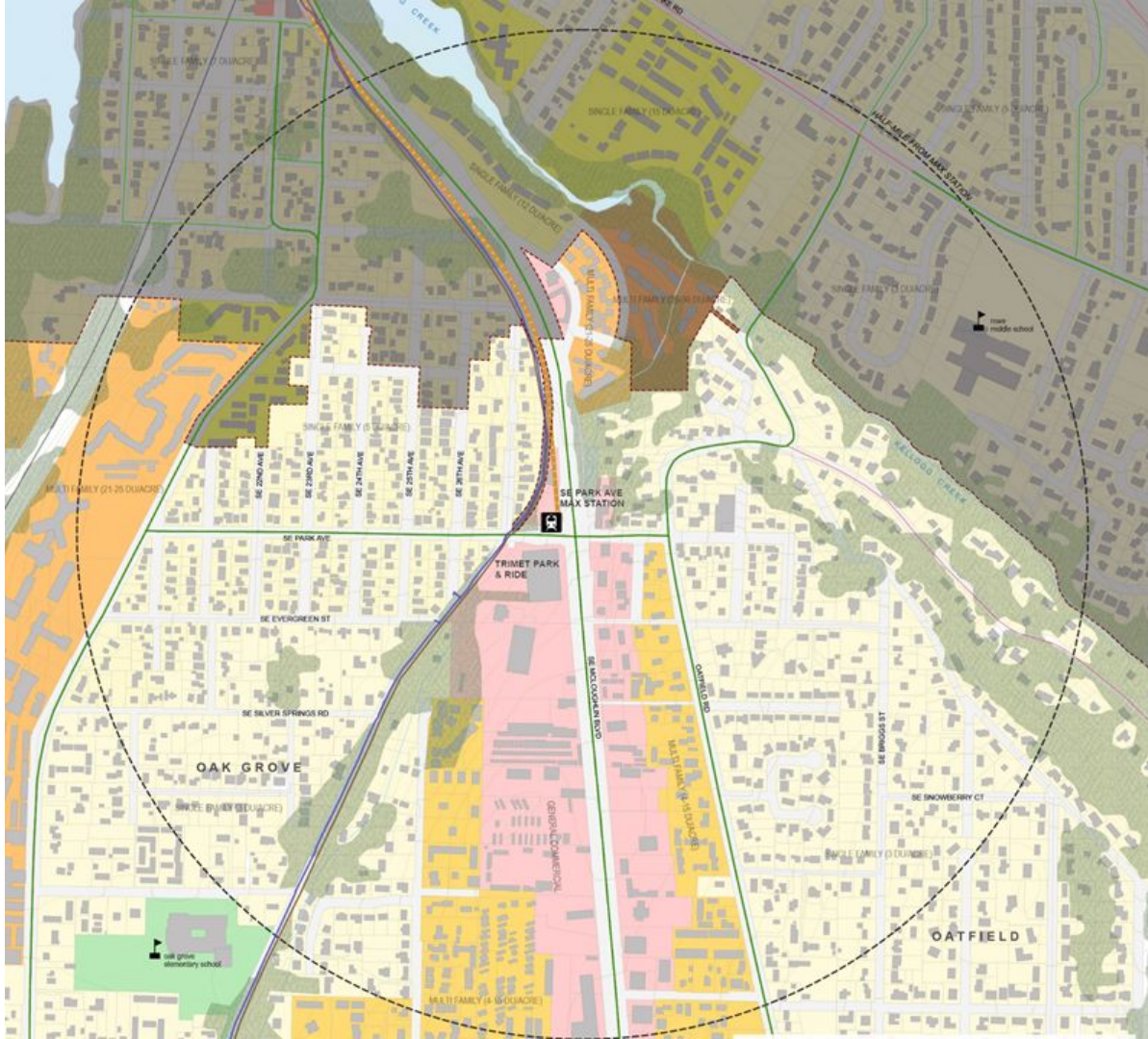
Park Ave Community Project

Phase II

CAC Meeting
Framework Refinement/ Code Concepts
August 12, 2020

SERA



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.

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.

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.

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.

Promote resilient, sustainable systems, and infrastructure.

COMMUNITY RESILIENCY

PARK AVE COMMUNITY PROJECT

COMMUNITY RESILIENCE CONCEPTS

The ability to protect against, adapt to, and recover from disruptions

RESILIENCE

Designing for now and the future

RESILIENCE: POTENTIAL DISRUPTIONS

Human

- **Health** - pandemic, chemical/hazard spill
- **Supplies** - drought, food shortage, fuel shortage, power outage
- **Air quality and Comfort** - forest fire, volcanic eruption, extreme cold and heat, gas leak
- **Personal safety** - active shooter, bombing/terrorism, building fire

Business/Community

- **Movement** - transportation disruption, road/infrastructure collapse, protests, large public event, winter storm
- **Organizational** - economic emergency, labor strikes, employee attrition, technology disruption, internal operations change and flexibility

Building

- **Stability** - earthquake, landslides, high winds, building fire
- **Water damage** - sea-level rise, flood, tsunami, dam failure, pipe burst

RESILIENCE: STRATEGIES

Durability and Resistance

Anticipate and Adapt

Change Conditions and Prevent

"External" force/disruption: Flooding

RESILIENCE: STRATEGIES

Durability and Resistance	Anticipate and Adapt	Change Conditions and Prevent
Diversity		Stewardship
Resourcefulness		Simplicity
Efficiency		Restoration
Self-Reliance		Flexibility
Redundancy		Community
Connectivity		Interaction
Equity		Reuse

RESILIENCE: DAILY VALUE & SYNERGIES

What resources are needed during a disruption that also improve daily lives?

