creative parking solutions

Safe Multi-Modal Connections

- Improve access to station area
- Promote equitable access to all modes
- Improve safety along the Trolley Trail

Community Gathering Spaces

- Food trucks, dog parks, places to play and have events
- Use large sites to promote gathering spaces
- Encourage open space around housing development

Greenspaces and Natural Assets

- Preserve existing trees and natural features
- Passive and active green spaces
- Planted median on Hwy. 99
- Encourage courtyards, green roofs

Sustainability & Climate Resiliency

- Eco-sensitive density at station area
- Network of small open spaces
- Community gardens to support surrounding housing
- E.V. charging and/or car share

FRAMEWORK PLAN: COMMUNITY FEEDBACK FROM JUNE-JULY 2020

Virtual workshop

Online survey

- 288 respondents
- The majority support limiting new car sales, drive-throughs, auto-oriented businesses, and self-storage uses in the commercial zone.
- The majority support adding “maker space” uses to the commercial zone.

- Most support 5-15-foot building setbacks along McLoughlin with landscaping and plazas.
- Most support reducing parking requirements for commercial and residential developments in the commercial zone.
- Just over half would like separated paths for vehicles, pedestrians and bicyclists.
- The majority support requiring variations in building design to create a pedestrian-scale experience, as well as capping building square footage, and prohibiting blank walls.
- The most important redevelopment elements to participants were courtyards and active open space, followed closely by landscape/plantings and building footprint for housing/employment. Ranked least important by 66% was private parking.

DEVELOPMENT AND DESIGN STANDARDS: COMMUNITY FEEDBACK FROM AUGUST-SEPTEMBER 2020

Virtual workshop

Online survey

- 126 survey respondents
- 83% would like to see an increase of housing opportunities in the study area.
- A majority would like to see an increase in employment opportunities all along McLoughlin, with strong support for offices, healthcare-related uses, and maker spaces.
- 84% would like to see at least one new pedestrian and bike connection,
 - 36% support connections along all five alignments depicted
 - Only 16% did not want to see any new connections
 - The highest ranked alignments were Silver Springs, Torbank/Courtney midpoint, and Torbank; the lowest ranked was Evergreen

BUSINESS OUTREACH

In January and February 2020, staff from Business and Community Services (BCS) partnered with Micro Enterprise Solutions of Oregon (MESO) to talk with business owners to understand their needs and concerns about the area. Using this information, a Business Community Investment Strategy Action Plan was created for the area that focuses on actions needed to:

- Retain and support existing businesses, and
- Encourage new business development.

From the three interviews held with developers, we learned that they would like to see increases to the residential density allowed in the General Commercial along McLoughlin, as well as in the multi-family residential zone.

In late February 2020 MESO representatives and Economic Development representatives visited 10 businesses along the McLoughlin Corridor in Courtney Plaza to talk about County efforts to work with residential and business owners within the Park Avenue Community Area, to determine how zoning code changes and potential future infrastructure investments can help attract new investment in the area and to share information about services available to local businesses through MESO, Economic Development and Clackamas Community College.

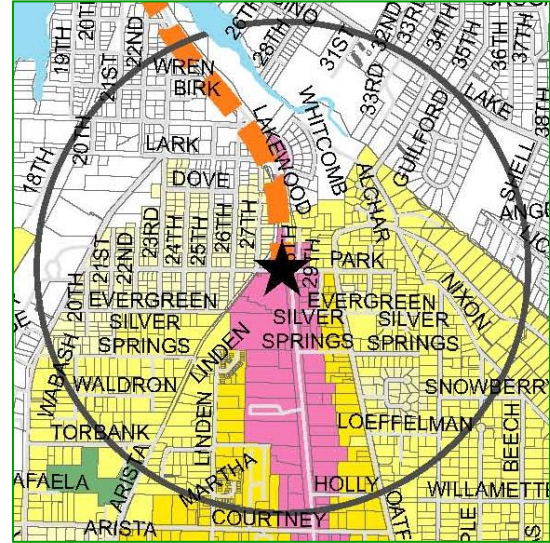
ATTACHMENTS

- A. Flyer for Feb. 22 workshop
- B. Summary of comments from Feb. 22 workshop
- C. Flyer for July 18 workshop
- D. Results of survey on framework plan alternatives, June-July 2020
- E. Flyer for meetings with business groups
- F. Flyer for September 16 workshop and September-October survey
- G. Lawn sign for September-October survey
- H. Results of survey on development and design standards, September-October 2020
- I. Petition from commercial property owners, Oct. 26, 2020

Help Shape the Future of Your Community!

The Park Ave/McLoughlin Blvd area community and the county are coming together to create a vibrant, inclusive, affordable, livable neighborhood for the future. Be part of the plan.

If you live, work or travel in unincorporated Clackamas County within ½ mile of the Park Ave light rail station (see circle on map to the right), join your neighbors, business colleagues and Park Avenue Community Advisory Committee members to plan the future of commercial property in the area.



Public Workshop:

Park Ave/McLoughlin Blvd Area Guiding Principles for Community Development

Saturday, Feb. 22, 2020; 10 am-noon

Oak Grove Elementary School, 2150 SE Torbank Road, Oak Grove

Share, learn and discuss topics vital to your community, including:

- Job opportunities
- Business ventures
- Housing choices
- Safe walking, biking & parking
- Community gathering spaces
- Green spaces

Join us Feb. 22 or, if you can't attend the workshop, participate online at www.clackamas.us/planning/parkave between Feb. 22 and March 6.

For more information: www.clackamas.us/planning/parkave or Lorraine Gonzales, [lorraine@clackamas.us](mailto:lorrainego@clackamas.us) or 503-742-4541.

Save the date for future workshops:

- Thursday, April 2; 6- 8 pm, Elks Lodge: *Framework plan*
- Saturday, May 16; 10 am-noon, Rose Villa: *Draft development & design standards*



Park Avenue Community Project Phase 2: Development & Design Standards

Park Avenue Community Project

Phase 2: Development & Design Standards

Public Workshop: Park Ave/McLoughlin Blvd Area

Guiding Principles for Community Development

10 am-noon, Saturday, Feb. 22, 2020 | Oak Grove Elementary School

SUMMARY OF COMMENTS, March 2, 2020

How did you hear about this workshop?

- 5: Flyer
- 3: Social media
- 1: Website
- 16: Word of mouth (a friend/acquaintance/family member told me)
- 11: Other (please specify)—postcard (1); email (employer email); PACAC member (6)

Did you know about this project before you learned about this workshop?

- 22: Yes
- 5: No
- 1: Not sure

Do you live, own property and/or work within ½ mile of the Park Ave/ McLoughlin Blvd intersection?

- 24: Yes
- 6: No

Do you feel you had a chance to express your views at the workshop today?

- 26: Yes
- 5: Sometimes
- 0: No

Do you shop, use services or travel through the light-rail station in the Park Ave/ McLoughlin Blvd area?

- 27: Yes
- 3: No

Please share anything you would like us to know about what you like or don't like in the Park Ave area community today and/or what you would like to see in the next 20 years.

Comments about Park Avenue Community

- Real, feasible affordable housing is key. Making us more of a sustainable/walk/live/work/shop area – slowing down the blvd with crossings while still allowing for high speed transit. *De-emphasize parking and driving*. We're not just a thoroughfare for those who live further south!
- More localized leadership, parking enforcement, preserving green spaces
- A future-focused community, equitable, sustainable, self-reliant, social rich and connected. Make it happen for us! 😊
- Dense & affordable housing! That's what we need most. We need transportation infrastructure for everything other than cars.
- I would like to see the slower traffic, highway with boulevard greenery, shops closer to street, 30 mph of Milwaukie extended through this ½ mile radius. Pedestrian scramble light at Park & McLoughlin.
- Please include parking in plans for development in this area. It can always be changed, but at least there is space allotted for it.

- More density. Better walking and biking. More affordable housing for people across the income spectrum, especially 0-30 MFI.
- Public art!
- Better sidewalks/pedestrian lanes on River Road and Oatfield. What we like: great access to public transportation.
- Need more small places to eat. Need a small grocery option. Need gathering space & access – park, outdoor theater. Increasing density in single family areas so workers have a place to live.
- McLoughlin Blvd is ugly. Apply Integrating Habitats/Nature in Neighborhoods principles. Incorporate SERAs Civic Ecology model in the Park Ave/McLoughlin make-over. Last mile transit (electric jitneys).
- I long for a more beautiful McLoughlin area, with lots of greenspace and attractive designs. I look for strong leadership in dealing with our climate crisis. Every decision we make as a community should be strongly influenced by our climate crisis and its resolution.
- Please make sure any additional lighting on the Trolley Trail is dark sky certified to prevent light pollution on to and into properties like my own.
- Don't like the lack of connecting roads/walkways between neighborhood areas to McLoughlin and MAX. Multi-dwelling living areas for people to allow people to work and live close to each other.
- Affordable housing so that 2-3 bedroom apartments can be used by average pay scale!
- Balancing needs of residents and commuters that utilize this areas as the last MAX stop on 99.
- I would like to see indoor gathering spaces for families and children (climate change gathering spaces!). Also, services and spaces for more than just well-to-do “yuppie” white-people type lifestyles.
- Forgot to mention that safety and security of those who walk is important.
- Need stoplights on River and Oatfield to make streets walkable/readable/livable. Interview current employees about housing needs.

Comments about Feb. 22 workshop

- Great meeting! Good to see actual community involvement to establish a greater sense of community. Looking forward to more input and communications.
- Hard to hear – please consider portable sound system.
- I felt that a great deal of valuable input was shared. Excellent meeting and turnout! Suggest speaker microphone (and repeating question/community comments from participants); otherwise a great space.
- Nice to learn a little about what is happening.
- Would have been good to have portable mike (for those without excellent hearing!).
- Good session – well done!

JOIN THE DISCUSSION THROUGH ZOOM

Park Ave Community Framework Plan Alternatives: The Future of the Park Ave Community:

-- July 18, 10-11 am --

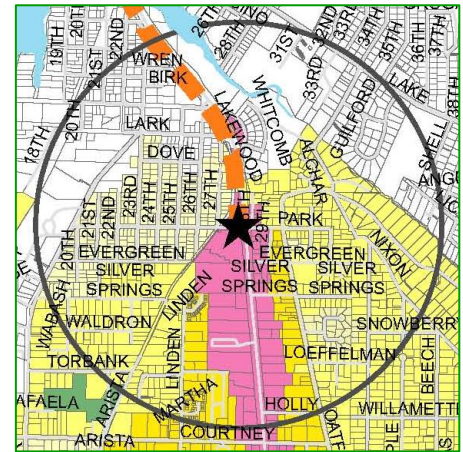
(\$30 gift card per family offered for participating)

Please preregister on Zoom at <https://bit.ly/2VAMbvs>.

For more information, call or email:

- Karen Buehrig, Clackamas County: 503-742-4683
- Park Ave resident Valerie Chapman: Valerie.orazio@comcast.net
- Park Ave resident Ann Muir: Muir.ann@gmail.com

Share your ideas in this community-led effort to create a vibrant, inclusive, affordable neighborhood for the future. The Park Ave Community Advisory Committee is working with Clackamas County to create updated land use design and development standards that reflect community values for commercial and multi-use areas within ½ mile of the Park Avenue light rail station in Oak Grove, just south of Milwaukie.



Learn about and discuss options for your community's future, including:

- Community gathering spaces
- Business and retail
- Housing options
- Safe walking, biking & parking
- Neighborhood centers
- Green spaces



Two framework plan alternatives have been created to show possible variations in types of development, hubs of activity, connections, crossings and open spaces that could exist in 20 years.

Park Avenue Community Project



ÚNASE A LA DISCUSIÓN A TRAVÉS DE ZOOM

Alternativas del plan estructural de la comunidad de Park Ave:

El futuro de la comunidad de Park Ave:

-- 18 de julio de 10 a 11 a. m. --

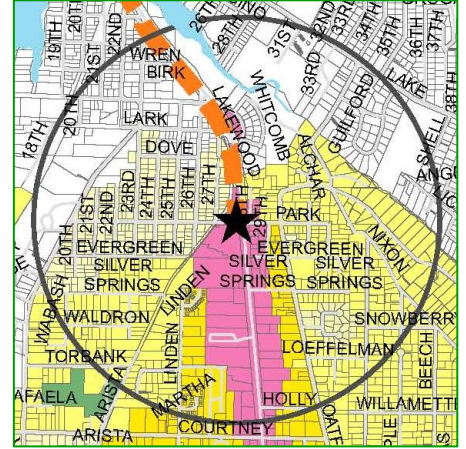
(se ofrece una tarjeta de regalo de \$30 dólares por familia participante)

Por favor, regístrese en Zoom en <https://bit.ly/2VAMbvs>.

Para obtener más información, llame o envíe un correo electrónico:

- Karen Buehrig, Condado de Clackamas: 503-742-4683
- Residente de Park Ave, Valerie Chapman:
Valerie.orazio@comcast.net
- Residente de Park Ave, Ann Muir: Muir.ann@gmail.com

Comparta sus ideas en este esfuerzo encabezado por la comunidad para crear un vecindario vibrante, inclusivo y económico para el futuro. El Comité Asesor de la Comunidad de Park Ave está trabajando con el Condado de Clackamas para crear estándares actualizados para el diseño y desarrollo del uso de suelo que refleje los valores de la comunidad para áreas comerciales y de usos múltiples dentro de un radio de ½ milla de la estación de tren ligero de Park Avenue en Oak Grove, justo al sur de Milwaukie.



Obtenga información y hable de las opciones para el futuro de su comunidad, lo que incluye:



- Espacios para encuentros
- Negocio y comercios
- Opciones de vivienda
- Opciones seguras para caminar, andar en bicicleta y estacionarse
- Centros comunitarios
- Espacios verdes

Se han creado dos planes estructurales alternativos para mostrar las variaciones posibles en los tipos de desarrollo, los centros para actividad, conexiones, cruces y espacios abiertos que pueden existir en 20 años.

Proyecto comunitario de Park Avenue



Park Avenue Framework Plan Alternatives

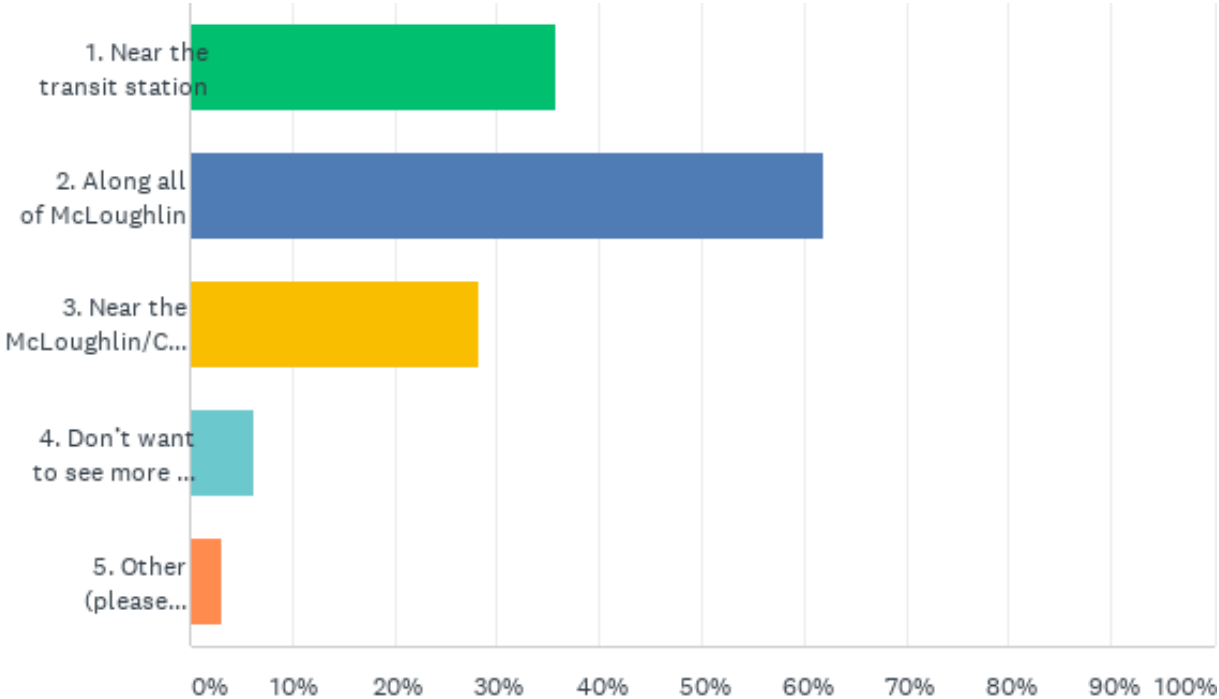
288

Total Responses

June 26, 2020

Q1: Where would you like to see more job opportunities?

