
Park Avenue Community Project

Phase II: Development and Design Standards

Park Avenue Community Advisory Committee (PACAC) Meeting #4

Walking Tour

1-3 p.m., Saturday, Nov. 23, 2019

Elks Lodge, McLoughlin Blvd

Attendance

Committee members present: Valerie Chapman, Donald Harvey, Ann Muir Steve Stiles (Elks Representative), Ellen Chaimov, Molly Cunningham, Dustin Filipek, Danielle Lohmann, Casey Snoebuerger, Cindy Nikolas, Craig VanValkenburg

Staff: Karen Buehrig and Lorraine Gonzales, Clackamas County; Patrick McLaughlin, Metro

Consultants: Erin Reome, Tim Smith, Anita Yap, Ben Weber, Emma-Quin Smith, Alisa Pyszka, Elizabeth Decker, Sharon Daleo

Agenda Item	Action
Public Engagement Kickoff – Power Analysis	<p>Introductions were made</p> <p>Erin Reome (SERA) provided an overview of activities for the day.</p> <p>Anita Yap (MCC) gave an overview public engagement levels of involvement to consider:</p> <ul style="list-style-type: none">• Stakeholder Control• Partnership• Involvement• Consultation• Information <p>Using the list of stakeholders generated at the previous CAC meeting, three different working groups of the CAC discussed the levels of participation appropriate for each of the stakeholders identified. These were then grouped into the categories shown on Pages 4-5.</p>
Walking Tour Introduction	<p>Ben Weber (SERA) provided the intent for the walking tour and what the participants should consider when on the tour</p> <p>The routes were discussed</p> <p>The participants were divided into two self-selected groups</p> <p>1st Group - Park Ave – east to SE Oatfield and back Via McLoughlin Blvd to Elks Lodge.</p> <p>2nd Group – Elks Lodge south to SE Courtney, north on Trolley Trail and back to Elks Lodge.</p>
Key Points to consider during walking tour and for development	<p>The consultant team prepared and recommended several key high-level prompts to keep in mind as the CAC and others use walking tours as a means of engagement and discussion with community members:</p>

	<ul style="list-style-type: none"> • Conduct the tour from the perspective of your audience. Note what is important to them and let this inform where you go, what you ask, and how you move around. • Use a walking tour to inform your guests about the goals of the project, the ways they can influence it, and what design, policy, and investment tools are more applicable to the process. • Think big and small. It's easy to focus on specific sites or street safety concerns but try to think about how small changes can add up to support a much stronger community area. • Respect individual concerns and ideas, then expand to the bigger conversation. It's important to take note of each person's ideas and needs – from this try to broaden the conversation so that all participants find something relevant to relate with.
Debrief of Walking Tour	<p>The group was asked: Did you learn anything new on the route? A group discussion followed on the observations by the participants</p>
Group Sharing	<p>McLoughlin Blvd</p> <ul style="list-style-type: none"> a. Not walkable b. Traffic disruptive c. Not an attractive walking experience d. A huge walking experience difference between McLoughlin Blvd and Trolley Trail. e. Mystery Shop on McLoughlin thrives f. VooDoo Donuts coming in at previous Starbucks location on Fred Meyer site g. Evergreen – access can be improved <p>Trolley Trail</p> <ul style="list-style-type: none"> a. Lovely walking experience in fall/spring/summer b. Unfortunate to walk River Road – no access c. Crosswalk Locations d. Group was surprised about density on properties – especially MH parks e. Scale of streets at Steeves MH Park are good. f. Tree lined streets are inviting and helps control temperature g. The group began to focus on financial aspects of development h. Extension of TriMet Orange line i. Asked what is the budget for potential projects <p>Opportunities</p> <ul style="list-style-type: none"> a. Connections – walking b. Silver Spring c. Oatfield to McLoughlin d. 29th to Silver Springs e. Oatfield needs sidewalks

	<ul style="list-style-type: none"> f. ODOT to put Safety Sidewalks g. Lighting improvements for walkers (Trolley Trail project) <p>Additional notes collected by the consultant team during the walk are located on pages 6-9.</p>
Next PACAC meeting	Next PACAC meeting December 11 – Topic Public Engagement Strategy and Guidelines
Adjourn	Valerie adjourned the meeting at 3 p.m.