Human Scale

- Ability to make social connections
- Access to food, water, and shelter
- Information
- Source of income

Building Scale

- On-site energy
- Operable windows / Passive comfort
- Private outdoor amenities
- Flexible/convertible uses

Community Scale

- Public Parks and Open Space
- Resource/information Hub
- Walkable neighborhoods
- Access to safe bike networks

Increased Efficiency

Improved Physical and Mental Health

Economic Gains

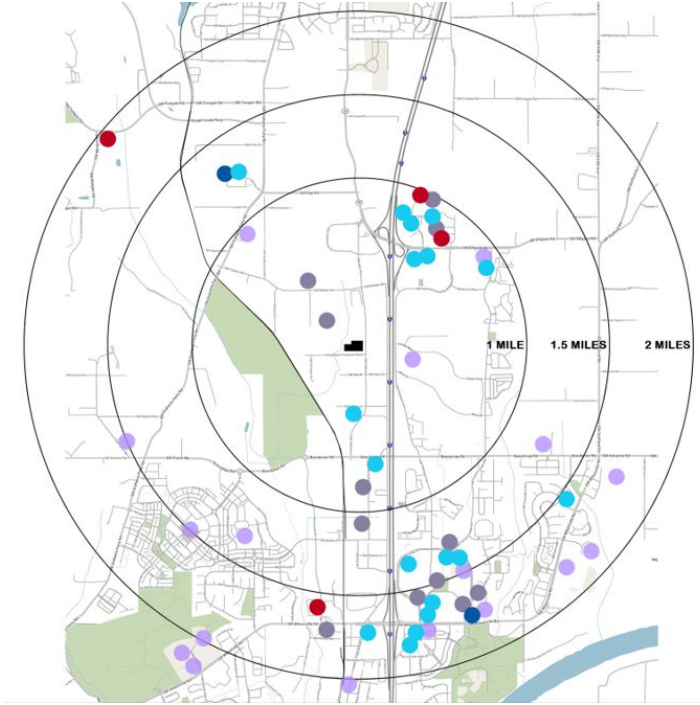
Social Capital

RESILIENCE: DENSITY

Human scale
Density of Stuff

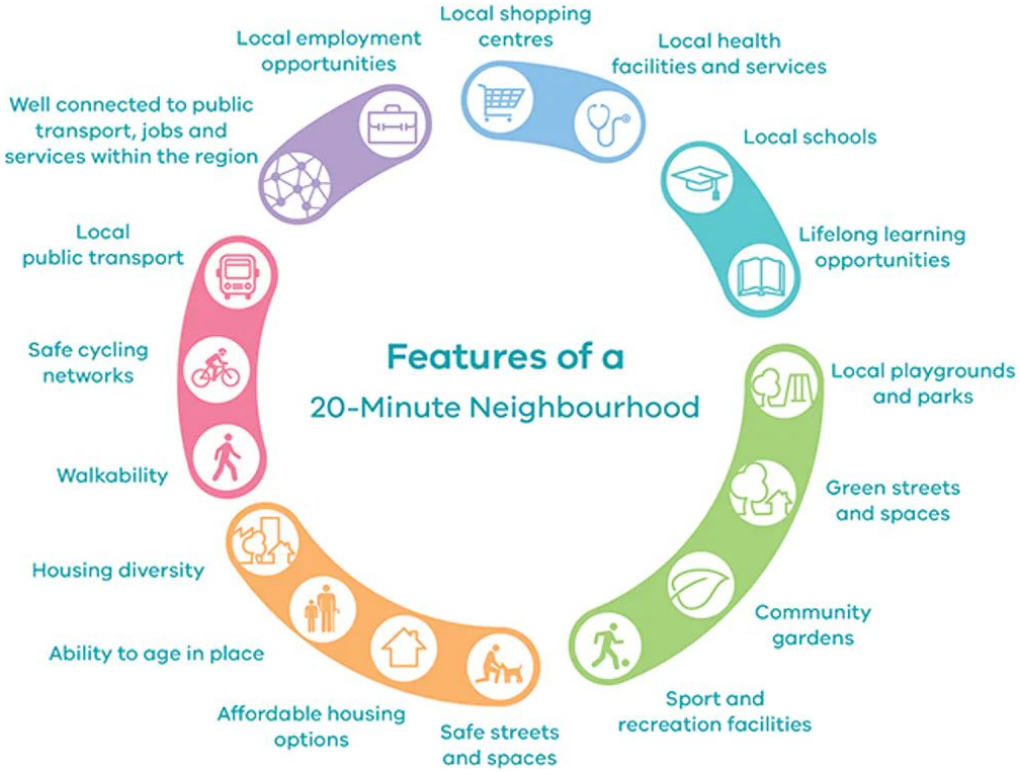
Block/Building scale
Density of Space

City/Neighborhood Scale
Density of Resources
(Network Density)



RESILIENCE: DENSITY

City/Neighborhood Scale - Support Critical Resources (Network Density)



- Concentrate enough people in a neighborhood to support **diverse resources and services**
- Allow for people to live and work close enough to amenities to support walking and biking - can be a **balance between centralized and de-centralized**

RESILIENCE: PUBLIC SPACE

City/Neighborhood Scale - Access to Services

Equitable access to resources that encourage shared use

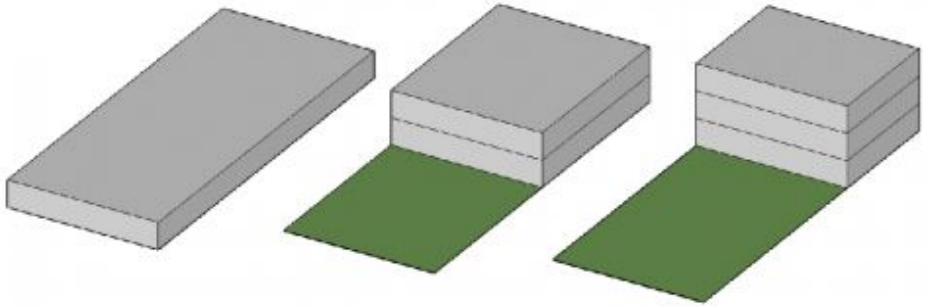
- **Wider sidewalks** to support private business use
- **Flexible roads** for diversity of uses
- Protected/separated **bike networks** to encourage use through safety
- **Car-free zones** to support various pedestrian movement and gathering adjacent to buildings