Answered: 283 Skipped: 5



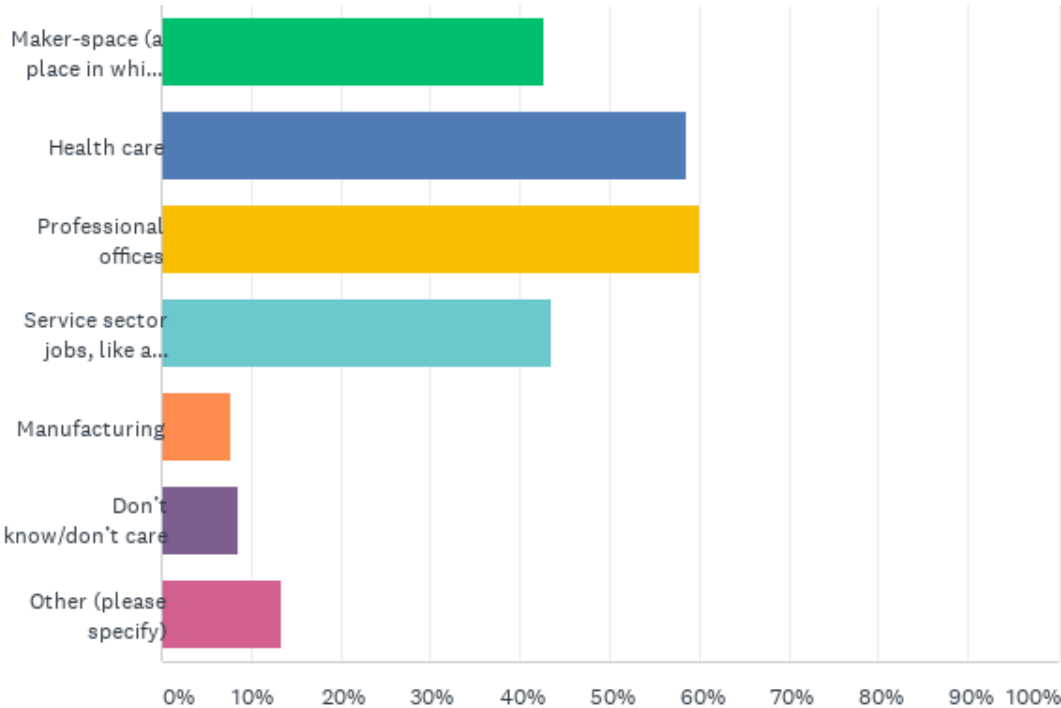
Q1: Where would you like to see more job opportunities?

Answered: 283 Skipped: 5

ANSWER CHOICES	RESPONSES	
1. Near the transit station	35.69%	101
2. Along all of McLoughlin	61.84%	175
3. Near the McLoughlin/Courtney intersection	28.27%	80
4. Don't want to see more job opportunities	6.36%	18
5. Other (please specify)	3.18%	9
Total Respondents: 283		

Q2: What types of job opportunities would you like to see?

Answered: 283 Skipped: 5



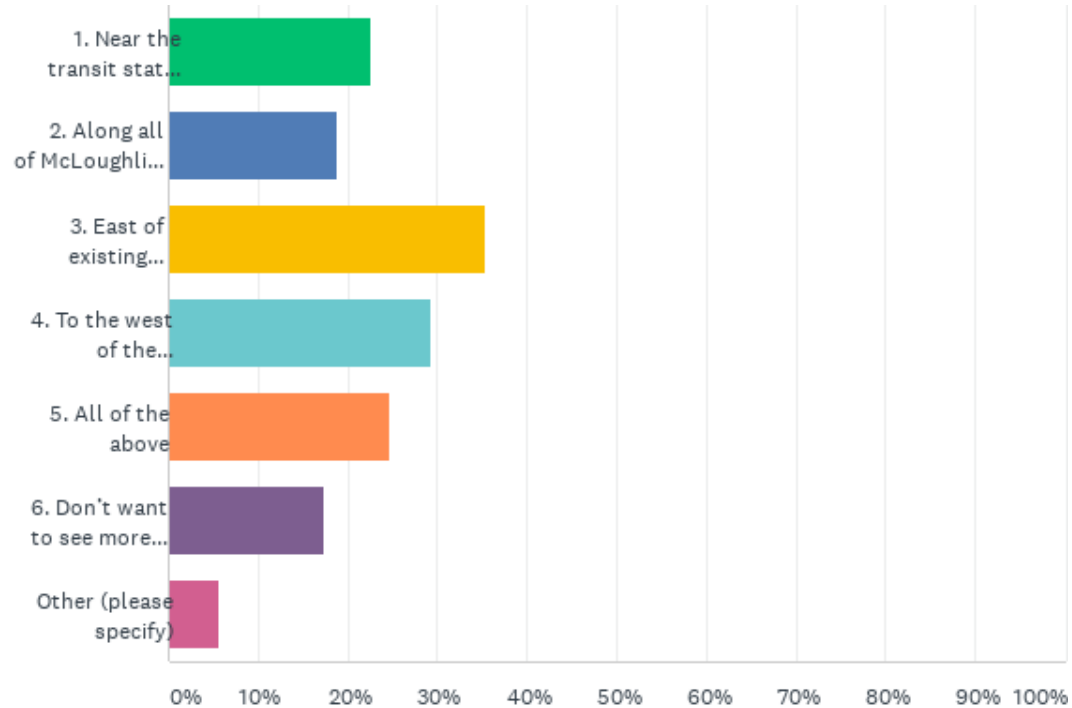
Q2: What types of job opportunities would you like to see?

Answered: 283 Skipped: 5

ANSWER CHOICES	RESPONSES	
Maker-space (a place in which people with shared interests can gather to work on projects while sharing ideas, equipment and knowledge)	42.76%	121
Health care	58.66%	166
Professional offices	60.07%	170
Service sector jobs, like are in the area now	43.46%	123
Manufacturing	7.77%	22
Don't know/don't care	8.48%	24
Other (please specify)	13.43%	38
Total Respondents: 283		

Q3: Where would you like to see more housing opportunities?

Answered: 283 Skipped: 5



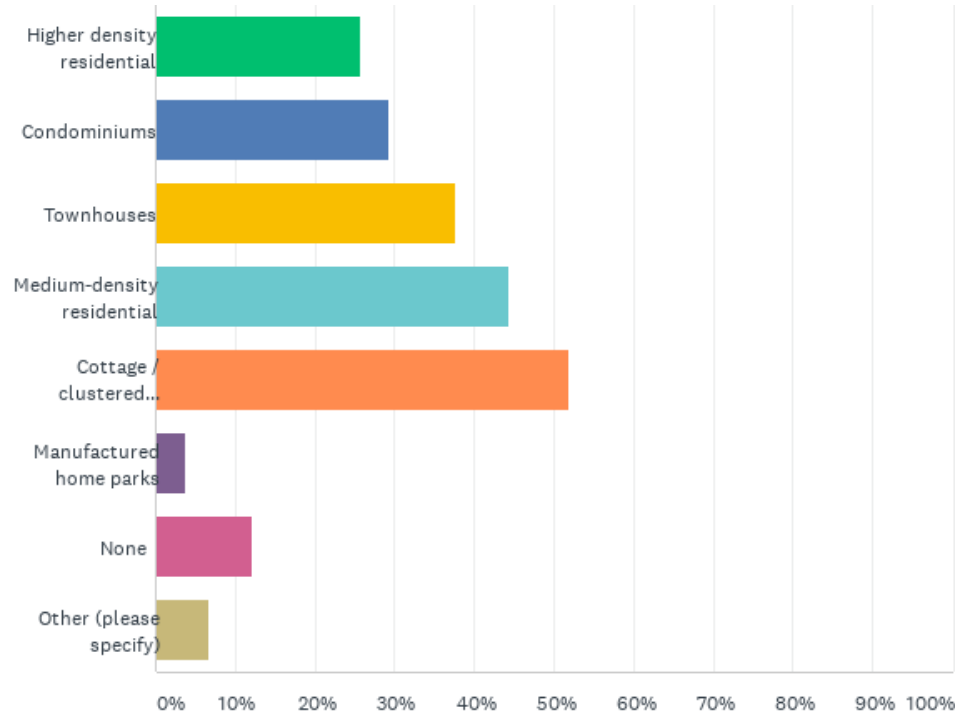
Q3: Where would you like to see more housing opportunities?

Answered: 283 Skipped: 5

ANSWER CHOICES	RESPONSES	
1. Near the transit station (currently zoned General Commercial, shown in pink on the map)	22.61%	64
2. Along all of McLoughlin Blvd. (currently zoned General Commercial, shown in pink on the map)	18.73%	53
3. East of existing commercial area along McLoughlin Blvd. and west of Oatfield Rd. (currently zoned for Multi-Family Residential development, shown in orange on the map)	35.34%	100
4. To the west of the McLoughlin Blvd. commercial area and east of Linden Ln (currently zoned for Multi-Family Residential development, shown in orange on the map)	29.33%	83
5. All of the above	24.73%	70
6. Don't want to see more housing opportunities	17.31%	49
Other (please specify)	5.65%	16
Total Respondents: 283		

Q4: What types of new housing would you like to see in the areas that are close to McLoughlin?

Answered: 287 Skipped: 1



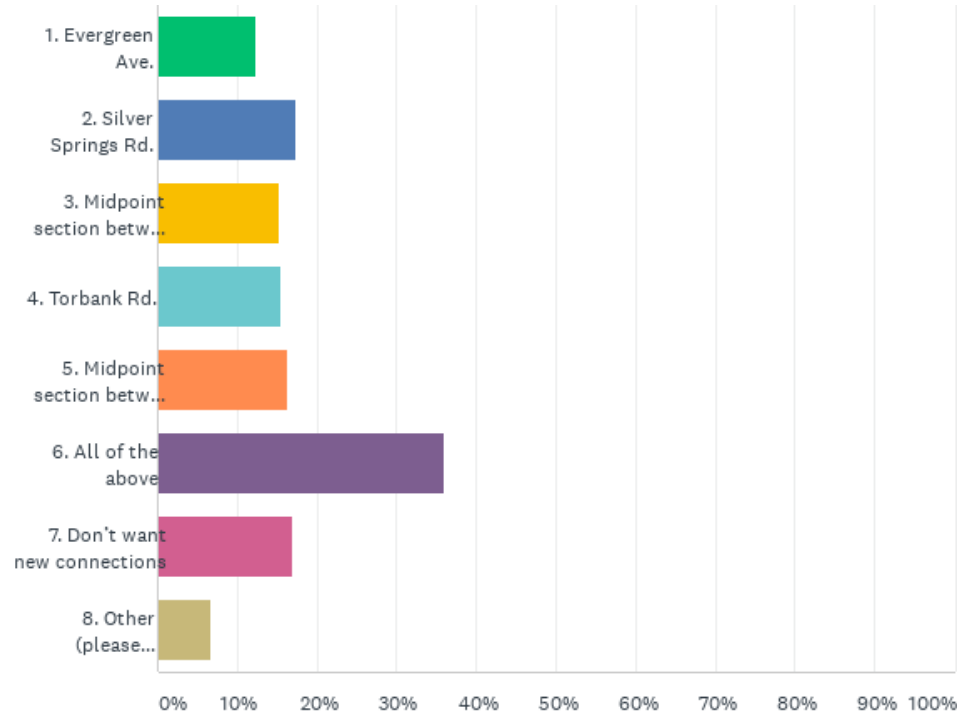
Q4: What types of new housing would you like to see in the areas that are close to McLoughlin?

Answered: 287 Skipped: 1

ANSWER CHOICES	RESPONSES	
Higher density residential	25.78%	74
Condominiums	29.27%	84
Townhouses	37.63%	108
Medium-density residential	44.25%	127
Cottage / clustered housing	51.92%	149
Manufactured home parks	3.83%	11
None	12.20%	35
Other (please specify)	6.62%	19
Total Respondents: 287		

Q5: Where would you like to see new east/west bike and pedestrian-only connections from McLoughlin to the Trolley Trail roughly aligned with:

Answered: 283 Skipped: 5



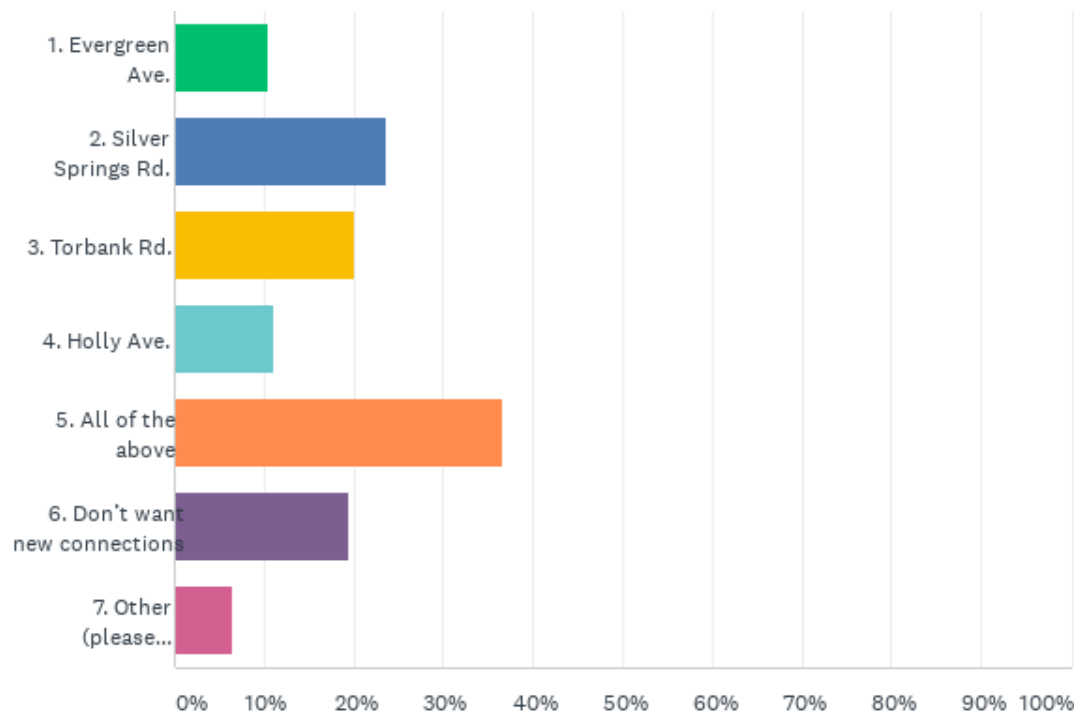
Q5: Where would you like to see new east/west bike and pedestrian-only connections from McLoughlin to the Trolley Trail roughly aligned with:

Answered: 283 Skipped: 5

ANSWER CHOICES	RESPONSES	
1. Evergreen Ave.	12.37%	35
2. Silver Springs Rd.	17.31%	49
3. Midpoint section between Silver Springs Rd. and Torbank Rd.	15.19%	43
4. Torbank Rd.	15.55%	44
5. Midpoint section between Torbank Rd. and Courtney Rd.	16.25%	46
6. All of the above	36.04%	102
7. Don't want new connections	16.96%	48
8. Other (please specify)	6.71%	19
Total Respondents: 283		

Q6: Where would you like to see new east/west bike and pedestrian-only connections from McLoughlin to Oatfield Rd, roughly in alignment with:

Answered: 278 Skipped: 10



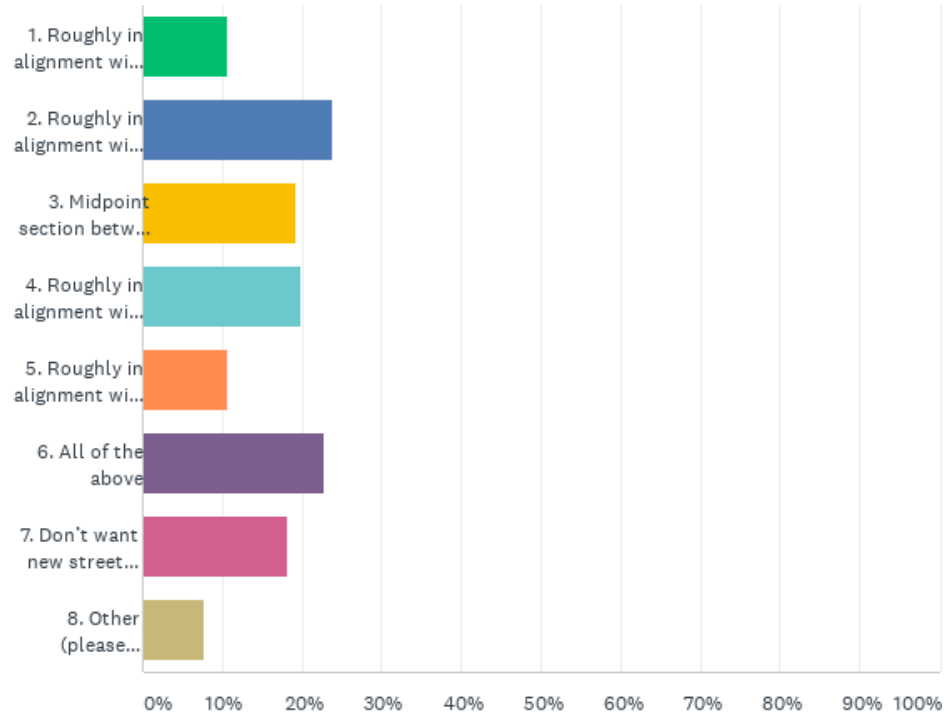
Q6: Where would you like to see new east/west bike and pedestrian-only connections from McLoughlin to Oatfield Rd, roughly in alignment with:

Answered: 278 Skipped: 10

ANSWER CHOICES	RESPONSES	
1. Evergreen Ave.	10.43%	29
2. Silver Springs Rd.	23.74%	66
3. Torbank Rd.	20.14%	56
4. Holly Ave.	11.15%	31
5. All of the above	36.69%	102
6. Don't want new connections	19.42%	54
7. Other (please specify)	6.47%	18
Total Respondents: 278		

Q7: Where would you like to see new street crossings along McLoughlin?