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PACAC Power Analysis Notes and Level of Engagement Workshop Notes

November 23, 2019

Highly Impacted/Little Influence

St. John the Baptist Church/Spanish speaking	Inform
Persons with access issues	Inform/Consult
Low Income	Inform/Consult
Homebound	Inform/Consult
Mobile Home Park residents	Partner
Renters	Inform/Consult
People with Children/Grandchildren	Inform
People that ride transit	Inform/Consult
Users of Light Rail	Inform
Riverside Elementary Students	Inform/Consult
Milwaukie Senior Center	Inform/Consult
Willamette View Manor Employees	Partner
Friends of Trolley Trail	Partner
Broader Milwaukie area: city of Milwaukie	Inform

Highly Impacted/High Influence

Elks	Partner
Administrators of Willamette View and Rose Villa	Partner
Connections with Area Business Owners	Partner
McLoughlin Area Business Owners Association	Partner
Oak Grove Elementary School	Inform/Consult
Affordable Housing (Bridge Housing)	Partner
Island Station Neighborhood	Inform

Low Impact/Low Influence

Neighborhood concerts at home	Inform
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Yoga groups	Inform
Villages at the Falls	Inform/Consult
Milwaukie Prosperity Committee	Inform/Consult
North Clackamas Chamber of Commerce	Inform/Consult
Milwaukie Rotary	Inform/Consult
Fred Meyer	Inform
TriMet	Inform/Consult
7-11 & retail	Inform/Consult

Low Impact/High Influence

Oak Grove Community Council	Partner
CPO	Inform/Consult
Planning Commission	Inform/Consult
County Commission	Inform/Consult

November 23, 2019

Both Loops:

A. ELKS LODGE

- Max Commuter Train? What would be the impact on this site if MAX were extended - it seems the rail would sub sum the front edge of this lot.
- Gateway 28th
- Elks are eager to engage community and make the Lodge a neighborhood space. The Elks lodge site is a potential opportunity site.
- Desire to connect through Elks site to Linden (this used to be an informal connection but has since been fenced). Currently you can see the adjacent neighborhood from the Elks parking lot but can't make the connection on foot.

B. ALONG MCLOUGHLIN WALKING NORTH TOWARDS PARK

- Potential for parking garage to expand by a couple levels (resident concerns about the visual impact this will have). CAC members also noted that additional parking is needed and people using the Max are currently parking on nearby residential side streets.

C. PARK AT MCLOUGHLIN

- "Mustang lot" - challenge w/ access (Park & Oatfield)
- Parking activity
 - For sale
 - Access?
 - Protected R.T.
- Access to creek park at NE corner.
- Sidewalk on NE corner dead-ends into bus stop shelter and sign tells pedestrians to cross over to the MAX station.
- Bridge Housing Site a potential opportunity site
- Still perceptions of MAX as "Crime Train"
- What is the potential of this corner as a "gateway" to the district?

D. NORTHBOUND ON MCLOUGHLIN

- McLoughlin: Lot of vacancies - questions about how best to address that
- McLoughlin: Not walkable, not pretty, jarring, smelly and loud
- T2020 Transit funding; what is potentially to pursue funding? - MAX extension? Enhanced bus?
- Talk to Jamie Snook - Trimet
- ODOT is evaluating options for a mid-block x-ing near or at Silver Spring.
- Bomber Restaurant - is there a future use to consider here? Bomber used to have a bomber in the parking lot but that has since been removed. There is a war museum tucked into the backside of the lot. Bomber Restaurant is used by residents of Steeves Mobile City - they cut through the block and parking lots now.
- Adjacent nursery is locally owned by a Hispanic family - one of the businesses that CAC members would like to see remain.
- Most businesses are set far back from the street and have large surface parking lots between the sidewalk and the buildings.

West Loop:

E. PARK LOOKING WEST

F. PARK AT TROLLEY TRAIL

- (Walking) Connectivity from Max station to neighborhoods a challenge (Rose Villa and Willamette View). Lack of safe pedestrian connections is a contributing factor. Topography also a challenge.