RESILIENCE: PUBLIC SPACE

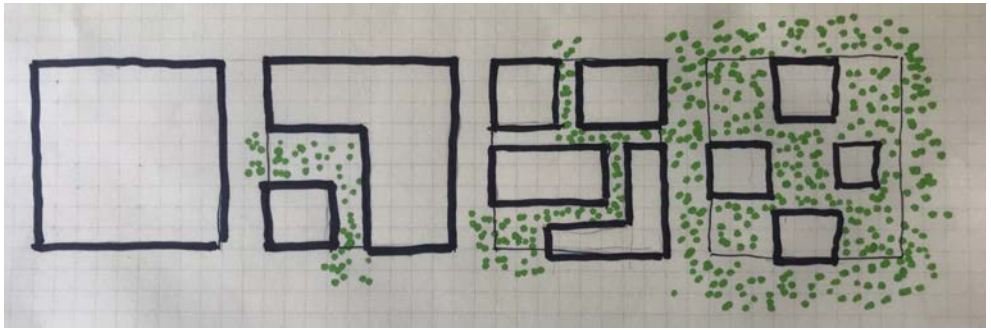
City/Neighborhood Scale - Accessible, Flexible Public Space

RESILIENCE: DENSITY

Block/Site Scale - Concentrating Development

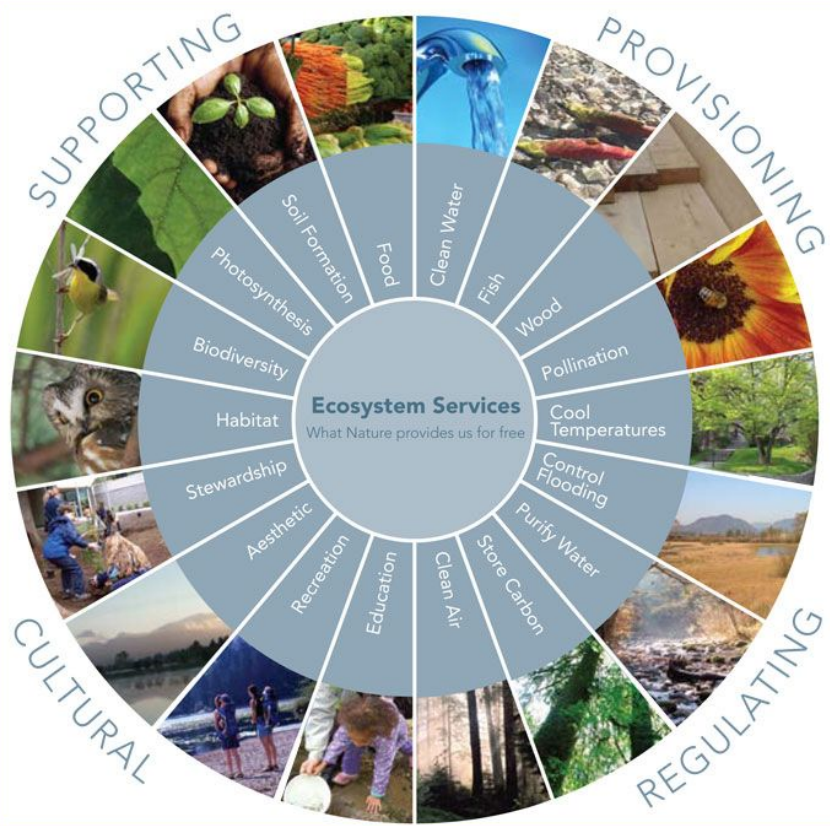


Concentrating development, and accommodating higher building heights on a development site, leaves more land area available for open space.



RESILIENCE: INTEGRATING NATURE

City/Neighborhood Scale - Accessible, Flexible Public Space



Integrating natural systems into our built environment is essential to our **health and wellbeing** and ability to **mitigate the effects of climate change**

RESILIENCE: BUILDING DESIGN

How do we make healthier and more functional buildings?

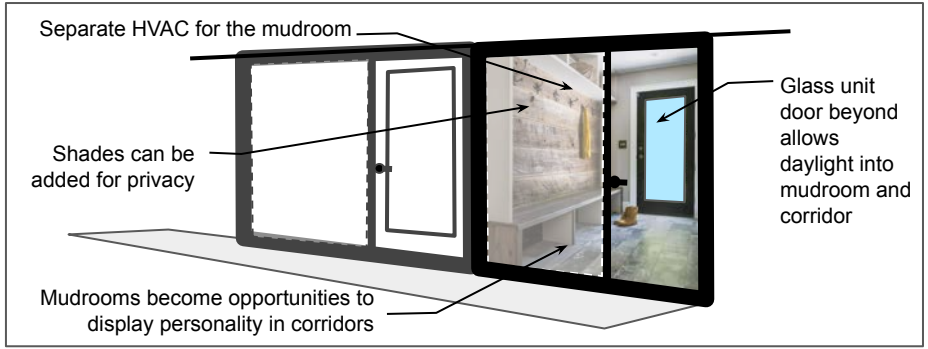
hands free circulation and restrooms

Encourage use of stairs and open air circulation

Spaces that accommodate living and working functions

Use your roof

Flexible and adaptable office spaces



Rethink transition spaces

PARK AVE COMMUNITY PROJECT

COMMUNITY RESILIENCE KEY TAKEAWAYS

1. Concentrations of development and people (a.k.a. density) support critical services.
2. Concentrating development in an area and on a development site leaves more land area for open space.
3. Streets are public space and should be designed as such.
4. Integrating natural systems offers benefits to daily life while also mitigating future challenges.