Answered: 281 Skipped: 7



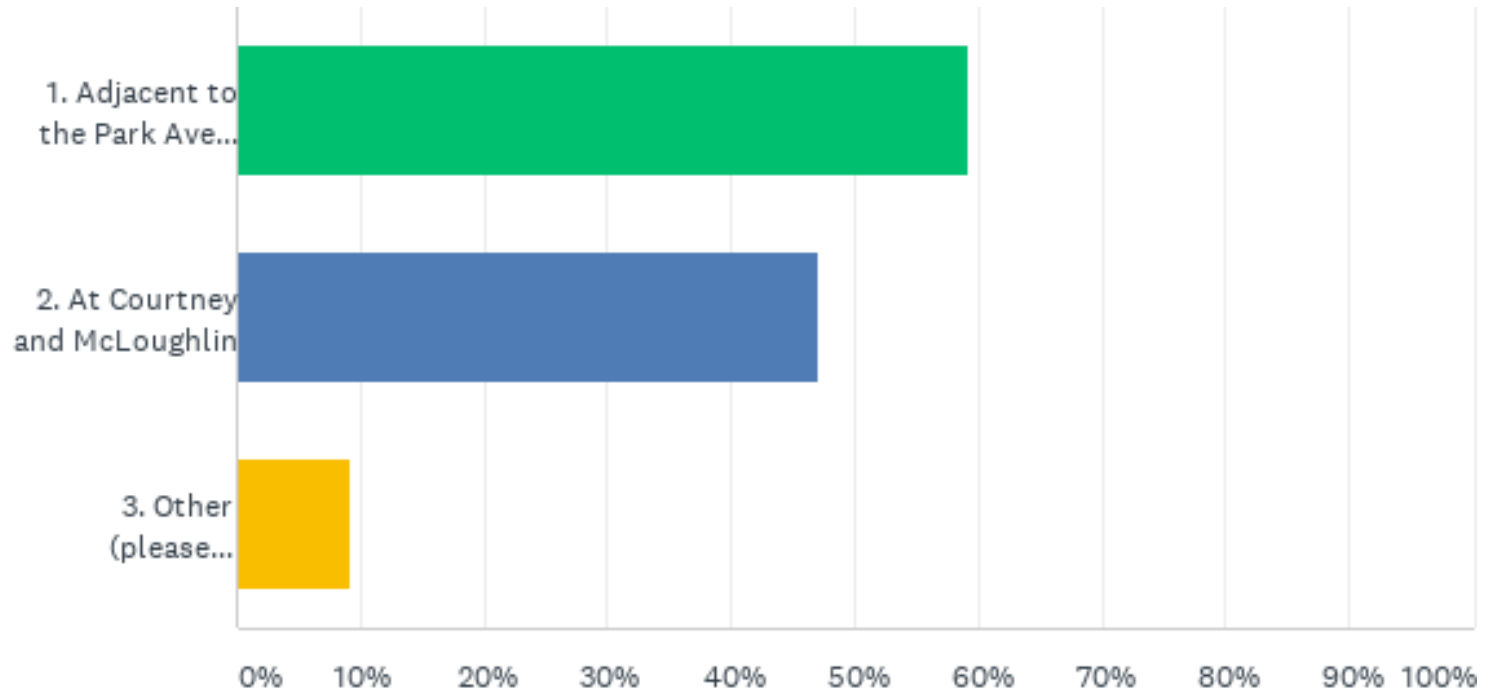
Q7: Where would you like to see new street crossings along McLoughlin?

Answered: 281 Skipped: 7

ANSWER CHOICES	RESPONSES	
1. Roughly in alignment with Evergreen	10.68%	30
2. Roughly in alignment with Silver Springs	23.84%	67
3. Midpoint section between Silver Springs Rd. and Torbank Rd.	19.22%	54
4. Roughly in alignment with Torbank	19.93%	56
5. Roughly in alignment with Holly Ave	10.68%	30
6. All of the above	22.78%	64
7. Don't want new street crossings	18.15%	51
8. Other (please specify)	7.83%	22
Total Respondents: 281		

Q8: When you think of a future heart, hub and gathering space for the community, where do you picture it?

Answered: 280 Skipped: 8



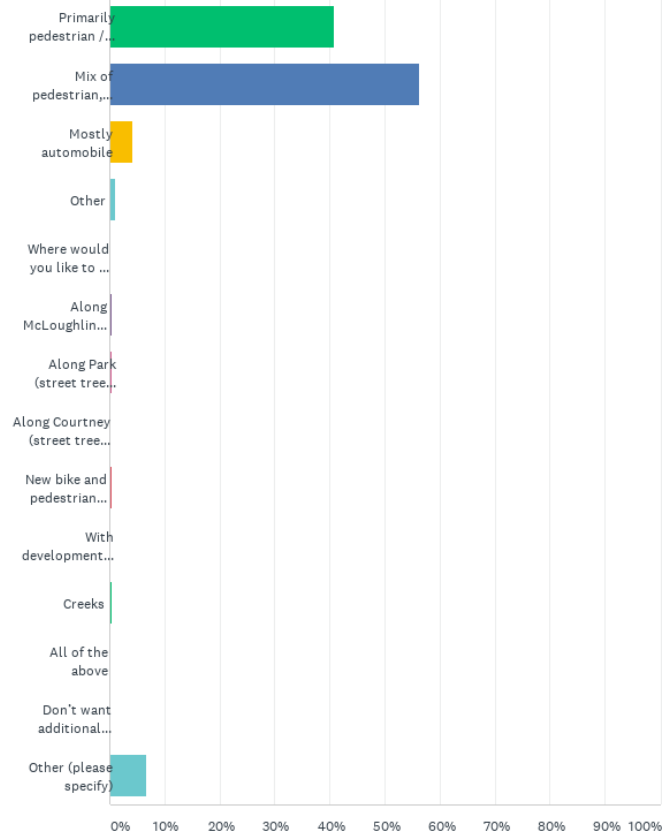
Q8: When you think of a future heart, hub and gathering space for the community, where do you picture it?

Answered: 280 Skipped: 8

ANSWER CHOICES	RESPONSES	
1. Adjacent to the Park Ave transit station	59.29%	166
2. At Courtney and McLoughlin	47.14%	132
3. Other (please specify)	9.29%	26
Total Respondents: 280		

Q9: How should people in the neighborhood be able to access the future hub?

Answered: 284 Skipped: 4



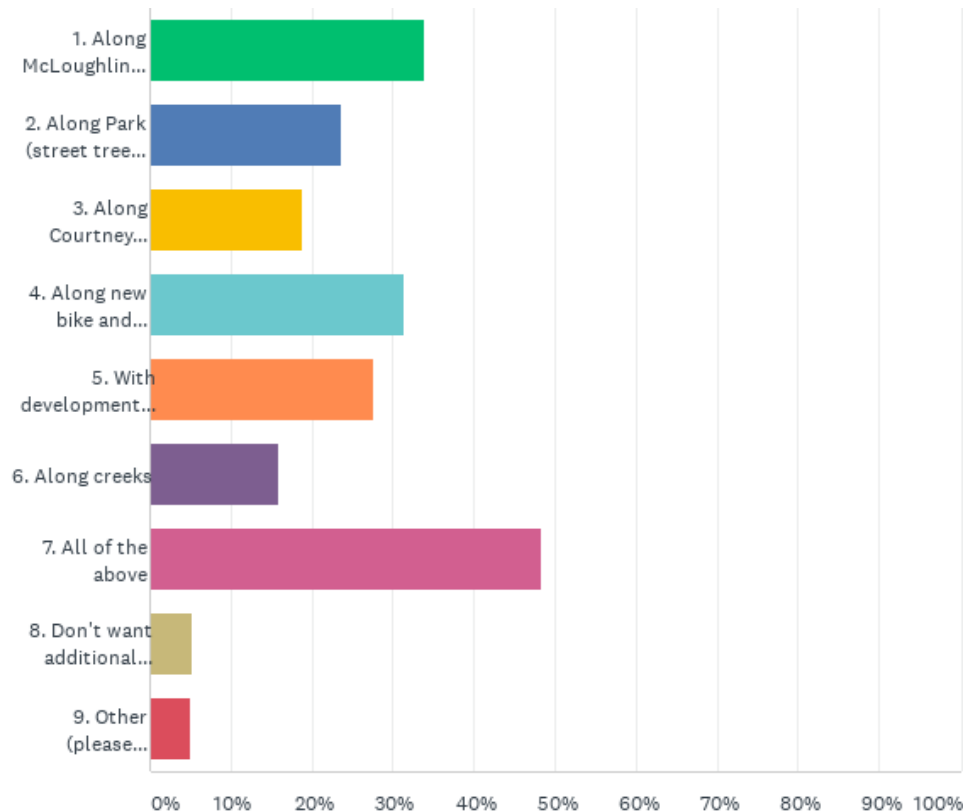
Q9: How should people in the neighborhood be able to access the future hub?

Answered: 284 Skipped: 4

ANSWER CHOICES	RESPONSES	
Primarily pedestrian / bicycle	40.85%	116
Mix of pedestrian, bike and auto	56.34%	160
Mostly automobile	4.23%	12
Other	1.06%	3
Where would you like to see additional landscape, trees and natural systems? Provide along:	0.00%	0
Along McLoughlin (street trees, planting strips, etc.)	0.35%	1
Along Park (street trees, planting strips, etc.)	0.35%	1
Along Courtney (street trees, planting strips, etc.)	0.00%	0
New bike and pedestrian paths	0.35%	1
With development (small planted areas and courtyards)	0.00%	0
Creeks	0.35%	1
All of the above	0.00%	0
Don't want additional landscape, trees and natural systems	0.00%	0
Other (please specify)	6.69%	19
Total Respondents: 284		

Q10: Where would you like to see additional landscape, trees and natural systems?

Answered: 283 Skipped: 5



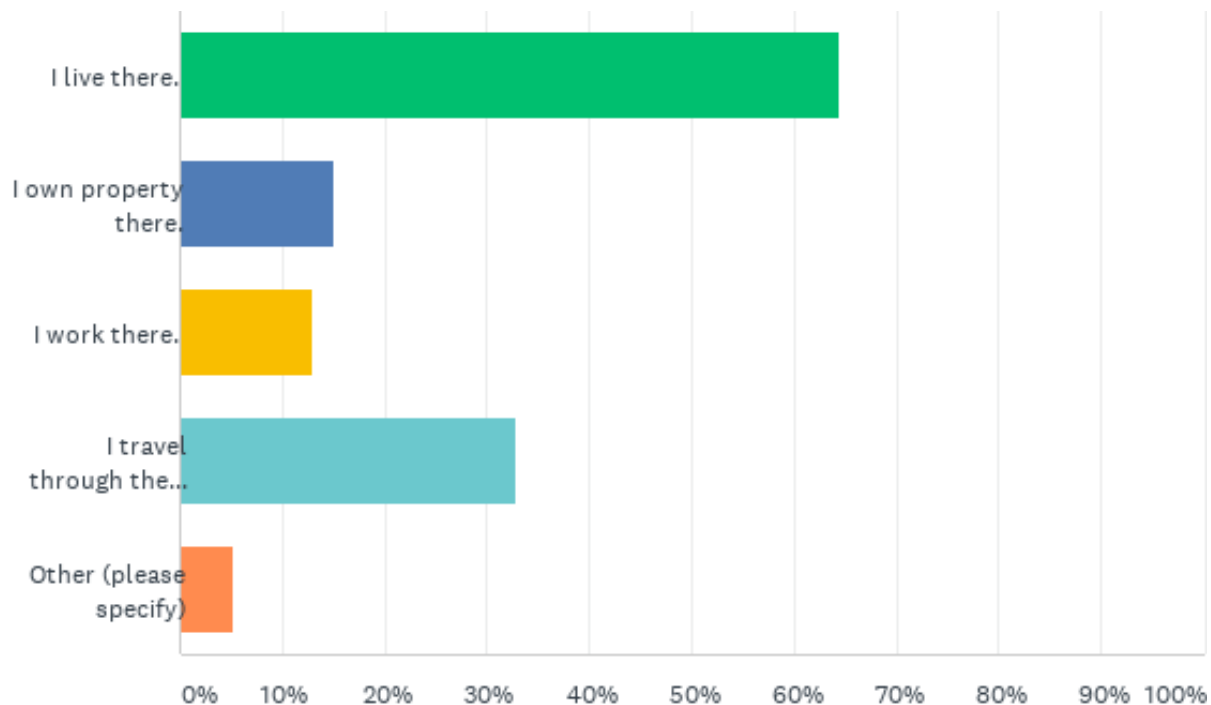
Q10: Where would you like to see additional landscape, trees and natural systems?

Answered: 283 Skipped: 5

ANSWER CHOICES	RESPONSES	
1. Along McLoughlin (street trees, planting strips, etc.)	33.92%	96
2. Along Park (street trees, planting strips, etc.)	23.67%	67
3. Along Courtney (street trees, planting strips, etc.)	18.73%	53
4. Along new bike and pedestrian paths	31.45%	89
5. With development (small planted areas and courtyards)	27.56%	78
6. Along creeks	15.90%	45
7. All of the above	48.41%	137
8. Don't want additional landscape, trees and natural systems	5.30%	15
9. Other (please specify)	4.95%	14
Total Respondents: 283		

Q11: What is your relationship to the Park Avenue Project area within 1/2-mile of the light-rail station?

Answered: 287 Skipped: 1



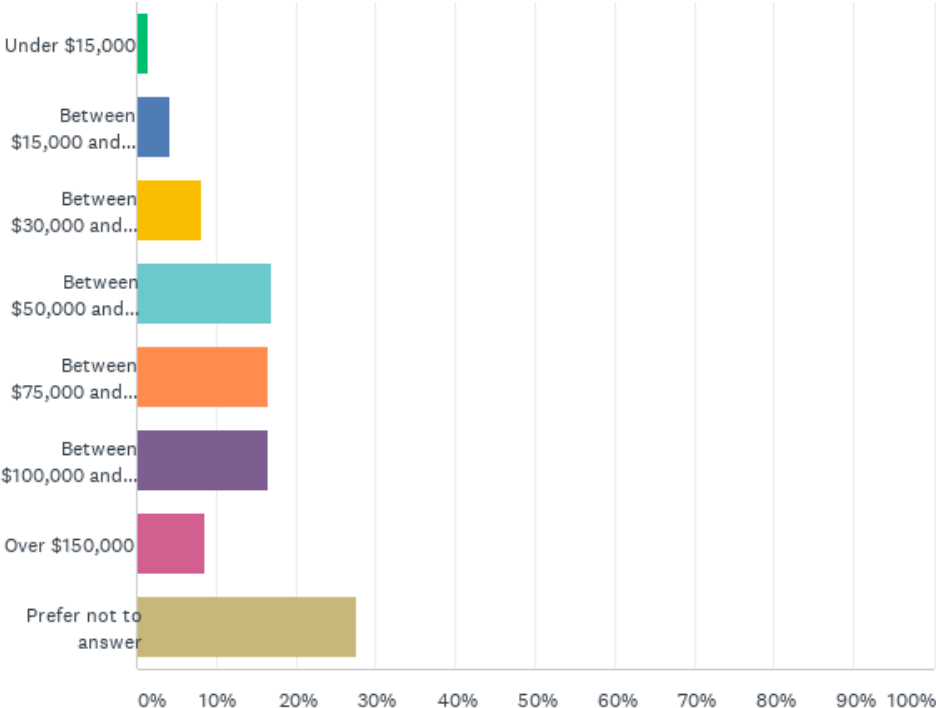
Q11: What is your relationship to the Park Avenue Project area within 1/2-mile of the light-rail station?

Answered: 287 Skipped: 1

ANSWER CHOICES	RESPONSES	
I live there.	64.46%	185
I own property there.	14.98%	43
I work there.	12.89%	37
I travel through the area.	32.75%	94
Other (please specify)	5.23%	15
Total Respondents: 287		

Q14: What is your annual income?

