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# Park Avenue Community Project

## Phase 2: Development and Design Standards

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### Park Avenue Community Advisory Committee

## Minutes of Meeting #13 – DRAFT

Wednesday, August 12, 2020; 6-8pm; Zoom

**Attendees:**

**CAC:** Valerie Chapman, Chair; Ann Muir, Vice Chair, Ellen Chaimov , Dustin Filipek, Sheri Grau, Lee Davis Kell, Craig Van Valkenburg, Nate Ember, Cinty Nikolas, Danielle Lohmann

**Unable to attend:** Donald Harvey, Monica Barnhouse (withdrew from PACAC), Vips Patel, Sandra McLeod

**Consultants:** Erin Roeme, Tim Smith, Emma-Quinn Smith, Mark Piccone

**Staff:** Karen Buehrig, Lorraine Gonzales, Ellen Rogalin

**Visitors:** Ed Wagner, Thelma Haggemiller, Mark Cleary, Donald McHarness

Agenda Item	Action
1. Welcome	Valerie Chapman welcomed everyone. The PACAC approved June minutes with no changes.
2. Community Resiliency Overview Presentation	<p>The group appreciated the presentation and requested a copy of the presentation. A question and answer period was reserved for the Framework plan</p> <p><b>Action Item:</b> Mark to send presentation to County staff. Ellen is to forward a copy of the presentation to the PACAC and upload the presentation to the project website.</p>
3. Framework Alts Public Engagement Findings	<p>Ellen Rogalin provided a broad overview of the survey results. 288 individuals responded to the survey.</p> <p><b>Action Item:</b> Ellen to provide a final summary of the survey to the PACAC and will also upload it to the project website.</p>
4. Framework Plan Refinement, discussion and direction	<ul style="list-style-type: none"> <li>• Erin and Emma-Quinn presented the refined framework plan. A question and answer period with the PACAC was conducted after each section. The framework plan elements: The survey results identified commonly agreed elements for landscaping, job opportunities, housing, ped and bike connections, street crossings, and neighborhood hub locations. Three questions were asked of the PACAC               <ol style="list-style-type: none"> <li>1. Where should an increase of housing opportunities occur?</li> <li>2. Where should new connections occur?</li> <li>3. Where should activity in the area be concentrated?</li> </ol> </li> </ul> <p>PACAC Responses:</p> <p><b>Question #1:</b>  <i>Consultant's recommendation – increase housing density in both C3 and MR-1 Districts with higher density in C3 to serve as catalyze along McLoughlin</i></p> <ol style="list-style-type: none"> <li>a. Oatfield to take on density. O</li> <li>b. General comments/questions by PACAC:           <ul style="list-style-type: none"> <li>• Pandemic may reshape work from home popularity</li> <li>• Density question was clarified MR-1 12 units/ac</li> <li>• Did the survey discern age demographics?</li> </ul> </li> </ol>

- DO not forget that people live in the Manufactured Home Parks. It often seems these people are forgotten about
  - People do choose to live in the area because they enjoy space.
- b. There was overall agreement that housing densities should be increased in both the C3 and the MR1 areas.

**Question #2:**

*Consultant recommendation: add new bike and ped connections along Silver Springs and Torbank alignments. Consider additional connections at 400'-500' intervals to create walkable blocks. Not all connection need to continue to the Trolley Trail.*

- a. Torbank and Silver Springs (new refinement/hybrid) the preferred location for connections
- b. There is no need to connect to Trolley Trail at all locations, keep connections focused on circulating in the commercial and multi-family districts.
- c. McLoughlin should have more crossings to make the area walkable.
- d. Connections should meander and not be focused on a grid system
- e. Connections that meander will allow protection of existing developments

**Question #3:**

*Consultant's recommendation: Silver Springs and Torbank hub concept offer the fewest access and connectivity challenges, can connect to bus transit as well as the existing Linden Lane, and sit adjacent to opportunity sites for redevelopment.*

*Notes:* The hubs can vary in size or be the same size.

Mapped activity areas are within a general vicinity – there is not an exact location for any of the activity area concepts. The mapped areas are provide to initiate a conversation.

- a. Evergreen hub (Silver Springs and Torbank is the recommended location (new slide hybrid of previous concept)
- b. Evergreen hub should support housing development – quick access to light rail and bus routes.
- c. Any new activity area/hub should clearly be visible from SE McLoughlin Blvd to serve as catalyst for new development to occur in project area.
- d. Comment: All options fold into one. The key should be to provide a walkable area. Parallel streets seem to work with all alternatives.
- e. Design for the hub should at a human scale.
- f. Do not allow big box developments in project area.
- g. Any development behind the Elks building will have to be elevated due to the topography. This is not desirable to the immediate residential community.
- h. The hub should be located further south toward Courtney Ave.
- i. Torbank is a preferred location since it has available land for development.
- j. The dual hub locations of Silver Springs and Torbank are desirable
- k. There has to be a clear definition on what a hub is, and what its purpose is. There should also be clarity on the type of development that can occur in the hub.
- l. Opportunity sites should be those properties that are ripe for development.

	<p>m. The Elks Lodge is “low hanging fruit”.</p> <p>n. Support for having frontage and visibility from McLoughlin. Walkability is key</p> <p>o. The activity areas recommended by the consultants: Torbank and Silver Springs was agreeable to the majority of PACAC members.</p> <p><b>Action Item:</b> Consultants to take PACAC input and further refine the Framework Plan</p>
<p>4. Emerging Code Concepts</p>	<p>Elizabeth went through the code concept materials – no questions by the PACAC.</p> <p><b>Action Item:</b> Consultant to prepare draft code language for next PACAC meeting.</p>
<p>5. Public Comments</p>	<p>TriMet has a strong interest to support a hub near the light rail station with open space. The Zoning Development Ordinance needs significant amendments to make development feasible to the developing community.</p> <p>Do adopt code language that results in development similar to SE Division in Portland. Do not building up to the front property line but allow setbacks that provide an open environment.</p>
<p>6. Adjourn @ 8:05pm</p>	