PARK AVE COMMUNITY PROJECT

COMMUNITY RESILIENCE KEY TAKEAWAYS

ADDITIONAL RECOMMENDATIONS:

- Establish and maintain an emergency communication network.
- Establish a central meeting place and storage for emergency supplies and information exchange.

PARK AVE COMMUNITY PROJECT

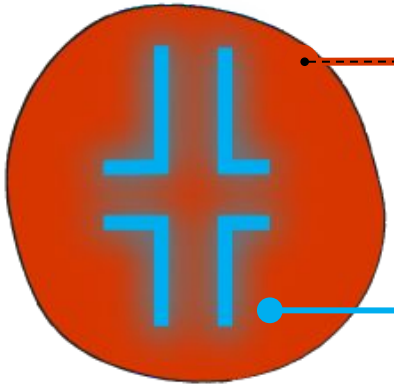
COMMUNITY RESILIENCE CONCEPTS

The ability to protect against, adapt to, and recover from disruptions

QUESTIONS OR COMMENTS?

Designing for now and the future

FRAMEWORK ALTS
ENGAGEMENT FEEDBACK SUMMARY



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

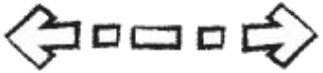
Contributes to an active public realm through design that engages sidewalks and streets through techniques like: frequent building entries, transparency of ground floors, building facade variation, and limited driveway access points.

NEIGHBORHOOD/VILLAGE CENTER

A walkable heart and hub for the community, and where the community comes together for services, gathering, etc.

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.

Identify areas of differing character, use, and development intensity (where do you want to see an increase of employment and housing?)

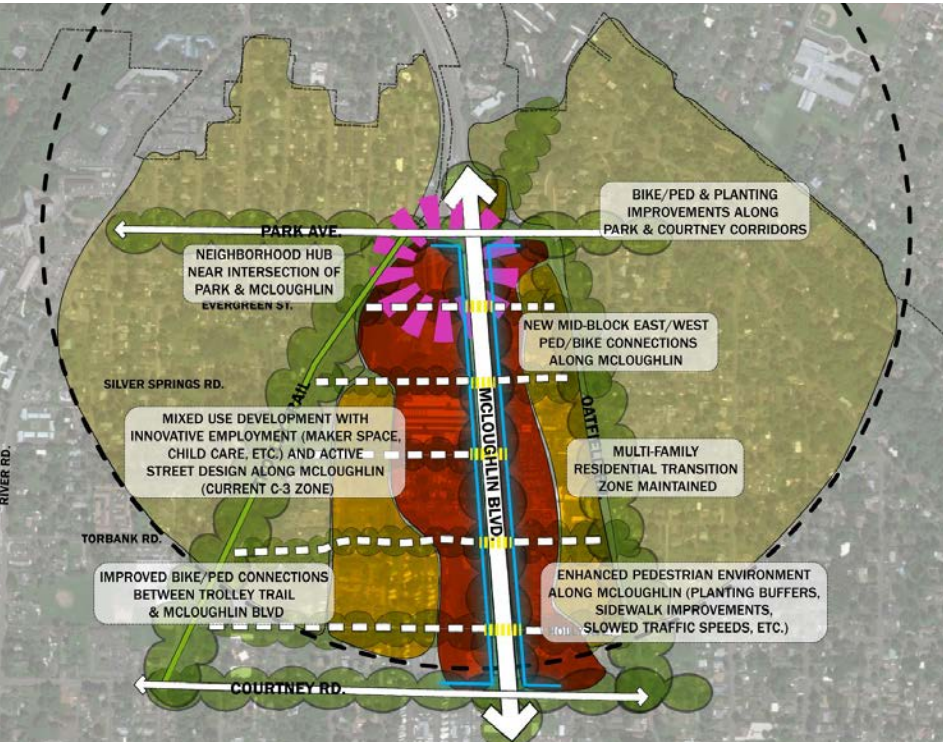
Locate desired hubs of activity

Locate active ground floor design

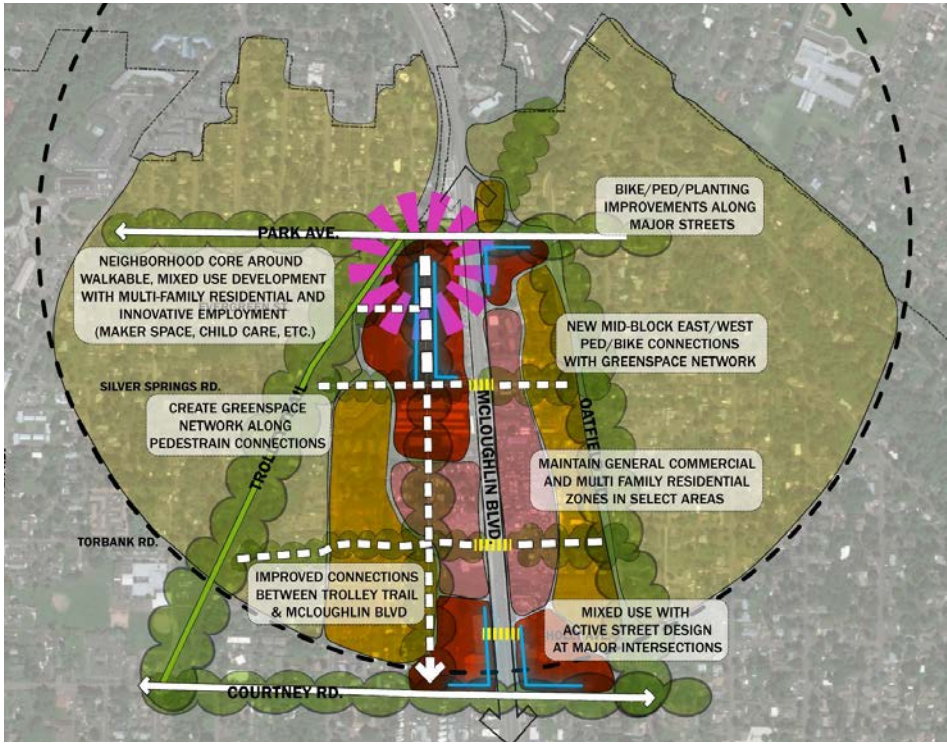
Locate pedestrian and bicycle improvements

Locate street crossing improvements

Locate opportunities for landscape and planting improvements



TRANSFORM MCLOUGHLIN



CREATE A VILLAGE MAIN STREET

REFINED FRAMEWORK PLAN ALTERNATIVES

KEY QUESTIONS FOR CAC

WHERE SHOULD HOUSING OPPORTUNITY INCREASE OCCUR?