Answered: 283 Skipped: 5



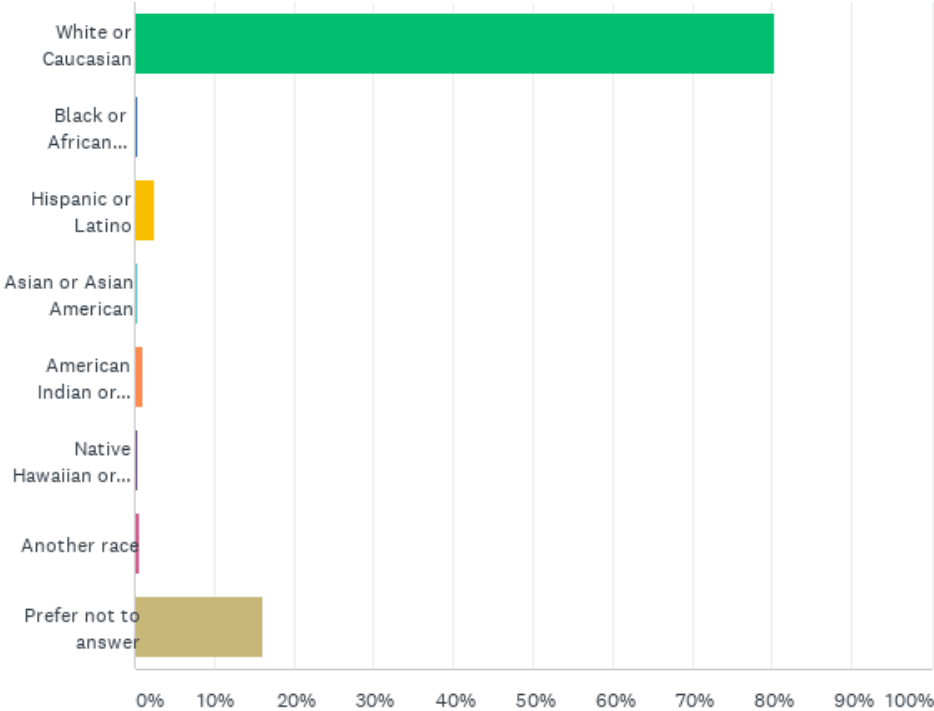
Q14: What is your annual income?

Answered: 283 Skipped: 5

ANSWER CHOICES	RESPONSES	
Under \$15,000	1.41%	4
Between \$15,000 and \$29,999	4.24%	12
Between \$30,000 and \$49,999	8.13%	23
Between \$50,000 and \$74,999	16.96%	48
Between \$75,000 and \$99,999	16.61%	47
Between \$100,000 and \$150,000	16.61%	47
Over \$150,000	8.48%	24
Prefer not to answer	27.56%	78
TOTAL		283

Q15: What is your race or ethnicity? (please check all that apply)

Answered: 284 Skipped: 4



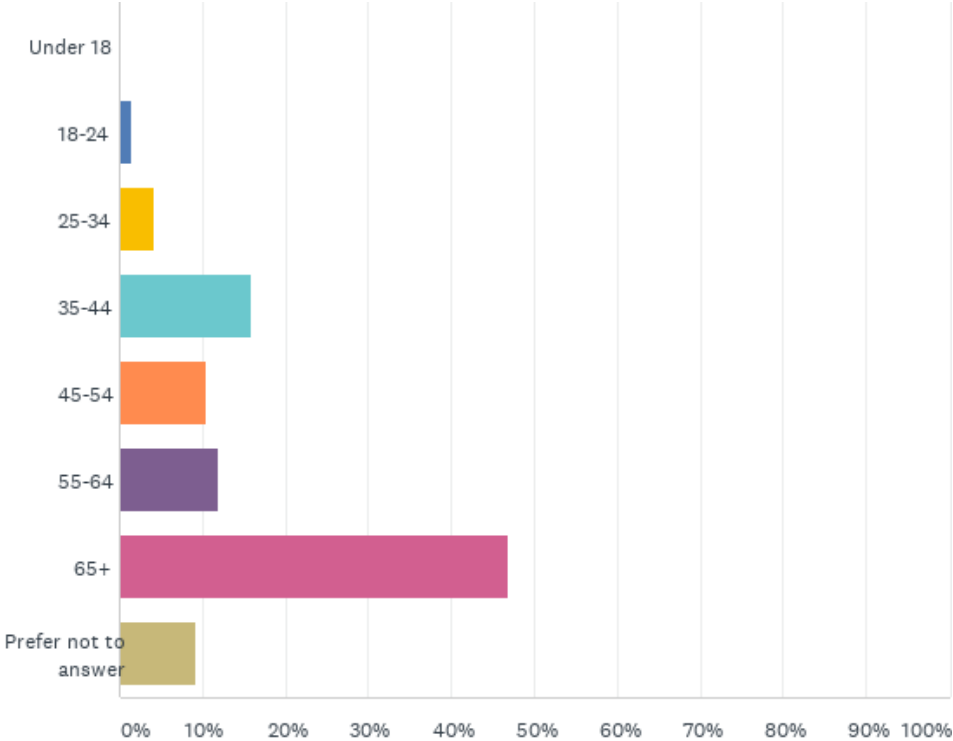
Q15: What is your race or ethnicity? (please check all that apply)

Answered: 284 Skipped: 4

ANSWER CHOICES	RESPONSES	
White or Caucasian	80.28%	228
Black or African American	0.35%	1
Hispanic or Latino	2.46%	7
Asian or Asian American	0.35%	1
American Indian or Alaska Native	1.06%	3
Native Hawaiian or other Pacific Islander	0.35%	1
Another race	0.70%	2
Prefer not to answer	16.20%	46
Total Respondents: 284		

Q16: What age group are you in?

Answered: 284 Skipped: 4



Q16: What age group are you in?

Answered: 284 Skipped: 4

ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18-24	1.41%	4
25-34	4.23%	12
35-44	15.85%	45
45-54	10.56%	30
55-64	11.97%	34
65+	46.83%	133
Prefer not to answer	9.15%	26
TOTAL		284

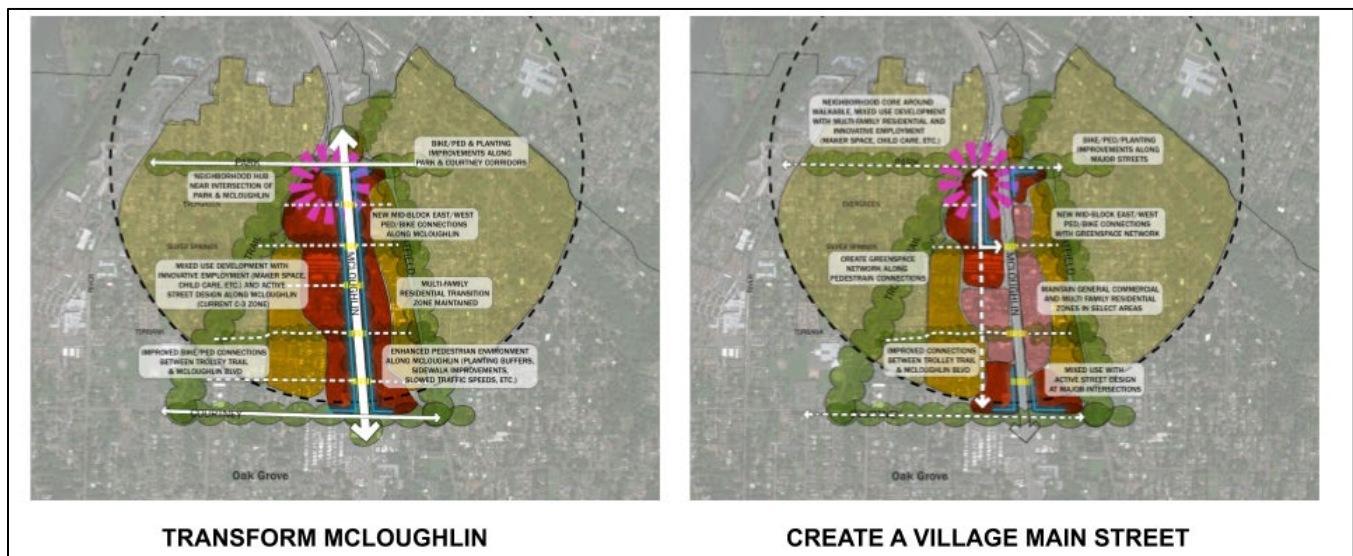
Park Avenue Community Project

Framework Plan* Alternatives: Help Plan the Future of the Park Ave Community

The Park Avenue Community Advisory Committee and Clackamas County are working with residents and businesses to create updated land use development and design standards for commercial areas within ½-mile of the Park Ave MAX station in Oak Grove. The standards will support economic development in commercial areas and protect and preserve surrounding residential areas. The Advisory Committee is reviewing draft alternatives (see below) for how the area could develop. Please share your input what's needed to create a vibrant, inclusive, thriving neighborhood and business community for the future.

JOIN A DISCUSSION GROUP JULY 21!

TAKE THE SURVEY BY JULY 31!



**These are the draft Framework Plan alternatives; a 20-year map-based vision that shows possible variations in types of development, hubs of activity, connections, crossings and open spaces.*

- **Take the survey:** www.clackamas.us/planning/parkave
- **Join a Zoom discussion on Tuesday, July 21**
 - **8-9:30 a.m.:** For business owners --
<https://clackamascounty.zoom.us/j/7308708016>
 - **5-6:30 p.m.:** For commercial property owners --
<https://clackamascounty.zoom.us/j/7308708016>



Learn about and discuss options for your community's future, including:

- Community gathering spaces
- Business and retail
- Housing options
- Safe walking, biking & parking
- Neighborhood centers
- Green spaces

For more information: email 4BIZ@clackamas.us, call 503-742-4BIZ or contact Jon Legarza at jlegarza@clackamas.us.



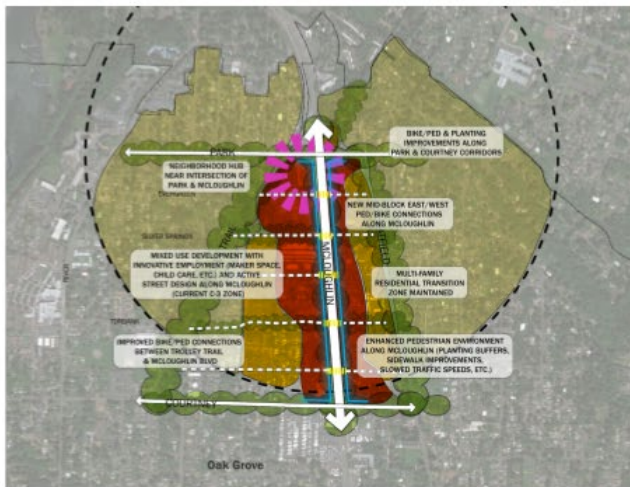
Alternativas del Plan Estructural*:

Ayude a Planear el Futuro de la Comunidad de Park Ave

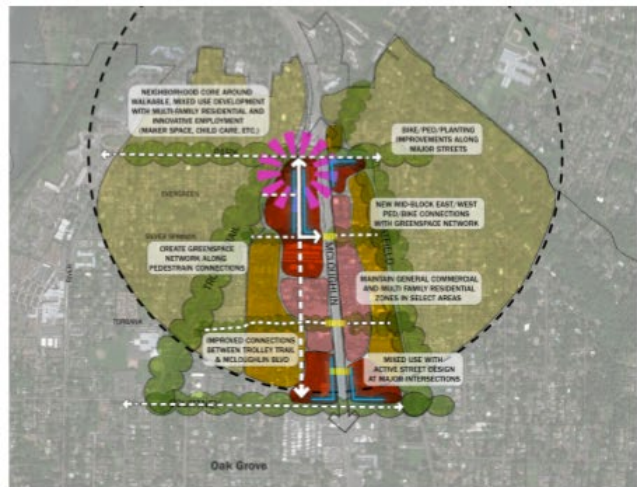
El Comité Asesor de la Comunidad de Park Avenue y el Condado de Clackamas están trabajando con los residentes y los negocios para crear estándares actualizados de desarrollo y diseño sobre el uso del suelo en las áreas comerciales dentro de un radio de ½ milla de la estación de Park Ave del MAX en Oak Grove. Los estándares respaldarán el desarrollo económico en áreas comerciales y protegerán y preservarán las áreas residenciales colindantes. El Comité Asesor está revisando los bosquejos de las alternativas (vea a continuación) sobre cómo puede desarrollarse el área. Por favor, comparta sus comentarios sobre lo que se necesita para crear un vecindario y una comunidad comercial vibrantes, inclusivos y prósperos para el futuro.

¡ÚNASE A UN GRUPO DE DISCUSIÓN EL 21 DE JULIO!

¡RESPONDA LA ENCUESTA A MÁS TARDAR HASTA EL 31 DE JULIO!



TRANSFORME MCLOUGHLIN



CREAR UNA CALLE PRINCIPAL QUE SEA UNA VILLA

*Estos son bosquejos de las alternativas del Plan Estructural; una visión de 20 años basada en el mapa que muestra las diferentes variaciones en los tipos de desarrollo, centros de actividad, conexiones, cruces y espacios abiertos.

- **Responda la encuesta:** www.clackamas.us/planning/parkave
- **Únase a la discusión en Zoom el martes 21 de julio**
 - **8-9:30 a. m.:** Para dueños de negocios --
<https://clackamascounty.zoom.us/j/7308708016>
 - **5-6:30 p. m.:** Para los dueños de propiedades comerciales --
<https://clackamascounty.zoom.us/j/7308708016>



Obtenga información y hable de las opciones para el futuro de su comunidad, incluidos:

- Los espacios para encuentros comunitarios
- Los negocios y comercios
- Las opciones de vivienda
- Caminar, andar en bicicleta y estacionarse con seguridad
- Los centros comunitarios
- Los espacios verdes

Para obtener más información: envíe un correo electrónico a 4BIZ@clackamas.us, o llame al 503-742-4BIZ o contacte a Jon Legarza a jlegarza@clackamas.us.





PARK AVENUE COMMUNITY

PROJECT:

The Future of the Half-Mile Area Around Park Ave & McLoughlin Blvd

Clackamas County is working with the public to create new standards for future development in the ½-mile area around the Park Ave MAX station.

Learn more and share your ideas.

Online workshop: Wednesday, Sept. 16, 6:30-8 p.m.

Online survey: Sept. 10 – Oct. 7

<https://surveymonkey.com/r/ParkFuture>

This is what McLoughlin Blvd looks like now, just south of Park Ave.



McLoughlin/Park looking south, 2020

Let us know what you'd like to see in the future...

- *More places for people to live, work and gather?*
- *Wider sidewalks?*
- *Trees and landscaping?*
- *Courtyards?*
- *Walking / biking paths between housing and shopping?*
- *Mixed housing?*

More information: www.clackamas.us/planning/parkave

Questions? Contact Karen Buehrig, karenb@clackamas.us or 503-742-4683



PROYECTO COMUNITARIO DE PARK AVENUE:

El futuro del área de media milla alrededor de Park Ave y McLoughlin Blvd

El Condado de Clackamas está trabajando con el público para crear nuevos estándares para desarrollos en el futuro en el área de ½ milla alrededor de la estación de Park Ave de MAX.

Obtenga más información y comparta sus ideas.

Taller en línea: Miércoles, 16 de septiembre de 6:30 a 8 p. m.

Encuesta en línea: Sept. 10 – Oct. 7

<https://surveymonkey.com/r/ParkFuture>

Así es como se ve el McLoughlin Blvd ahora, justo al sur de Park Ave.



Déjenos saber qué le gustaría ver en el futuro...

- *¿Más lugares para que las personas vivan, trabajen y se reúnan?*
- *¿Aceras más amplias?*
- *¿Árboles y jardinería?*
- *¿Pacios?*
- *¿Senderos para caminar / andar en bicicleta, entre las viviendas y las áreas comerciales?*
- *¿Vivienda mixta?*

Para obtener más información, visite: www.clackamas.us/planning/parkave

¿Tiene preguntas?

