Park Ave Community Project
Phase II

Public Workshop #3
September 16, 2020
PARK AVE COMMUNITY PROJECT

ACKNOWLEDGEMENTS

McLoughlin Area Plan Implementation Team
Park Ave Community Advisory Committee

Metro – 2040 Grant Funding

Clackamas County – Planning and Zoning and Business and Community Services

SERA Architects
PARK AVE COMMUNITY PROJECT
WORKSHOP AGENDA

1. Welcome & Introductions
2. Project Overview
3. Final Framework Plan
4. Zoning 101 Overview
5. Code Concepts
6. Discussion
7. Next Steps
PARK AVE COMMUNITY PROJECT
STUDY AREA

CLACKAMAS COUNTY DESIGNATIONS

- Single-Family Residential, 7,000 sq ft min (R-7)
- Single-Family Residential, 8,500 sq ft min (R-8.5)
- Single-Family Residential, 10,000 sq ft min (R-10)
- Medium-Density Residential District (MR-1)
- High-Density Residential (HDR)
- Open Space Management
- General Commercial (C-3)
PARK AVE COMMUNITY PROJECT
INTRODUCTION TO THE PROJECT

1. Define Community Values and Vision (Guiding Principles)
2. Establish a 20+ Year Roadmap (Framework Plan)
3. Update Development & Design Standards
From the Park Ave station to the next intersection (Courtney Rd.) the distance is 2,800 feet.

Urban design best practice for walkable neighborhoods recommends a block size and intersection spacing that is 400-800 feet.
PARK AVE COMMUNITY PROJECT
GUIDING PRINCIPLES

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.
PARK AVE COMMUNITY PROJECT
GUIDING PRINCIPLES

Provide **safe locations, crossings and connections** for walking, biking, transit and parking.

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.
PARK AVE COMMUNITY PROJECT
GUIDING PRINCIPLES

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.
REFINED FRAMEWORK PLAN
LAND USE & DEVELOPMENT CHARACTER

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

ACTIVE STREET DESIGN

Contributes to an active public realm through design that engages sidewalks and streets through techniques like: frequent building entries, transparency of ground floors, building facade variation, and limited driveway access points.

NEIGHBORHOOD/VILLAGE CENTER

A walkable heart and hub for the community, and where the community comes together for services, gathering, etc.
PARK AVE COMMUNITY PROJECT
FRAMEWORK ELEMENTS BASED ON WHAT WE HAVE HEARD...

LANDSCAPE & PLANTING IMPROVEMENTS
Enhanced landscaping and planting along existing connections. Preserve existing natural features and Oak trees.

PEDESTRIAN & BIKE IMPROVEMENTS
Provide sidewalks with landscape/planting buffers between sidewalk and any vehicles. Provide buffered/protected bike lanes.

CROSSING IMPROVEMENTS
Provide a designated and safe pedestrian and bicycle crossing. Treatments at each crossing vary based on conditions.
PARK AVE COMMUNITY PROJECT
FRAMEWORK ELEMENTS BASED ON WHAT WE HAVE HEARD...

- Identify areas of differing character, use, and development intensity (where do you want to see an increase of employment and housing?)
- Locate desired hubs of activity
- Locate active ground floor design
- Locate pedestrian and bicycle improvements
- Locate street crossing improvements
- Locate opportunities for landscape and planting improvements
FINAL FRAMEWORK

Legend
- Single Family Residential Zone
- Commercial/Residential MU District
- Multi-Family Residential Transition District
- Green Street or Landscape Buffer
- Active Street Design
- Proposed Crossing Improvements
- Recommended Bike/Ped Connection
- Future Potential Bike/Ped Connection
- Bike & Pedestrian Improvements along Existing Street
- Activity Hub

PARK AVE.
EVERGREEN ST.
SILVER SPRINGS RD.
MCDOUGLALL BAY
OAKFIELD RD.
TORBANK RD.
COURTNEY RD.
BOLLY AVE.

Oak Grove
LANDSCAPE & PLANTING IMPROVEMENTS

The map illustrates the proposed improvements along the park, with green areas indicating planned plantings. The routes include PARK AVE, EVERGREEN ST., SILVER SPRINGS RD., MCGOUGH LN., OAKFIELD RD., RIVER RD., TORBANK RD., COURTNEY RD., and HOLLY AVE. The map also shows the area around Oak Grove.
SAFE CROSSINGS
NEIGHBORHOOD HUBS
FINAL FRAMEWORK
WHAT IS ZONING?
ZONING 101
WHAT IS IT AND HOW DOES IT WORK?

Are “Zoning” and “Development & Design Standards” the same thing?