G. SOUTHBOUND ON TROLLEY TRAIL

- Nice contrast to McLoughlin / pleasant walk
- Lovely amenity/trees
- East/West connections to Lindon McLoughlin and transit access are limited to Park and Courtney. Some discussion about ped paths that could connect between homes and on private property, perhaps with easements in place. Vehicular connections are a no go due to existing residential development.
- Parcel/home size on either side seems to vary significantly. Closer to Park there are some very large private lots on the east side of the trail.
- Trolley Trail is a safe routes to school, and connects to the school yard via a gate
- Trail was a former alleyway that had gone unmaintained and got unsavory travelers
- Historically, trail was a main street and the historic homes along the trail are oriented to front it

H. EASTBOUND ON COURTNEY APPROACHING MCLOUGHLIN

- Not ped friendly, lacking in safe ped connections
- Steeves Mobile City is owned by CAC member - nice tree lined drive. Residents very concerned about displacement if density in the area increases. Check density of existing development (approx 75 units on the property). Mobile City functions very much like its own neighborhood/community. Property owners are long term residents of the area and ownership has been handed down through multiple generations of the family.
- Vacant lot along Courtney, just east of Steeves Mobile City and west of McLoughlin, seems like a prime site for future redevelopment. Consult property ownership data.
- Commercial property at the northwest corner of Courtney and McLoughlin may be available and would be a good opportunity site. Also, the long, thin undeveloped site to the west behind this property.
- New multi-family development on Courtney potentially an example of higher density development that could happen elsewhere in the neighborhood (verify with CAC)

East Loop:

I. ON PARK APPROACHING OATFIELD

- Long-term opportunity to revitalize and intensify Dave's Killer Bread site (yellow old house on SE corner behind 7Eleven)

J. WALKING SOUTH ON OATFIELD

- Silver Springs from Oatfield could be a catalyst place (29th and Park as well) - formalize and mark Silver Spring as connection
- Tree preservation
- No sidewalks, no marked pedestrian crossings.
- Striped bike lanes in both directions, paint wearing and no protection
- Poorly marked bus stops, no shelters or standing area

- Large lots, some suitable for infill and redevelopment
- Neighbors love the tucked-in shops - like Pioneer Quilts

K. SOUTHBOUND ON OATFIELD NEAR CINDERELLA

- Oatfield: Big opportunity for sidewalks and improving walkability

L. OATFIELD AT COURTNEY

- Oatfield @ Holly - floral shop lot has potential for development
- Holly presents good example of where development on side streets near McLoughlin could start

M. COURTNEY AT MCLOUGHLIN

- Long crossing distance across McLoughlin
- Not a very activated intersection in terms of commercial uses
- Lots of parking and large setbacks
- Major opportunity site on NW corner (is the strip mall in totality for sale/lease?)

General:

- **For facilitation:**
 - List of questions - start with CAC observations
 - Identify improvements needed
 - Help set expectations for timing and budget for improvements
 - Add Trimet to Feb workshop
 - Add ODOT to future sessions?

White Flip Board Text:

What did you learn?

- Less than desirable uses & unmaintained properties along parts of McLoughlin and Oatfield
- History/storytelling of the area
 - Group members have a lot of knowledge!
- **McLoughlin:** Car vs. pedestrian feel of McLoughlin:
 - Not comfortable for pedestrians
 - High traffic speeds, not a lot of buffer from the street
 - Notice new things on foot
 - Large setbacks hide some uses from cars passing by
- McLoughlin vs. Trolley Trail (McLoughlin - "Loud and smelly" / Trolley Trail ("Lovely")) → create a buffer zone or more defined transition between the two areas
- Underutilized property vs. affordability for current residents/owners
 - How can displacement be prevented?
 - Desire to attract local businesses
- **Park Ave west of McLoughlin:** Connection to Willamette View
 - Sidewalks on one side of Park
 - Challenging topography (steep hills)
 - Potential new crossings at Park and River Rd.?
- Density of mobile home parks
- Gateway opportunity at McLoughlin and Park
 - Opportunity for commerce & placemaking
- Is McLoughlin/Courtney also a gateway opportunity on the south end?
- Trees along Courtney dampen noise on Trolley Trail

- How can this project (zoning) become a catalyst for a walkable place? What areas can be focused on to catalyze walkability in the rest of the area? Are there areas that are currently on the table for development that could act as a catalyst?
 - Silver Springs → McLoughlin
 - 29th at Park
 - Sidewalks on Oatfield
 - Potential redevelopment behind 7/11? (Killer Dave's guy owns the yellow house and vacant lot.
 - "Mustang Lot" (NW corner of Oatfield & Park) has been an option for previous development site but nothing has ever stuck. Sounds like it make currently be on the table for a
- Could we rethink the pedestrian crossings and markings at McLoughlin/Park?
 - No right on red at Park?
 - Better signal timing
- High speed limits, wide roads
 - Talk of ODOT installing rapid flashing beacons and crossings at two points along McLoughlin (where are these points?)
- High vacancy along McLoughlin
 - How to make those spaces attractive to development/owners
 - Desire from community for local, small businesses