Contacte a Karen Buehrig, karenb@clackamas.us o al 503-742-4683



Attachment G



Park Avenue Take the 2nd Survey

Completa la segunda encuesta

Sept. 10 to Oct. 7

Thank you for your participation!

www.clackamas.us/planning/parkave



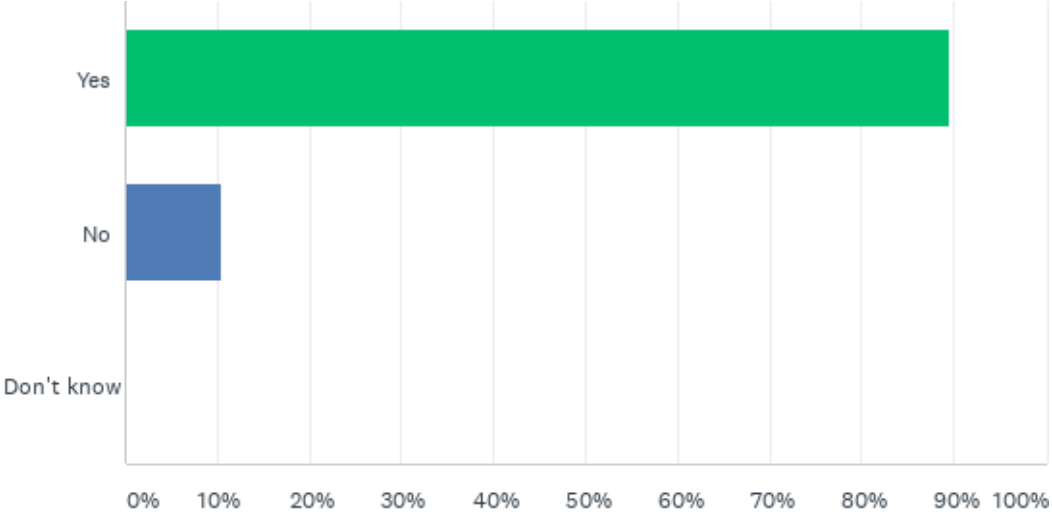
Park Ave Community: Designing for the Future

Friday, October 09, 2020

125 Total Responses

Q1: Would you support limiting development of new car sales lots in the commercial portion of the study area?

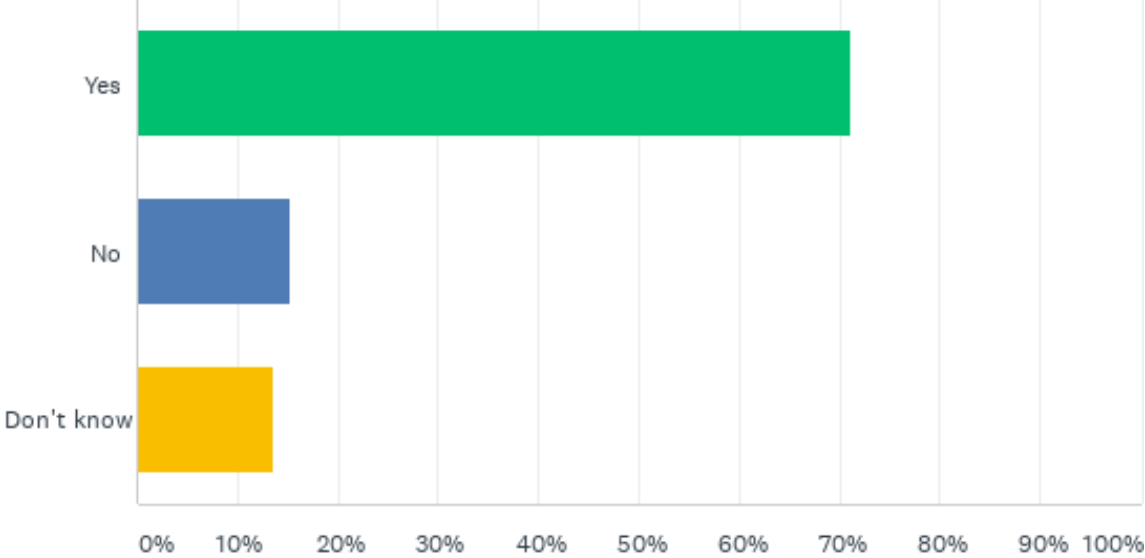
Answered: 125 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	89.60%	112
No	10.40%	13
Don't know	0.00%	0
TOTAL		125

Q2: Would you support limiting development of new drive-through restaurants in the commercial portion of the study area?

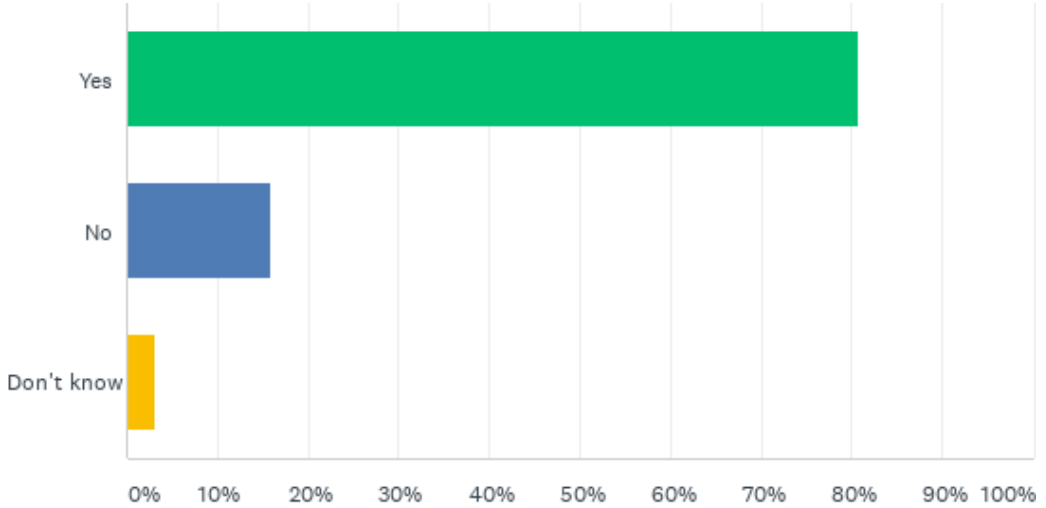
Answered: 125 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	71.20%	89
No	15.20%	19
Don't know	13.60%	17
TOTAL		125

Q3: Would you support limiting development of new auto service-oriented businesses (car washes, gas stations, car repair shops, etc.) in the commercial portion of the study area?

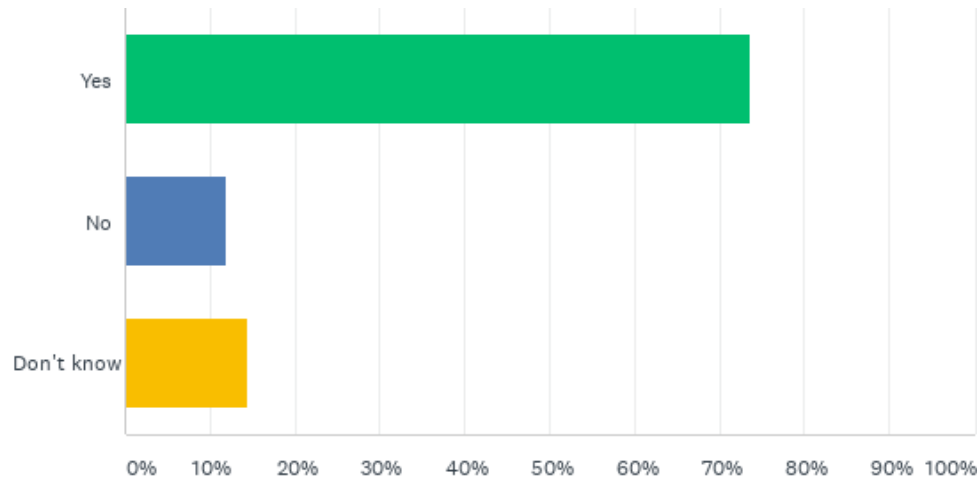
Answered: 125 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	80.80%	101
No	16.00%	20
Don't know	3.20%	4
TOTAL		125

Q4: Would you support adding “maker spaces” (spaces in which people can work together to make things, learn, explore new ideas and share knowledge and skills) that combine office, retail and limited indoor industrial uses in the commercial portion of the study area?

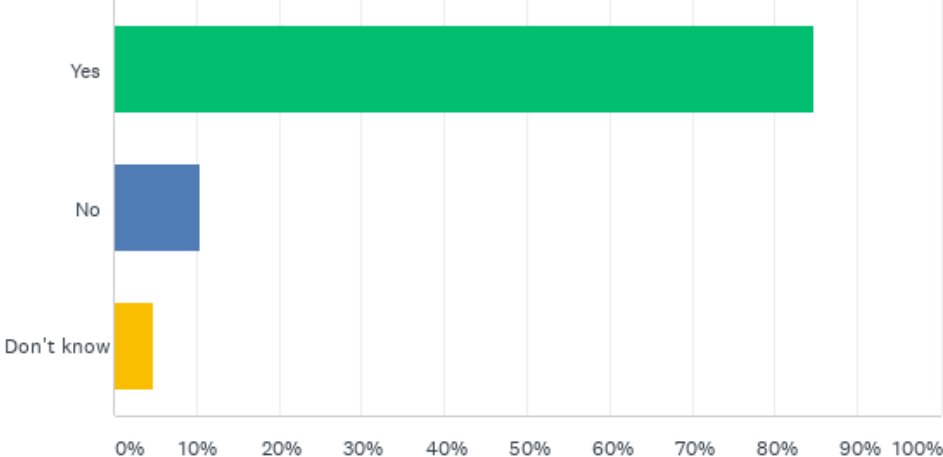
Answered: 125 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	73.60%	92
No	12.00%	15
Don't know	14.40%	18
TOTAL		125

Q5: Would you support prohibiting any new self-storage and outdoor storage facilities in the commercial portion of the study area?

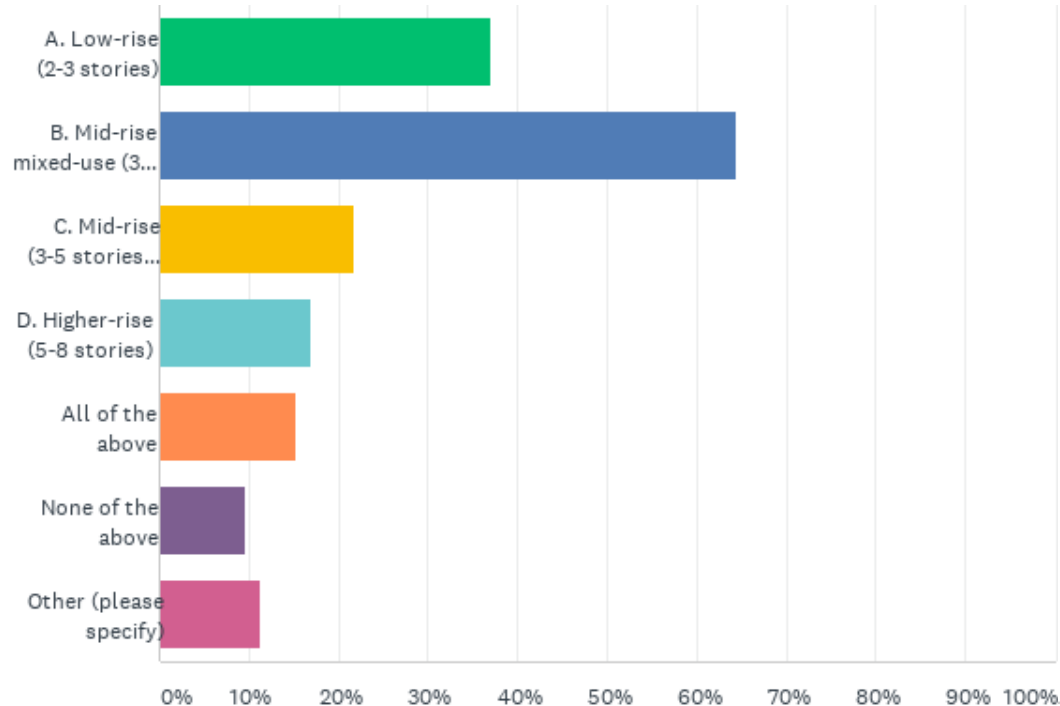
Answered: 125 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	84.80%	106
No	10.40%	13
Don't know	4.80%	6
TOTAL		125

Q6: Residential Development in General Commercial Area – Please review the following photographs (please scroll down) and let us know which of the following types of new residential/housing development you would like to see in the General Commercial area (red on the map) along McLoughlin Boulevard. (You may select as many options as you like.)

Answered: 124 Skipped: 1



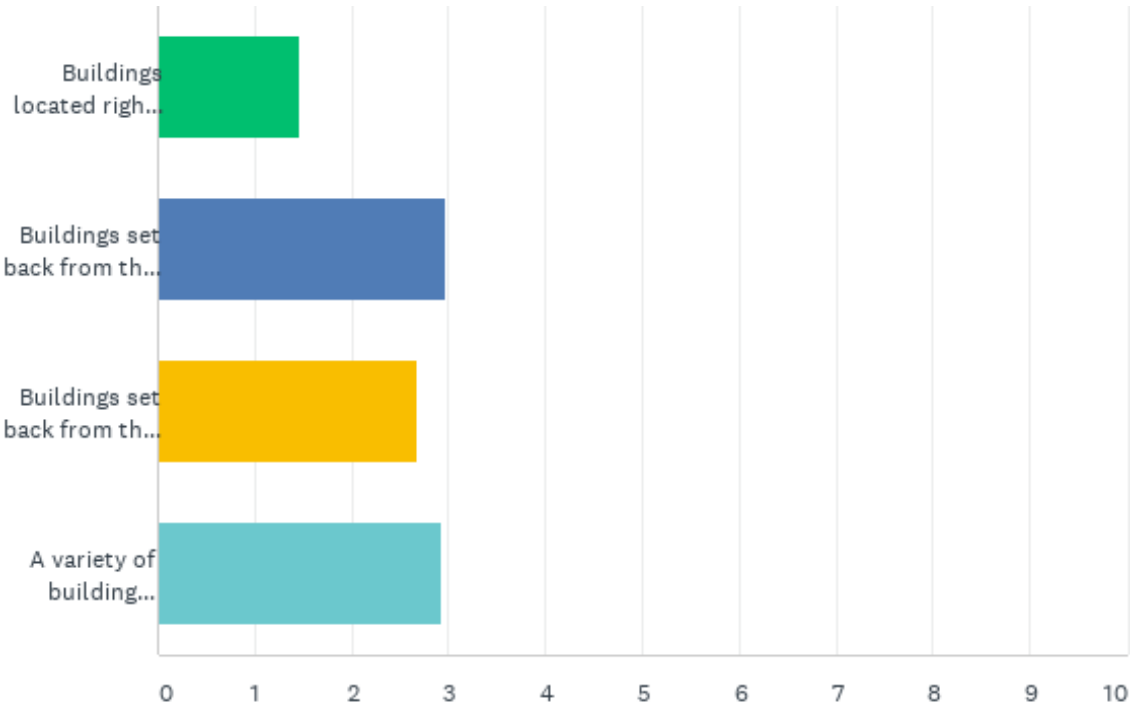
Q6: Residential Development in General Commercial Area – Please review the following photographs (please scroll down) and let us know which of the following types of new residential/housing development you would like to see in the General Commercial area (red on the map) along McLoughlin Boulevard. (You may select as many options as you like.)