Zoning is a broad term that includes both a mapping component dividing an area into different “zones” and a set of written standards for what type of development is allowed in those zones. Development & design standards are a part of the zoning code, officially named the Zoning & Development Ordinance.
ZONING 101

Zoning code standards address:

- What type of activity can you have?
- What must it look like?
- How do you get it approved & how is it reviewed?
# Zoning 101

## Uses Standards by Zone

### Example Use Table:

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<th>RCC</th>
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*“P” = Primary Use  
“A” = Accessory Use  
“L” = Limited Use  
“C” = Conditional (can be considered but not permitted outright)  
“X” = Prohibited*
ZONING 101
INTENSITY OF DEVELOPMENT

RESIDENTIAL

- Height
- Setbacks
- The dreaded D-word: Density

COMMERCIAL

- Height
- Setbacks
- Floor Area Ratio
ZONING 101
DEVELOPMENT & DESIGN STANDARDS

Site Design
How should development relate to the streets/public space? Where is parking located?

Massing
How tall/dense can development be?

Form
How much building articulation, glazing, stepbacks on upper floors should be required?

Building Design
How much variation in design pattern, colors, materials should be required?
ZONING 101

DEVELOPMENT/DESIGN STANDARDS: WHAT CAN THEY REGULATE?
ZONING 101

DEVELOPMENT/DESIGN STANDARDS: WHAT CAN THEY REGULATE?

Off-street parking location and quantity.

Vehicle/ped/bike connections between parcels.

Parking/service access.

Building height and density.

Upper floor stepbacks/height transitions.

Building setback from sidewalk and ground floor transparency.

Awnings/signage.

PRIVATE PROPERTY
ZONING 101

DEVELOPMENT/DESIGN STANDARDS: WHAT CAN THEY REGULATE?

PUBLIC RIGHT OF WAY

- Sidewalk width
- Street trees and landscaping
- Lighting
ZONING 101
WHAT ZONING IS NOT

- Zoning cannot control what actually gets developed on a particular site, but it can create a set of possibilities and parameters for development that aligns with community vision.
- Zoning will not compel development overnight. Development will respond to market conditions and property owner interest.
- Zoning does not require anyone to change anything existing on their property until they are ready to do so.
- Zoning alone cannot complete desired public infrastructure and amenities, though it can contribute to both private and public facilities.
CODE CONCEPTS
TRANSLATION TO CODE

- Use standards
- Intensity standards
- Landscaping standards
- Environmental protection standards
- Connectivity standards, both types and locations
- Design standards, especially ground-floor

Additional aspects to be implemented outside of zoning code
GREEN SPACES  
PROPOSED STANDARDS

- Enhance green streetscapes with street trees and landscaping along the front of buildings
- Site landscaping minimums for all new development, can integrate stormwater
- Tree protection standards
- Protections for environmentally sensitive areas
CONNECTIVITY
PROPOSED STANDARDS

● Where new connections are required

● Types of connections required: all modes, bike/ped only

● *Future work: cross-section design for different connections*
ACTIVE STREET DESIGN
PROPOSED STANDARDS

- Design standards keyed to type of street frontage: McLoughlin, intersecting streets

- Techniques to include:
  - Prominent building entryway design
  - Window coverage
  - Facade detailing and articulation to prevent blank walls
  - Landscaping and plazas
EXISTING DEVELOPMENT

- Large front setback to allow for parking along the street
- No landscaping or connection between site and street

PROPOSED STANDARDS

- Establish a maximum setback
- Require landscape as part of setback / frontage
- Require buildings to engage public space

Note: Current standards would not allow similar development; 20 ft maximum front setback with landscaping is required
SETBACKS/FRONTAGE
PROPOSED STANDARDS

- Between private sites and public streets:
  - Emphasize building frontage
  - Use pedestrian plazas, trees and landscaping between the sidewalk and private site
  - Move private parking to side or rear of sites

- Will be complemented by elements within the public right-of-way such as:
  - Expanded sidewalks
  - Street trees and landscaping between the sidewalk and street
  - Protected bike lanes
  - On-street parking
SITE UTILIZATION PRIORITIES

CURRENT STANDARDS

Large surface parking requirements (1.25 spaces per unit or more)

PROPOSED STANDARDS

Balance building, parking, and open space mix with less than 1 space per unit

Increase open space on parcels
SITE UTILIZATION PRIORITIES

PROPOSED STANDARDS

- Adjust utilization of site area to match development priorities:
  - Increase effective area available for building footprints, to increase housing and employment opportunities
  - Maintain existing area for courtyards and open space
  - Reduce site area devoted to private parking
OFF-STREET PARKING
PROPOSED STANDARDS

- **Reduce minimum parking ratios for residential development**: begin with ratio around 1 space per unit as the regulatory minimum, while continuing to allow developers to build parking to meet their expectations.

- **Reduce minimum parking ratios for commercial development**: exploring appropriate ratios, opportunities for sites with mix of uses.