Where should a housing increase occur?

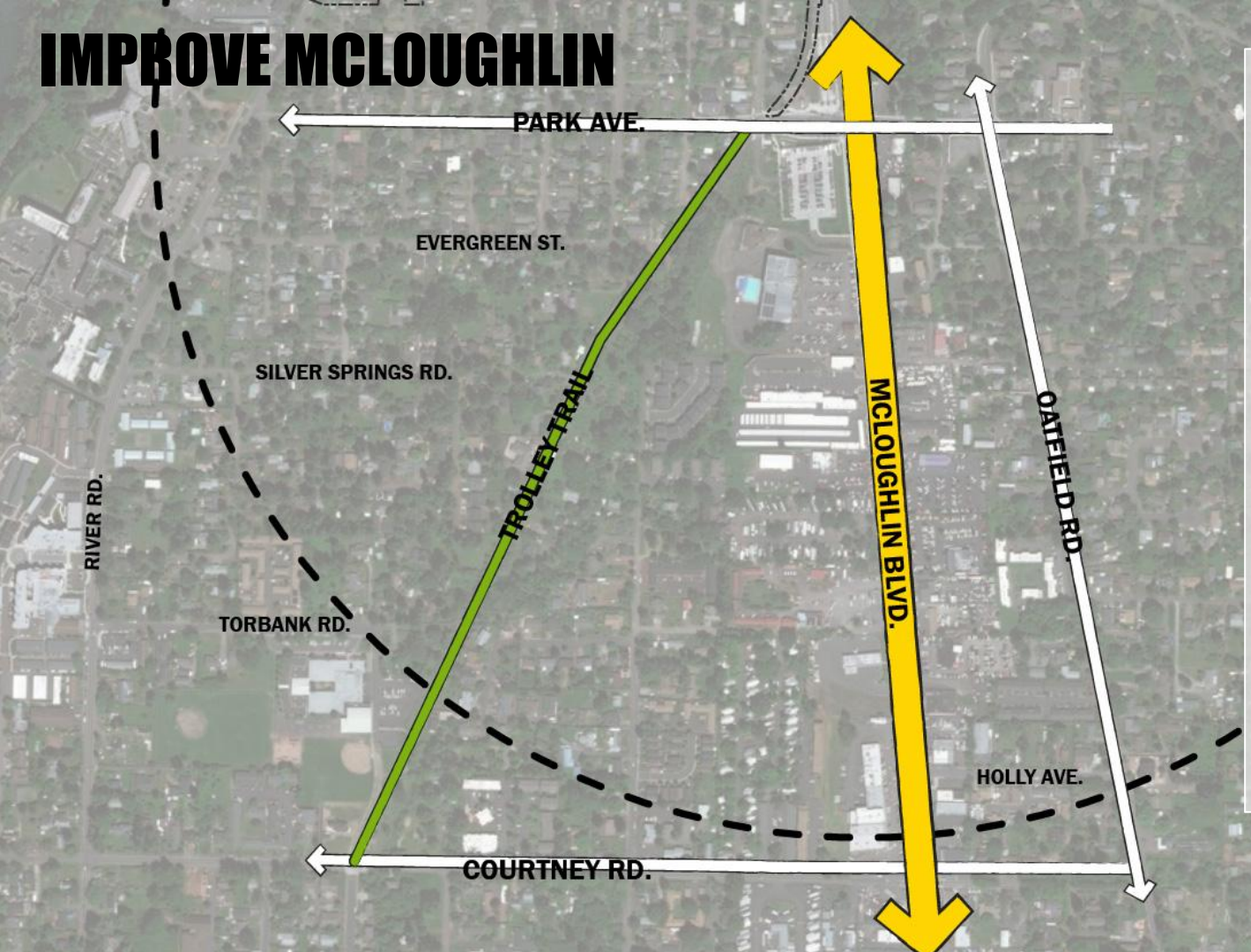
Should allowable housing intensity be increased in both the MR-1 and GC-C3 zones?

For the 20 year Framework Plan, where should new bike/ped connections be located? Should all new connections intersect with the Trolley Trail, or should some terminate at existing roads (i.e. Linden Lane or Linden Place)?

Where should activity in the study area be concentrated?

BASELINE FRAMEWORK ELEMENTS (WHERE WE HAVE COMMONLY AGREED SUPPORT)

IMPROVE MCLOUGHLIN



Engagement feedback consistently pointed to a need for change along McLoughlin:

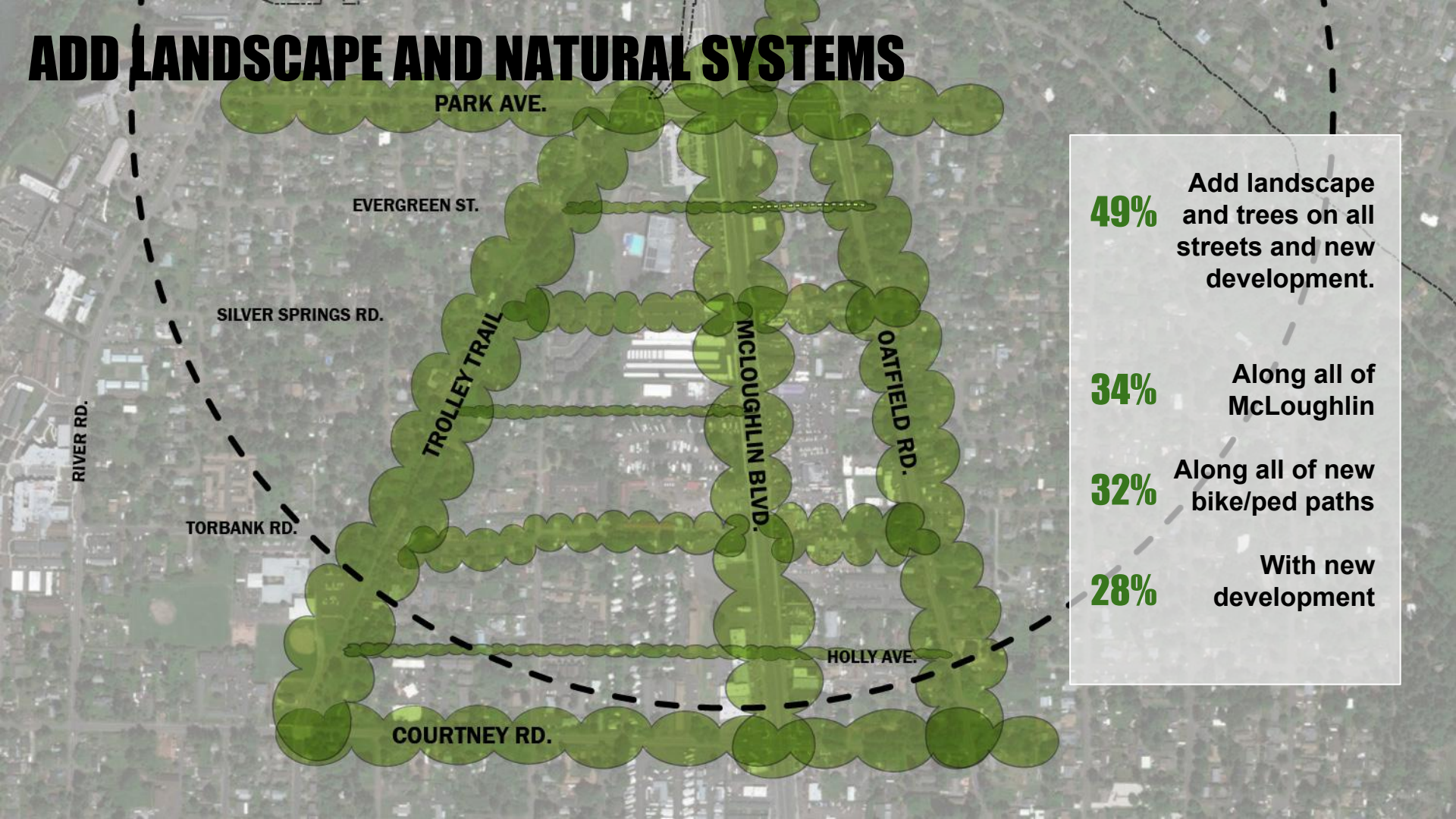
62% Increase Employment all along McLoughlin

34% Add landscape and trees

(+ 49% asked for landscape and trees on all streets)

Complete sidewalks connections are also key along Park, Oatfield, and Courtney.