Answered: 124 Skipped: 1

ANSWER CHOICES	RESPONSES	
A. Low-rise (2-3 stories)	37.10%	46
B. Mid-rise mixed-use (3-5 stories), with retail and services on the ground floor	64.52%	80
C. Mid-rise (3-5 stories), all residential	21.77%	27
D. Higher-rise (5-8 stories)	16.94%	21
All of the above	15.32%	19
None of the above	9.68%	12
Other (please specify)	11.29%	14
Total Respondents: 124	Attachment 6	

Q7: If you were walking along the future McLoughlin, what relationship would you like to see between the buildings, other design elements and the sidewalk? (rank in order of preference, with #1 being the most preferred)

Answered: 120 Skipped: 5



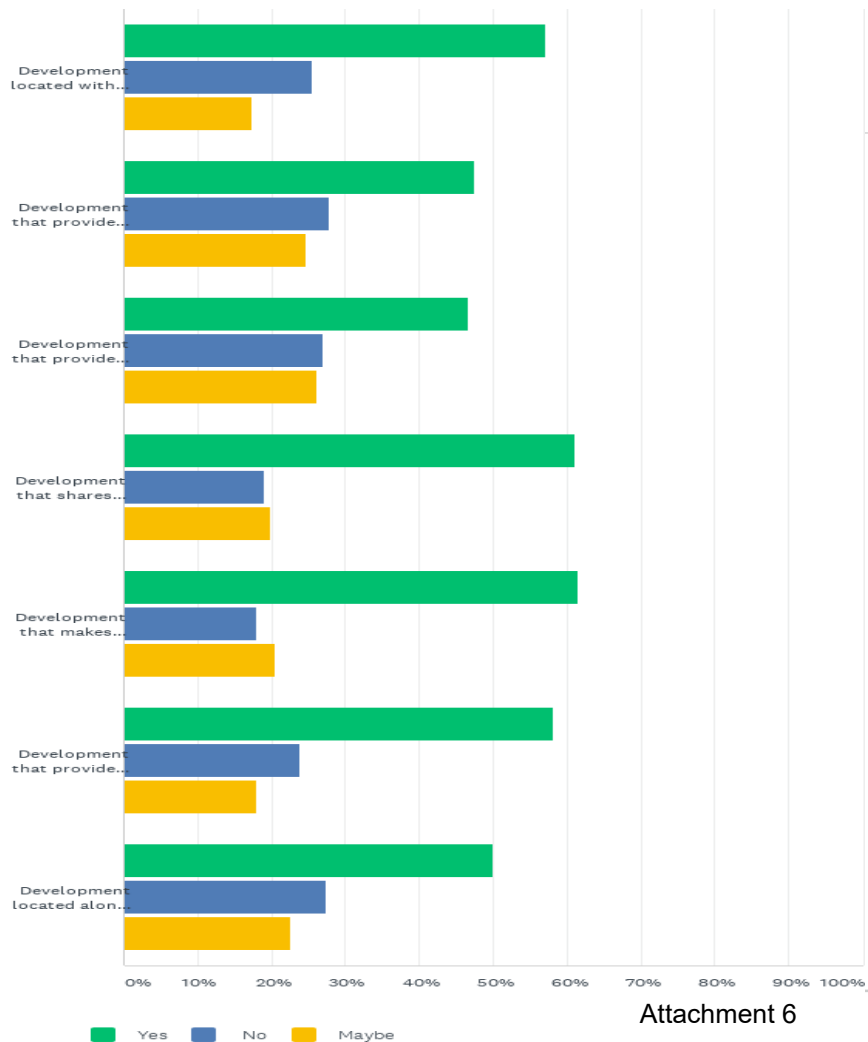
Q7: If you were walking along the future McLoughlin, what relationship would you like to see between the buildings, other design elements and the sidewalk? (rank in order of preference, with #1 being the most preferred)

Answered: 120 Skipped: 5

	1	2	3	4	TOTAL	SCORE
Buildings located right along the edge of the sidewalk	7.14% 8	10.71% 12	4.46% 5	77.68% 87	112	1.47
Buildings set back from the sidewalk by 5-15 feet with landscaping between the building and the sidewalk	36.21% 42	31.90% 37	25.00% 29	6.90% 8	116	2.97
Buildings set back from the sidewalk by 5-15 feet with hard-surfaced pedestrian plazas or other open spaces between the building and the sidewalk	24.14% 28	30.17% 35	34.48% 40	11.21% 13	116	2.67
A variety of building facades, distance from sidewalk, and plazas and landscaping	35.34% 41	26.72% 31	32.76% 38	5.17% 6	116	2.92

Q8: Would you support reducing parking requirements to free up space for buildings and/or landscaping in the following types of new commercial developments? (yes, no, don't know options for each)

Answered: 123 Skipped: 2



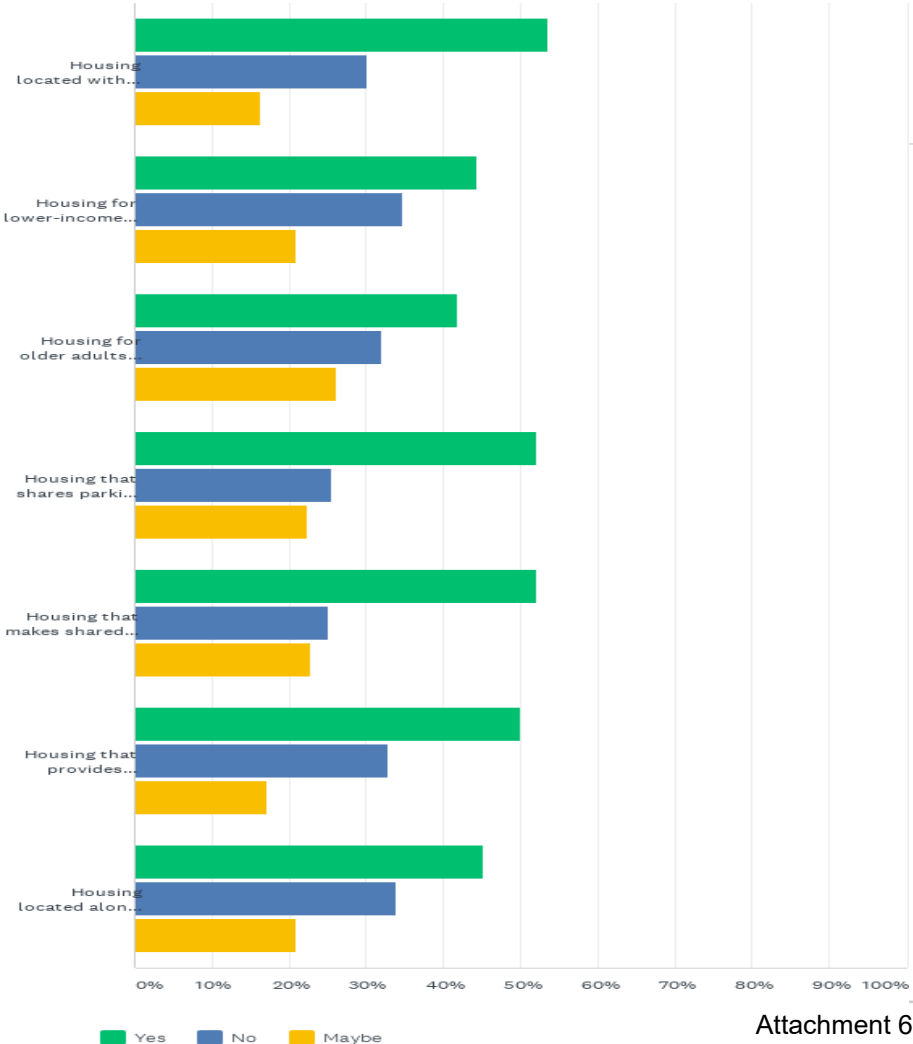
Q8: Would you support reducing parking requirements to free up space for buildings and/or landscaping in the following types of new commercial developments? (yes, no, don't know options for each)

Answered: 123 Skipped: 2

	YES	NO	MAYBE	TOTAL
Development located within ¼ mile of transit (MAX, bus)	57.02% 69	25.62% 31	17.36% 21	121
Development that provides services for lower-income households	47.54% 58	27.87% 34	24.59% 30	122
Development that provides services for older adults (55 or over)	46.72% 57	27.05% 33	26.23% 32	122
Development that shares parking with nearby developments	61.16% 74	19.01% 23	19.83% 24	121
Development that makes shared vehicles, shuttles or other transportation available to its customers	61.48% 75	18.03% 22	20.49% 25	122
Development that provides expanded bike parking	58.20% 71	23.77% 29	18.03% 22	122
Development located along or within ¼ mile of a high quality bike trail	50.00% 60	27.50% 33	22.50% 27	120

Q9: Would you support reducing parking requirements to allow for additional space for buildings and landscaping for the following types of residential development (housing) in the General Commercial area?

Answered: 124 Skipped: 1



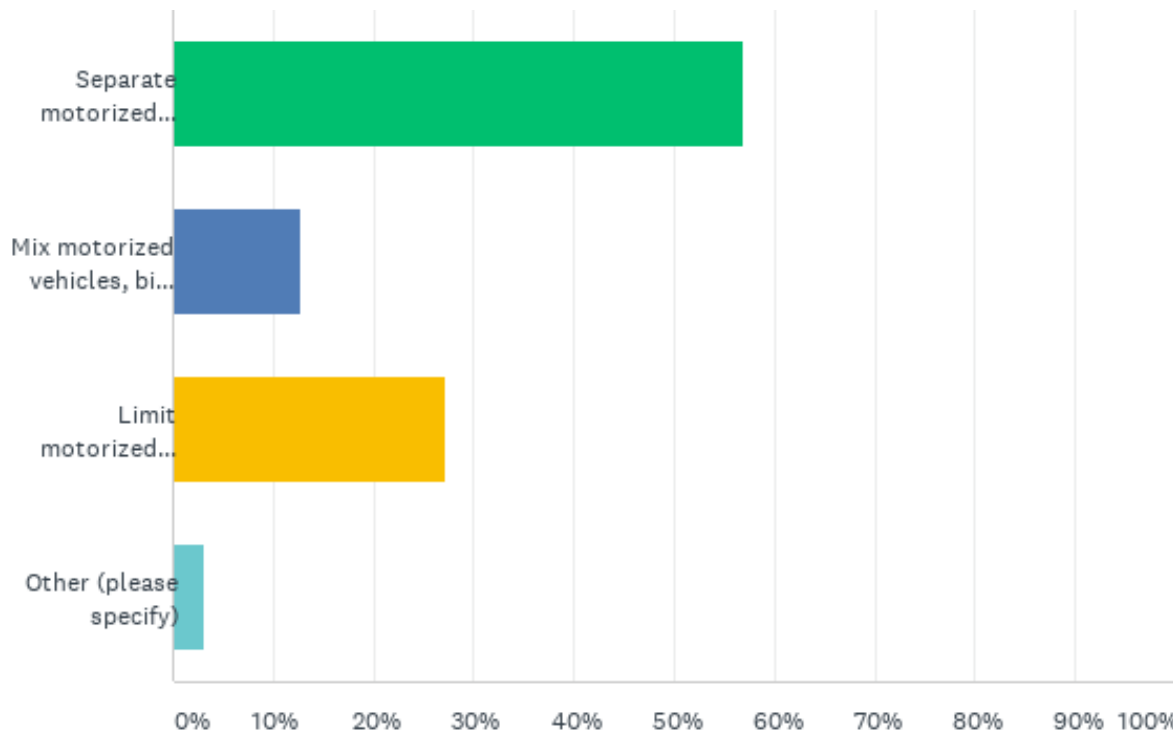
Q9: Would you support reducing parking requirements to allow for additional space for buildings and landscaping for the following types of residential development (housing) in the General Commercial area?

Answered: 124 Skipped: 1

	YES	NO	MAYBE	TOTAL	WEIGHTED AVERAGE
Housing located within ¼ mile of transit (MAX, bus)	53.66% 66	30.08% 37	16.26% 20	123	1.63
Housing for lower-income households	44.35% 55	34.68% 43	20.97% 26	124	1.77
Housing for older adults (55+)	41.80% 51	31.97% 39	26.23% 32	122	1.84
Housing that shares parking with nearby developments	52.07% 63	25.62% 31	22.31% 27	121	1.70
Housing that makes shared vehicles, shuttles or other transportation tools available to its residents	52.03% 64	25.20% 31	22.76% 28	123	1.71
Housing that provides expanded bike parking for its residents	50.00% 61	32.79% 40	17.21% 21	122	1.67
Housing located along or within ¼ mile of a high quality bike trail	45.16% 56	33.87% 42	20.97% 26	124	1.76

Q10: Which type of connection would you prefer in the General Commercial zone (red area) directly adjacent to McLoughlin Boulevard, assuming that motorized vehicle access is limited to the commercial area, and bike and pedestrian connections extend through and beyond the commercial area?

Answered: 125 Skipped: 0



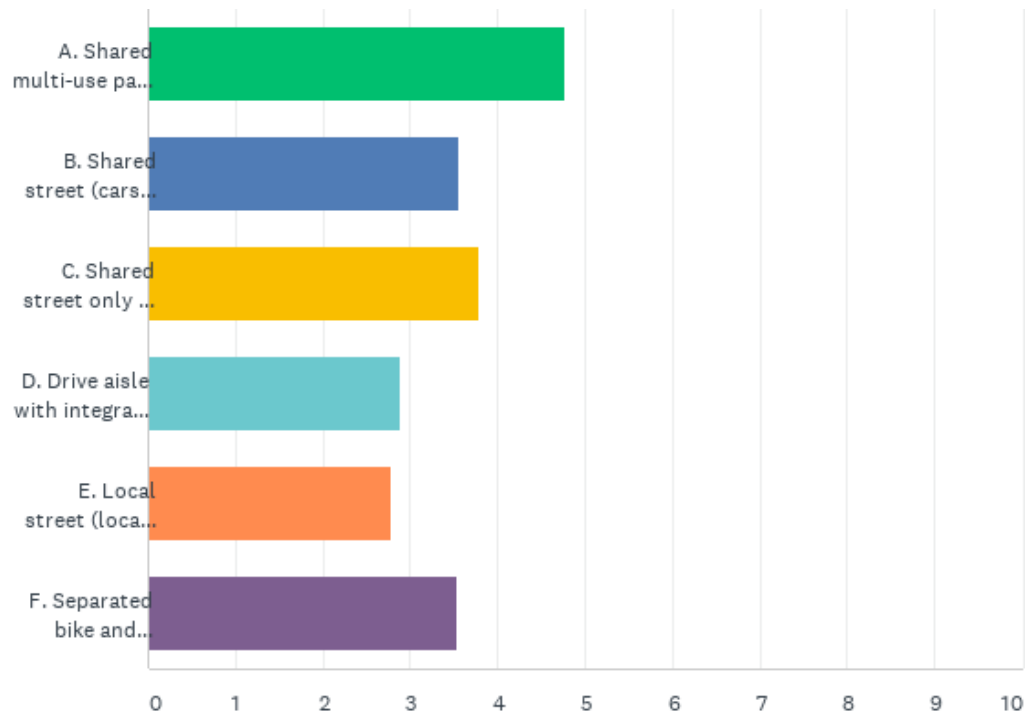
Q10: Which type of connection would you prefer in the General Commercial zone (red area) directly adjacent to McLoughlin Boulevard, assuming that motorized vehicle access is limited to the commercial area, and bike and pedestrian connections extend through and beyond the commercial area?

Answered: 125 Skipped: 0

ANSWER CHOICES	RESPONSES	
Separate motorized vehicles from bikes and pedestrians	56.80%	71
Mix motorized vehicles, bikes and pedestrians	12.80%	16
Limit motorized vehicle access to business driveways only; allow bikes and pedestrians in all areas	27.20%	34
Other (please specify)	3.20%	4
TOTAL		125

Q11: Please look at the following photos and let us know which ones best capture the type of new vehicle, pedestrian and/or bicycle connections you would like to see in the General Commercial zone directly adjacent to McLoughlin Boulevard (red area): (rank in order of preference)

Answered: 121 Skipped: 4



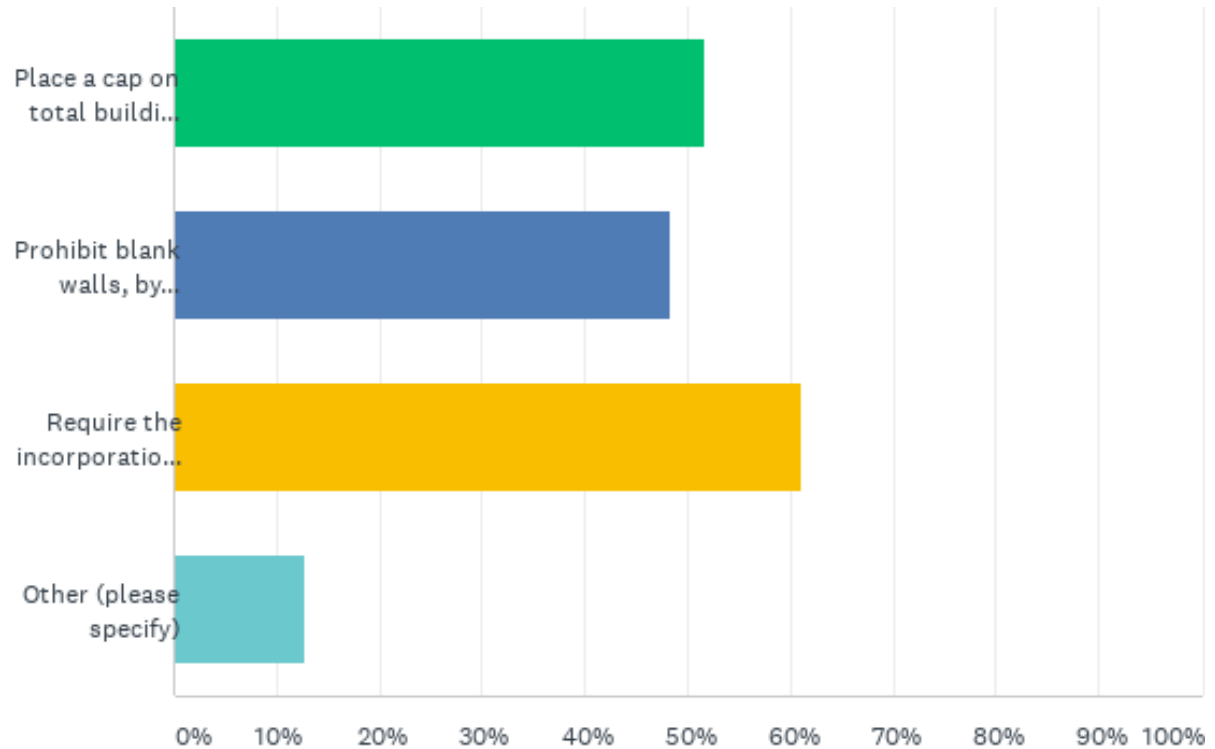
Q11: Please look at the following photos and let us know which ones best capture the type of new vehicle, pedestrian and/or bicycle connections you would like to see in the General Commercial zone directly adjacent to McLoughlin Boulevard (red area): (rank in order of preference)

Answered: 121 Skipped: 4

	1	2	3	4	5	6	TOTAL	SCORE
A. Shared multi-use path with landscape buffers	43.75% 49	23.21% 26	12.50% 14	9.82% 11	8.04% 9	2.68% 3	112	4.77
B. Shared street (cars allowed, but bikes and pedestrians given priority)	13.16% 15	24.56% 28	16.67% 19	15.79% 18	10.53% 12	19.30% 22	114	3.56
C. Shared street only for bikes and pedestrians (no motorized vehicles allowed except for emergency vehicles)	9.57% 11	27.83% 32	30.43% 35	6.96% 8	13.91% 16	11.30% 13	115	3.78
D. Drive aisle with integrated bike and pedestrian facilities	7.08% 8	5.31% 6	13.27% 15	30.97% 35	29.20% 33	14.16% 16	113	2.88
E. Local street (local cars only at low speeds, with wide sidewalks and street trees)	10.00% 11	7.27% 8	13.64% 15	17.27% 19	23.64% 26	28.18% 31	110	2.78
F. Separated bike and pedestrian paths	23.21% 26	14.29% 16	11.61% 13	16.96% 19	11.61% 13	22.32% 25	112	3.54

Q12: What building design tools do you think are most important to create a pedestrian-scale environment to engage residents and visitors and prevent “big box” stores?