- Explore additional reductions possible for: proximity to transit, bike facilities, affordable housing projects, senior housing projects, mixed-use sites, shared parking (including Park & Ride), and car sharing.
GC - C3 MIX OF USES

Broad range of commercial, employment and multifamily residential uses to remain permitted uses
All existing development in the district remains permitted even if standards changed for new uses

CURRENT STANDARDS

- **Manufacturing** - on site manufacturing from raw materials not permitted. Secondary manufacturing allowed.
- **Auto oriented** - range of auto-oriented uses are currently allowed.
- **Storage** - self-storage and commercial storage currently allowed.
- **Outdoor uses** - outdoor storage and operations currently allowed.

PROPOSED STANDARDS

- **Manufacturing** - allow on-site production of goods from raw materials to be sold (limit to food and beverage or expand?).
- **Auto oriented** - limit new uses like car wash, gas station, car sales or car repair uses
- **Storage** - prohibit new self-storage and commercial storage developments.
- **Outdoor uses** - prohibit outdoor storage and limit outdoor uses to cafe seating, street vendors, and sidewalk sales.
GC - C3 MIX OF USES

CURRENT STANDARDS

PROPOSED CHANGES
GC - C3 DEVELOPMENT INTENSITY

CURRENT STANDARDS

- **Commercial scale**: currently no maximum height or floor area ratio requirements.

- **Residential scale**: maximum of 25 dwelling units per acre with no maximum height or floor area ratio requirements.

- Minimum density of 22.5 units/acre required.

PROPOSED STANDARDS

- **Commercial scale**: maintain existing requirements to preserve flexibility.

- **Residential scale**: allow up to 50-100 dwelling units per acre

- Up to 4-5 story developments expected, but no height limit proposed

- Continue requiring minimum density of 22.5 units/acre
GC - C3 DEVELOPMENT INTENSITY AND USES

EXAMPLE: 50 DU/ACRE

EXAMPLE: 100 DU/ACRE
GC - C3 DEVELOPMENT INTENSITY

CURRENT STANDARDS

- Maximum 25 du/ac, with minimum 22.5 du/ac for residential development
- No maximum height or FAR for commercial development

PROPOSED STANDARDS

- Allow 50-100 du/ac, minimum 22.5 du/ac for residential development
- 4-5 story residential development
## MR-1 DEVELOPMENT INTENSITY & USES

### CURRENT STANDARDS

- Allows up to a maximum of 12 units per acre with minimum of 9.6 units per acre
- Allows townhouses, duplexes, triplexes, multifamily and manufactured dwelling parks
- No new single-family detached dwellings are permitted; existing houses are “grandfathered in” as nonconforming uses

### PROPOSED STANDARDS

- Maintain maximum and minimum density for most residential types
- Allow cottage cluster developments in addition to existing uses, at higher density of 20-30 units per acre
- *Broader County-level review of MR-1 zone to come*
MR - 1 DEVELOPMENT INTENSITY & USES

EXAMPLE: COTTAGES

EXAMPLE: TOWNHOUSES
ZONING STANDARDS & GUIDING PRINCIPLES

INCREASED EMPLOYMENT OPPORTUNITIES

- Limit auto-oriented and low-job producing uses
- Permit on-site manufacturing

INCREASED HOUSING CHOICES

- Increase density of multifamily housing (CR-3)
- Allow new cottage cluster developments in addition to existing residential options (MR-1)
- Reduce area required for off-street parking

BIKE & PED CONNECTIONS

- Require new connections through sites scaled to desired modes
- Require active street design along new connections
ZONING STANDARDS & GUIDING PRINCIPLES

NEIGHBORHOOD HUBS

1. Require active ground-floor design at key hubs
2. Help buildings engage with the street through reduced setbacks
3. Allow outdoor uses such as cafe seating
4. Require street trees and landscaping along the front of buildings, where appropriate, to enhance streets and connections
5. Landscaping minimums for all new development, can integrate stormwater
6. Tree protection standards

LANDSCAPING & PLANTING IMPROVEMENTS

SUSTAINABLE SYSTEMS

1. Sustainable features & solar setback standards
2. Protections for environmentally sensitive areas
WE WANT TO HEAR FROM YOU!

OPPORTUNITY FOR QUESTIONS & DISCUSSION...
NEXT STEPS
PARK AVE COMMUNITY PROJECT

PROJECT TIMELINE

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Workshop #1
Guiding Principles

Workshop #2
Framework Alternatives

Workshop #3
Development & Design Standards

Today’s Workshop
Presentation to Board of County Commissioners (Public Hearing)
Online Survey Open
Public Workshop
THANK YOU!

Online Survey: www.clackamas.us/planning/parkave

For more information contact: KarenB@clackamas.us