ADD LANDSCAPE AND NATURAL SYSTEMS

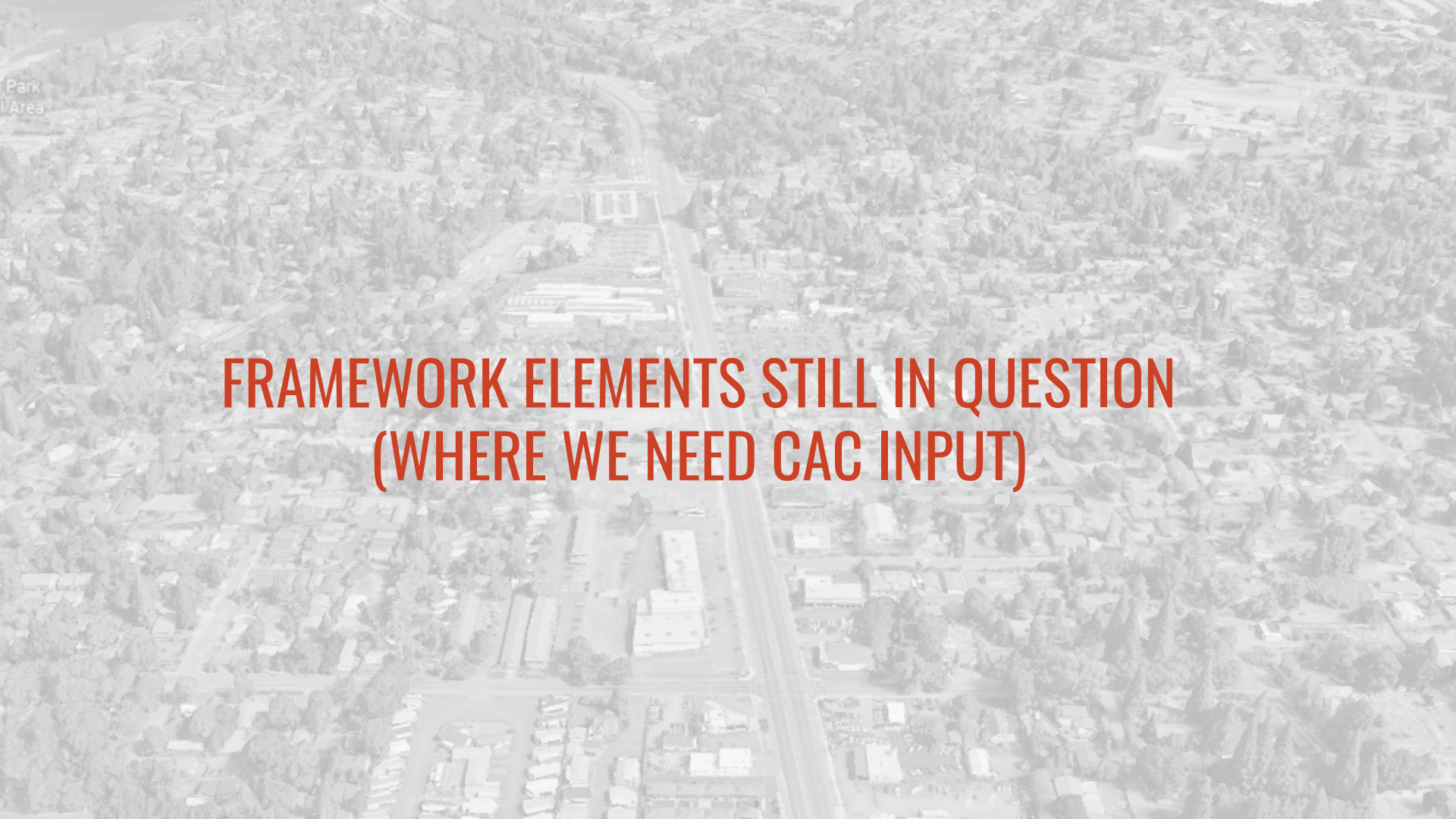


49% Add landscape and trees on all streets and new development.

34% Along all of McLoughlin

32% Along all of new bike/ped paths

28% With new development



FRAMEWORK ELEMENTS STILL IN QUESTION (WHERE WE NEED CAC INPUT)

QUESTION #1 FOR CAC

WHERE SHOULD HOUSING OPPORTUNITY INCREASE OCCUR?

83% of survey participants would like to see an increase of housing opportunities in the study area.

Where should this housing increase occur?

QUESTION #1 FOR CAC

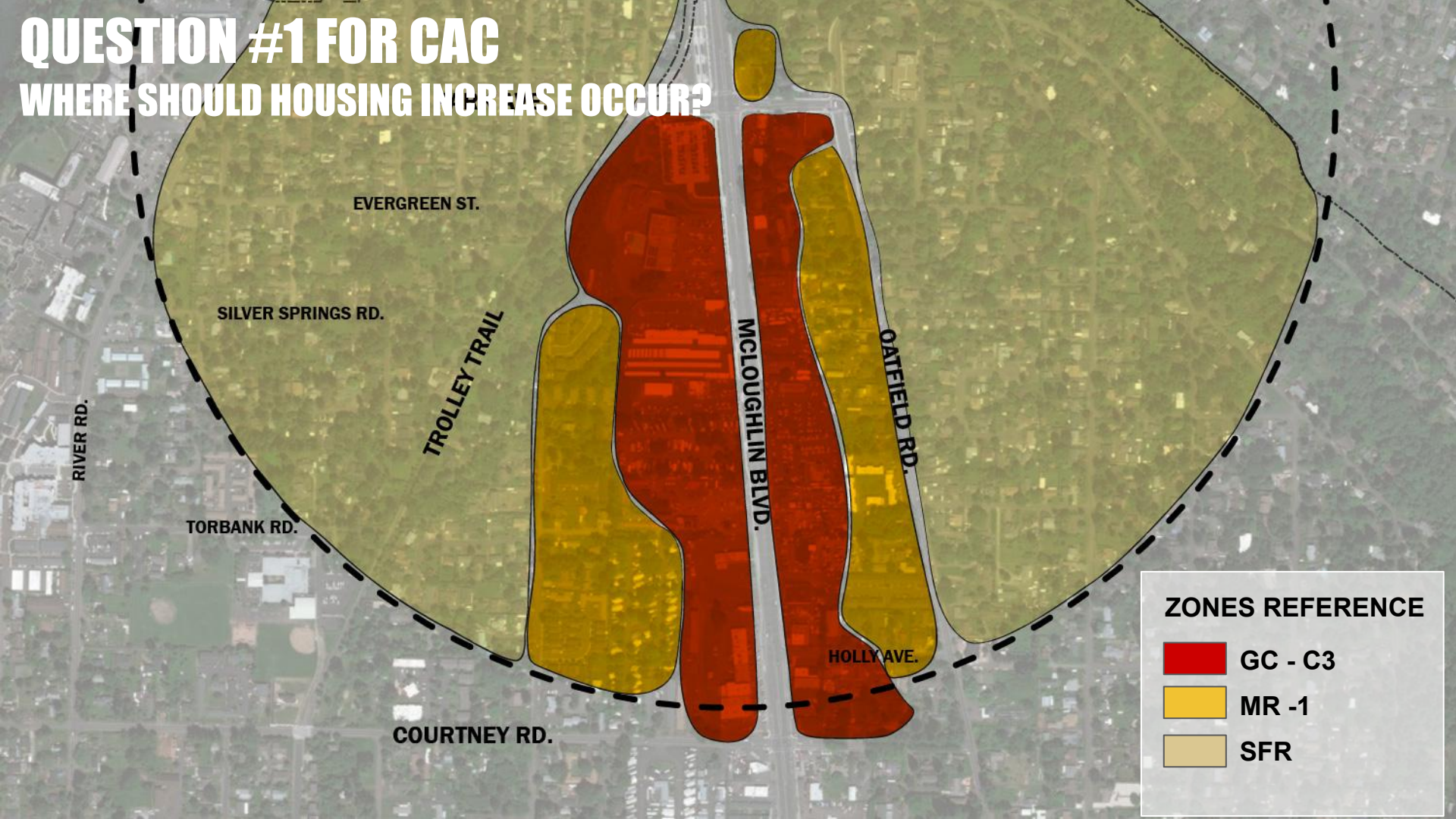
SHOULD HOUSING OPPORTUNITY INCREASE OCCUR?