Answered: 118 Skipped: 7



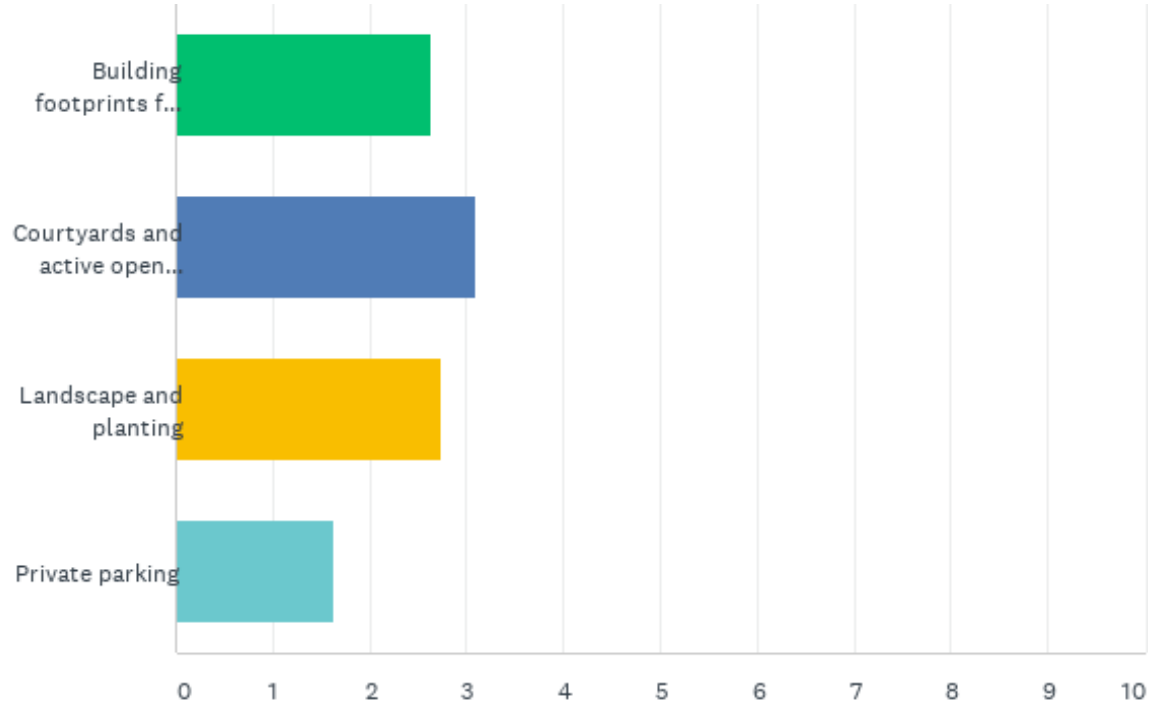
Q12: What building design tools do you think are most important to create a pedestrian-scale environment to engage residents and visitors and prevent “big box” stores?

Answered: 118 Skipped: 7

ANSWER CHOICES	RESPONSES	
Place a cap on total building square footage	51.69%	61
Prohibit blank walls, by requiring ground-floor treatments such as display windows, entrances and landscaping	48.31%	57
Require the incorporation of variations in building design (e.g., changes in materials, wall planes, window patterns, awnings, canopies, etc.) to create a sense of smaller components within the larger building	61.02%	72
Other (please specify)	12.71%	15
Total Respondents: 118		

Q13: Which of the following elements that could be part of redevelopment projects are most important to you? Please rank from most important (#1) to least important (#4).

Answered: 119 Skipped: 6



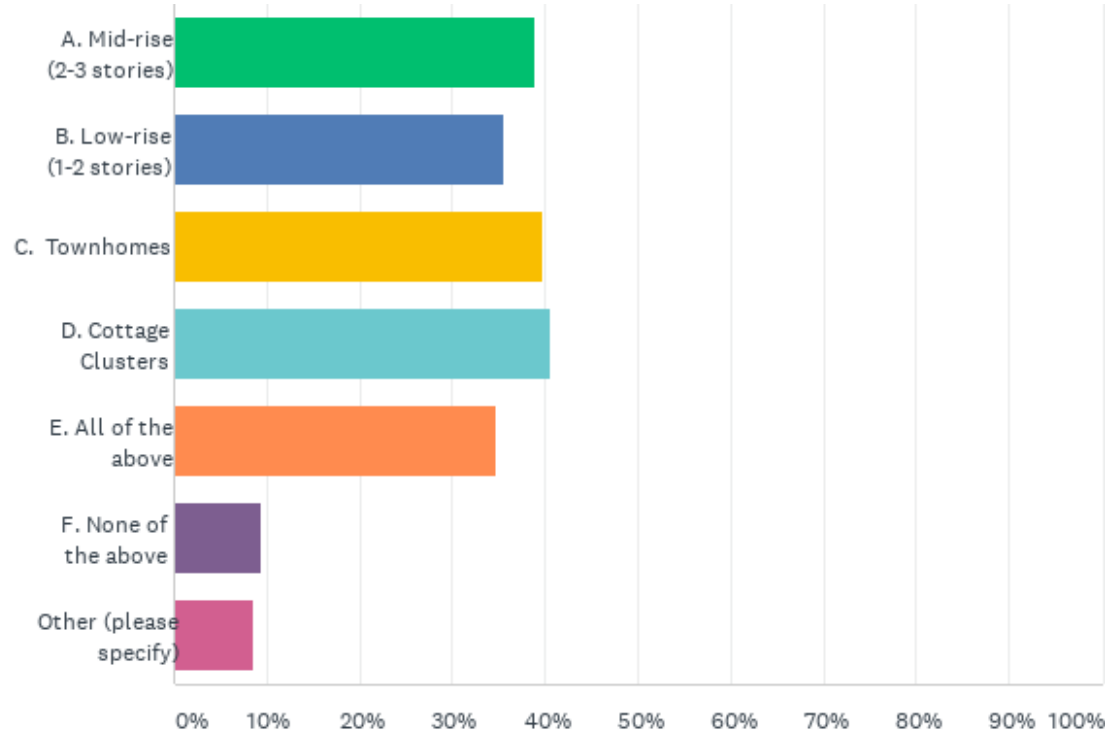
Q13: Which of the following elements that could be part of redevelopment projects are most important to you? Please rank from most important (#1) to least important (#4).

Answered: 119 Skipped: 6

	1	2	3	4	TOTAL	SCORE
Building footprints for housing and employment	30.09% 34	18.58% 21	36.28% 41	15.04% 17	113	2.64
Courtyards and active open space	41.74% 48	34.78% 40	13.91% 16	9.57% 11	115	3.09
Landscape and planting	23.28% 27	33.62% 39	37.07% 43	6.03% 7	116	2.74
Private parking	8.70% 10	13.04% 15	12.17% 14	66.09% 76	115	1.64

Q14: Please look at the photos below and let us know which of the following types of new residential development you would like to see in the Multi-Family Residential zone (orange on the map) just east and just west of McLoughlin Boulevard? (choose all that apply)

Answered: 118 Skipped: 7



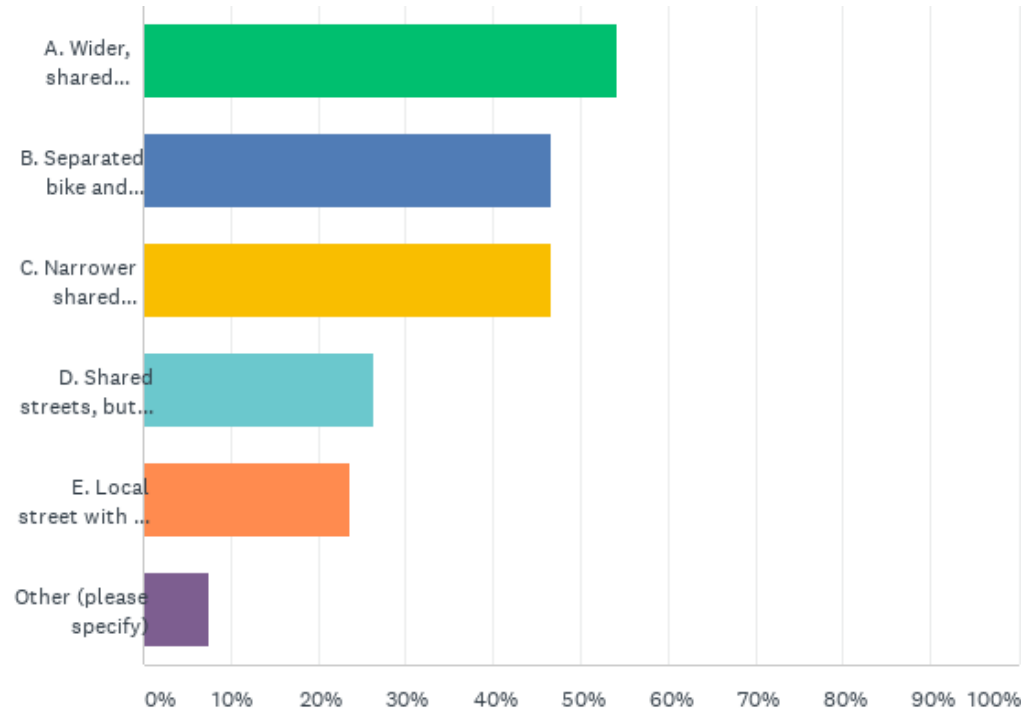
Q14: Please look at the photos below and let us know which of the following types of new residential development you would like to see in the Multi-Family Residential zone (orange on the map) just east and just west of McLoughlin Boulevard? (choose all that apply)

Answered: 118 Skipped: 7

ANSWER CHOICES	RESPONSES	
A. Mid-rise (2-3 stories)	38.98%	46
B. Low-rise (1-2 stories)	35.59%	42
C. Townhomes	39.83%	47
D. Cottage Clusters	40.68%	48
E. All of the above	34.75%	41
F. None of the above	9.32%	11
Other (please specify)	8.47%	10
Total Respondents: 118	Attachment 6	

Q15: The Framework Plan proposes up to five new potential connections at McLoughlin Blvd (see horizontal dotted white lines in map). Please look at the following photos and let us know which ones best capture the type of new vehicle, pedestrian and/or bicycle connections you would like to see in the Multi-Family Residential zones west and east of McLoughlin Boulevard, shown in orange on the map below.

Answered: 118 Skipped: 7



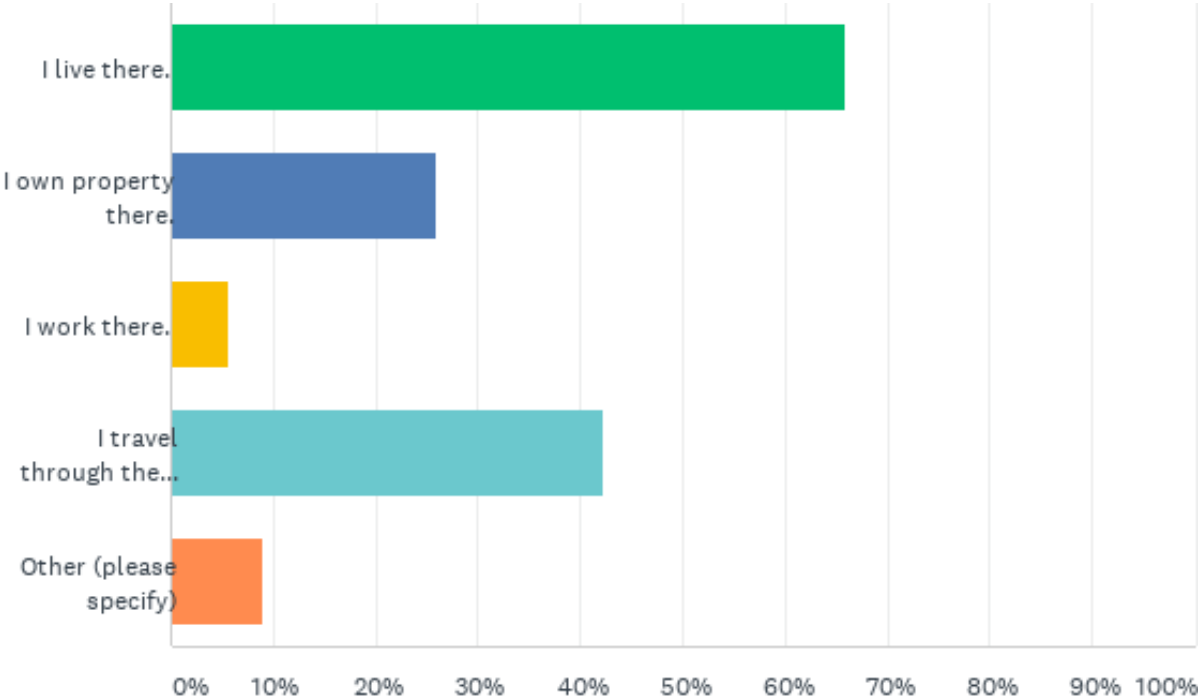
Q15: The Framework Plan proposes up to five new potential connections at McLoughlin Blvd (see horizontal dotted white lines in map). Please look at the following photos and let us know which ones best capture the type of new vehicle, pedestrian and/or bicycle connections you would like to see in the Multi-Family Residential zones west and east of McLoughlin Boulevard, shown in orange on the map below.

Answered: 118 Skipped: 7

ANSWER CHOICES	RESPONSES	
A. Wider, shared multi-use paths with integrated landscape	54.24%	64
B. Separated bike and pedestrian paths	46.61%	55
C. Narrower shared multi-use trails with integrated landscape	46.61%	55
D. Shared streets, but bikes and pedestrians given priority	26.27%	31
E. Local street with low speed limits, with wide sidewalks and street trees	23.73%	28
Other (please specify)	7.63%	9
Total Respondents: 118		

Q16: What is your relationship to the Park Avenue Project area within 1/2-mile of the light-rail station? (please check all that apply)

Answered: 123 Skipped: 2



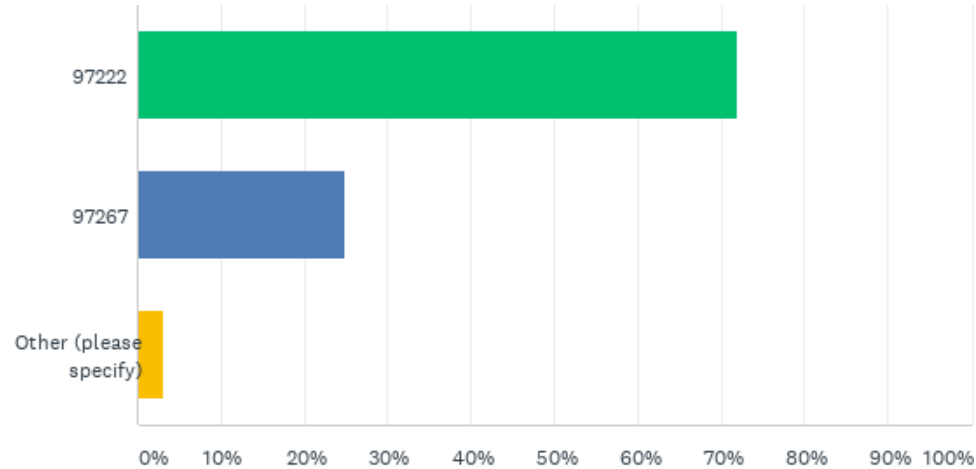
Q16: What is your relationship to the Park Avenue Project area within 1/2-mile of the light-rail station? (please check all that apply)

Answered: 123 Skipped: 2

ANSWER CHOICES	RESPONSES	
I live there.	65.85%	81
I own property there.	26.02%	32
I work there.	5.69%	7
I travel through the area.	42.28%	52
Other (please specify)	8.94%	11
Total Respondents: 123		

Q17: What is your residence zip code?

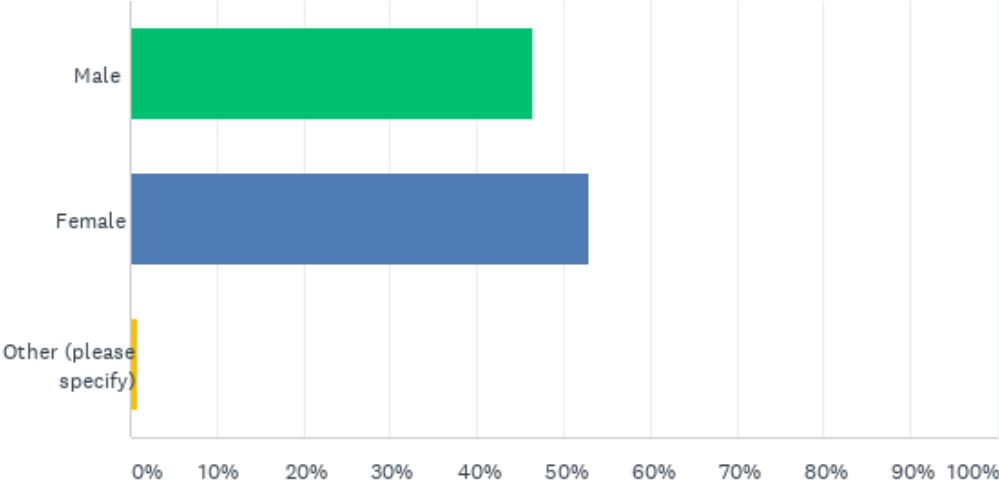
Answered: 125 Skipped: 0



ANSWER CHOICES	RESPONSES	
97222	72.00%	90
97267	24.80%	31
Other (please specify)	3.20%	4
TOTAL		125

Q18: What is your gender?

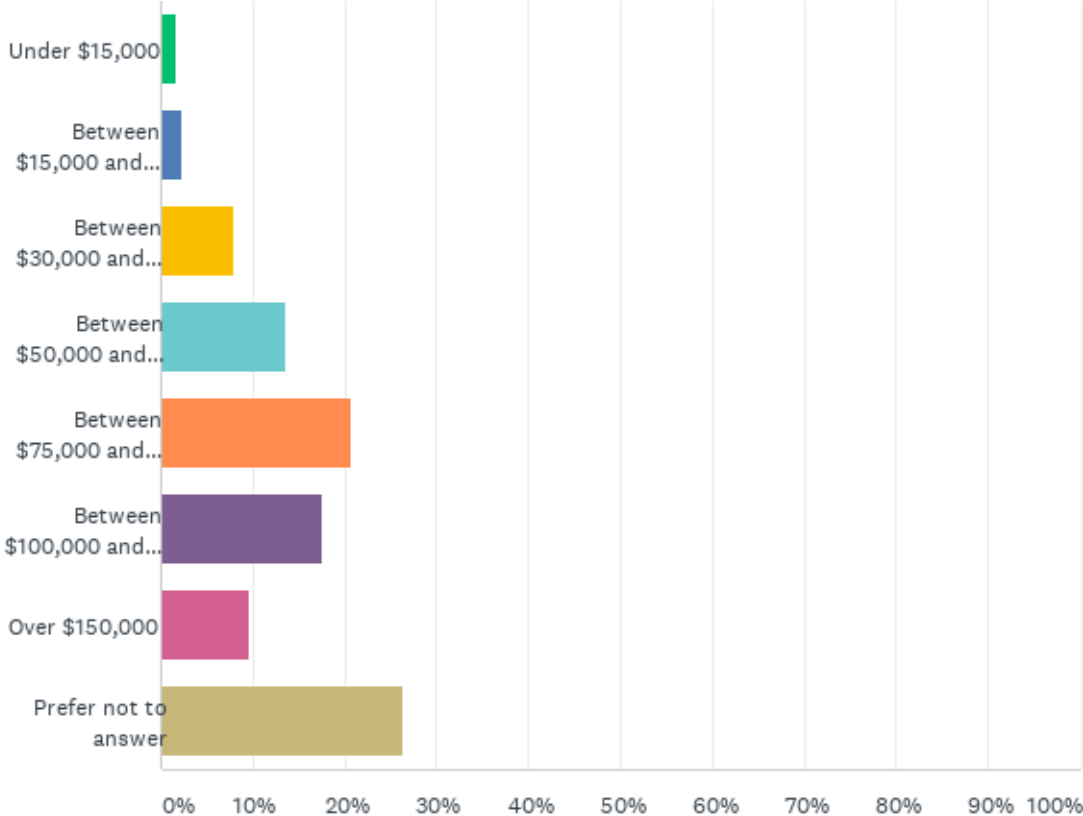
Answered: 123 Skipped: 2



ANSWER CHOICES	RESPONSES	
Male	46.34%	57
Female	52.85%	65
Other (please specify)	0.81%	1
TOTAL		123

Q19: What is your annual income?

Answered: 125 Skipped: 0



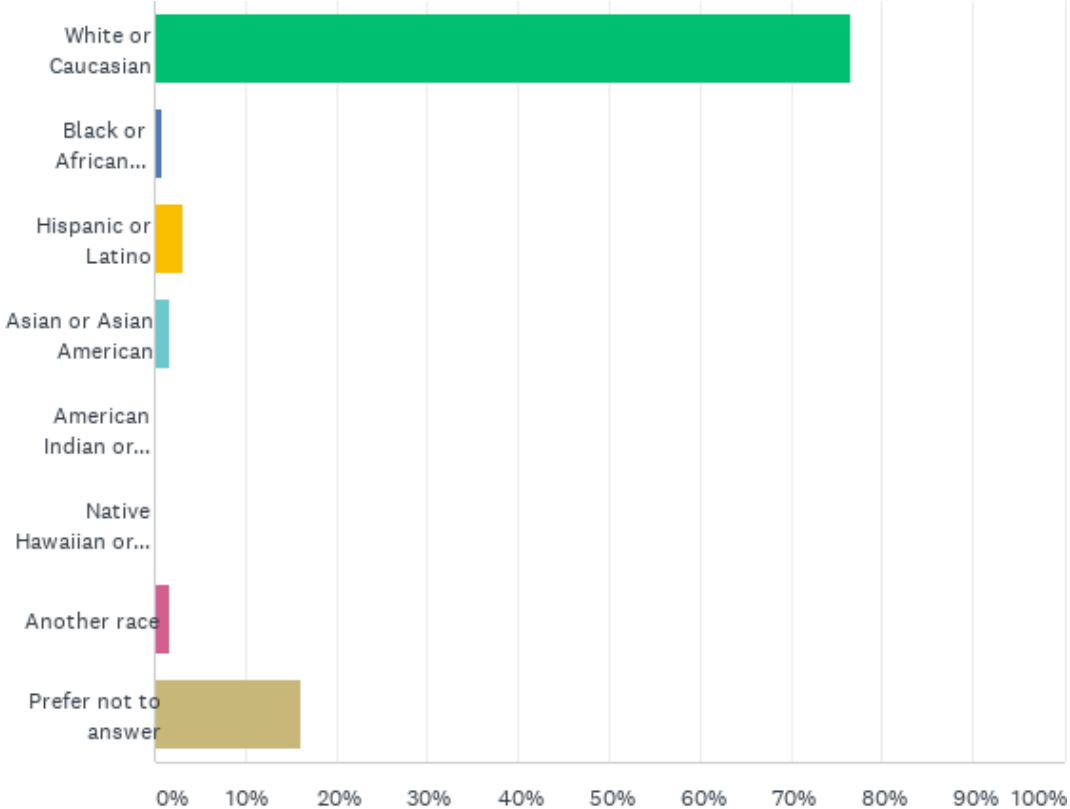
Q19: What is your annual income?

Answered: 125 Skipped: 0

ANSWER CHOICES	RESPONSES	
Under \$15,000	1.60%	2
Between \$15,000 and \$29,999	2.40%	3
Between \$30,000 and \$49,999	8.00%	10
Between \$50,000 and \$74,999	13.60%	17
Between \$75,000 and \$99,999	20.80%	26
Between \$100,000 and \$150,000	17.60%	22
Over \$150,000	9.60%	12
Prefer not to answer	26.40%	33
TOTAL		125

Q20: What is your race or ethnicity?

Answered: 124 Skipped: 1



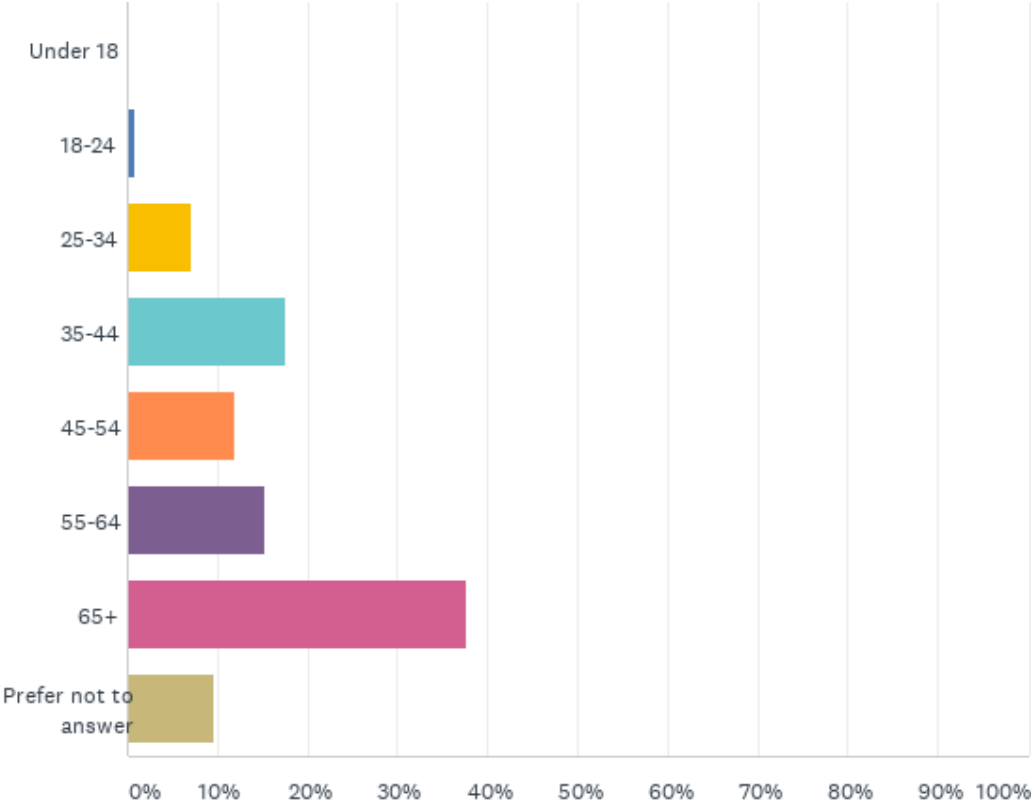
Q20: What is your race or ethnicity?

Answered: 124 Skipped: 1

ANSWER CHOICES	RESPONSES	
White or Caucasian	76.61%	95
Black or African American	0.81%	1
Hispanic or Latino	3.23%	4
Asian or Asian American	1.61%	2
American Indian or Alaska Native	0.00%	0
Native Hawaiian or other Pacific Islander	0.00%	0
Another race	1.61%	2
Prefer not to answer	16.13%	20
TOTAL		124

Q21: What age group are you in?

Answered: 125 Skipped: 0



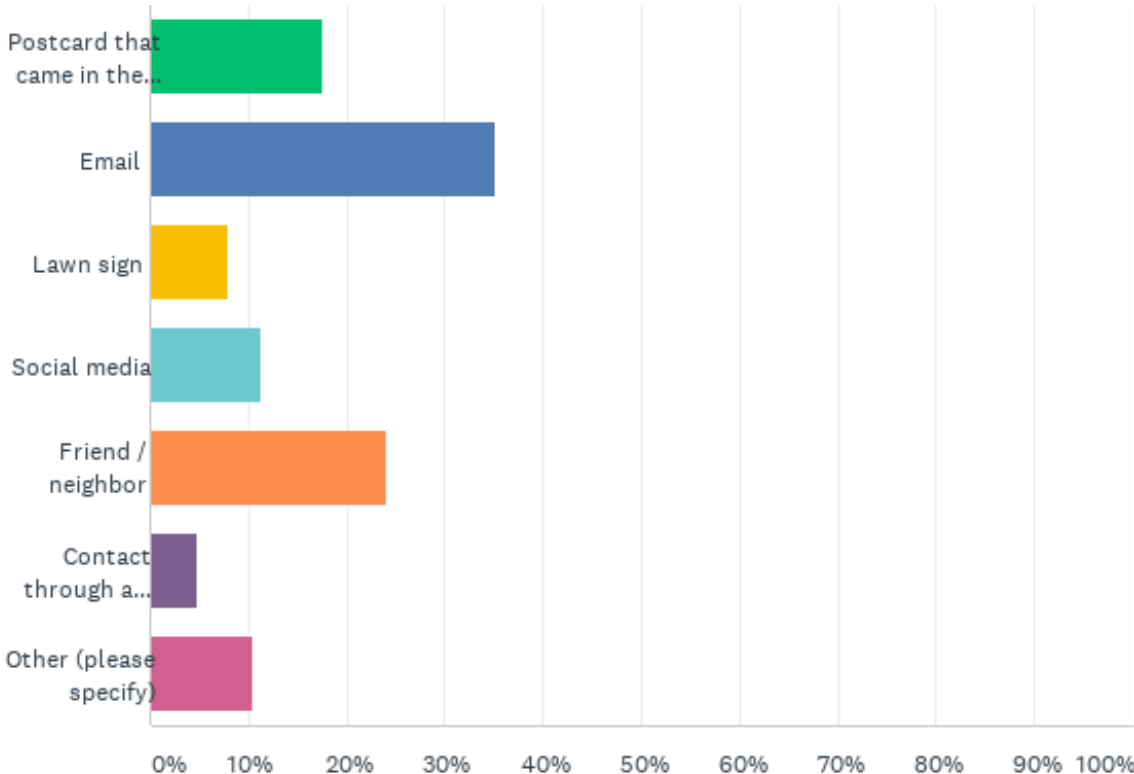
Q21: What age group are you in?

Answered: 125 Skipped: 0

ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18-24	0.80%	1
25-34	7.20%	9
35-44	17.60%	22
45-54	12.00%	15
55-64	15.20%	19
65+	37.60%	47
Prefer not to answer	9.60%	12
TOTAL		125

Q22: How did you find out about this survey?

Answered: 125 Skipped: 0



Q22: How did you find out about this survey?

Answered: 125 Skipped: 0

ANSWER CHOICES	RESPONSES	
Postcard that came in the mail	17.60%	22
Email	35.20%	44
Lawn sign	8.00%	10
Social media	11.20%	14
Friend / neighbor	24.00%	30
Contact through a business	4.80%	6
Other (please specify)	10.40%	13
Total Respondents: 125		

October 26, 2020

We the below property owners wish to bringing your attention what we are willing to support.

The signature below represents the majority of the current property owners in the area of north of Park Ave to Courtney Ave., (north and south side) on McLoughlin Blvd.

We as commercial property owners, that are located on McLoughlin Blvd support; the review of parking spaces for development that benefits business and community, the reduction of landscape buffer and off set allocations, the increase of uses for commercial C3 zoning, such as; maker space, light industrial, business services, private and public schools, and or any other type of business's including but not limited to processing of plant base products and services.

We DO NOT support the reduction of allowed uses of any kind and specifically auto related uses, storage facilities and any other use that would reduce the current allowed uses and our ability to lease, sale or otherwise maximize the potential of our properties.

Property Address:	Name & Signature:	Property taxes 2019-2020
12700 SE McLoughlin		\$7,186.87
12780 SE McLoughlin		\$23,525.85
12880 SE McLoughlin	Daniel A. McGlone	\$1517.38 + \$5833.74
13200 -13210 SE McLoughlin		\$23,186.95
13207 - 13233 SE McLoughlin		\$41,023.30
13409 SE McLoughlin		\$27,290.96
13432 SE McLoughlin		\$5,107.53 + \$1,100.00
13456 SE McLoughlin		\$33,044.27 + \$617.20
13515 SE McLoughlin	Adrian L. Scott	\$31,153.87
13706 SE McLoughlin		\$7,258.87
13600 SE McLoughlin		\$8,229.28
21E01CA01700		\$3,756.86
13609 SE McLoughlin		\$8,134.46
13690 SE McLoughlin		\$8,303.83
13710 SE McLoughlin		\$11,499.32
13602 SE McLoughlin		\$645.
13700 SE McLoughlin		\$12,662.18
13608 SE McLoughlin	Wallace Wm PLACE	\$8,785.26
13940 SE McLoughlin	Wallace Wm PLACE	\$4,326.79 + \$479.
13844 SE McLoughlin	Wallace Wm PLACE	\$8,785.26
13844 SE McLoughlin (Tenant)		