Key Considerations:

- Survey results indicated that **participants would like to see an increase in employment opportunities all along McLoughlin**, with strong support for offices, healthcare related uses, and maker spaces.
- Results related to housing were more varied. **83% of respondents would like to see more housing in the area**, with the highest percentage of respondents wanting to see more housing in the current MR-1 zones, followed closely by housing in all areas and the area adjacent to transit.
- From three **developer interviews** conducted over the past month, all three would **like to see increases to the residential density allowed in the General Commercial (GC) C3 zone (red) along McLoughlin, as well as in the MR-1 (orange) zone**.
- The General Commercial C3 zone has the largest number of potential redevelopment sites, and is the area where change is most likely to occur.

QUESTION #1 FOR CAC

WHERE SHOULD HOUSING INCREASE OCCUR?

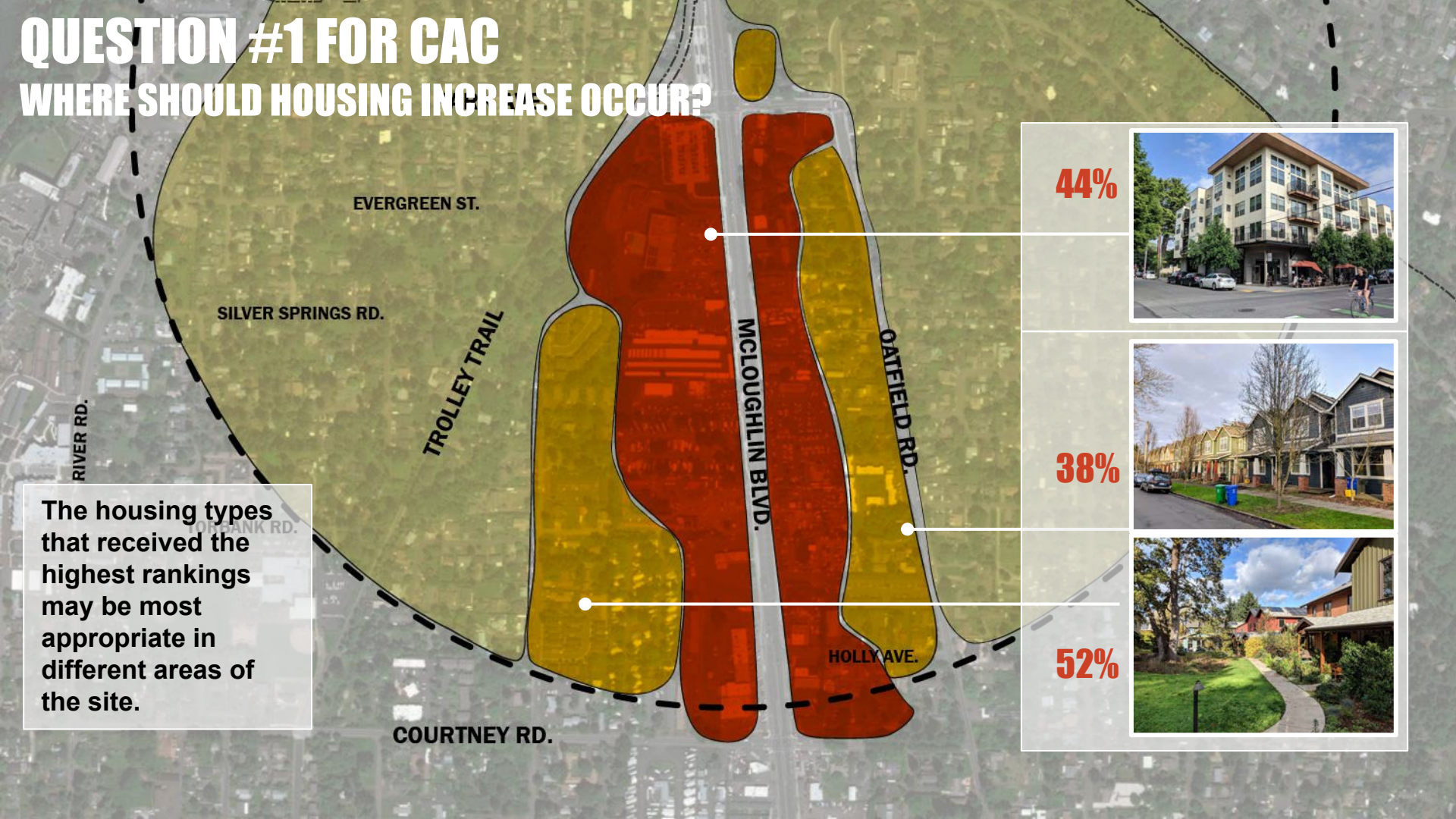


SURVEY: WHERE WOULD YOU LIKE TO SEE MORE HOUSING?

1. Near the transit station (currently zoned General Commercial, shown in pink on the map)	22.70%	64
2. Along all of McLoughlin Blvd. (currently zoned General Commercial, shown in pink on the map)	18.79%	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)	35.46%	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)	29.43%	83
5. All of the above	24.82%	70
6. Don't want to see more housing opportunities	17.02%	48
Other (please specify)	5.67%	16
Total Respondents: 282		

QUESTION #1 FOR CAC

WHERE SHOULD HOUSING INCREASE OCCUR?



The housing types that received the highest rankings may be most appropriate in different areas of the site.

QUESTION #1 FOR CAC

WHERE SHOULD HOUSING OPPORTUNITY INCREASE OCCUR?

Consultant team recommendation: increase the allowable residential density in both the GC-C3 (red) and MR-1 (orange) zones, with higher density in GC-C3 zones, to catalyze change along McLoughlin. Allow different housing types in each zone suited to proposed densities.

Should allowable housing intensity be increased in both the MR-1 and GC-C3 zones?

QUESTION #2 FOR CAC

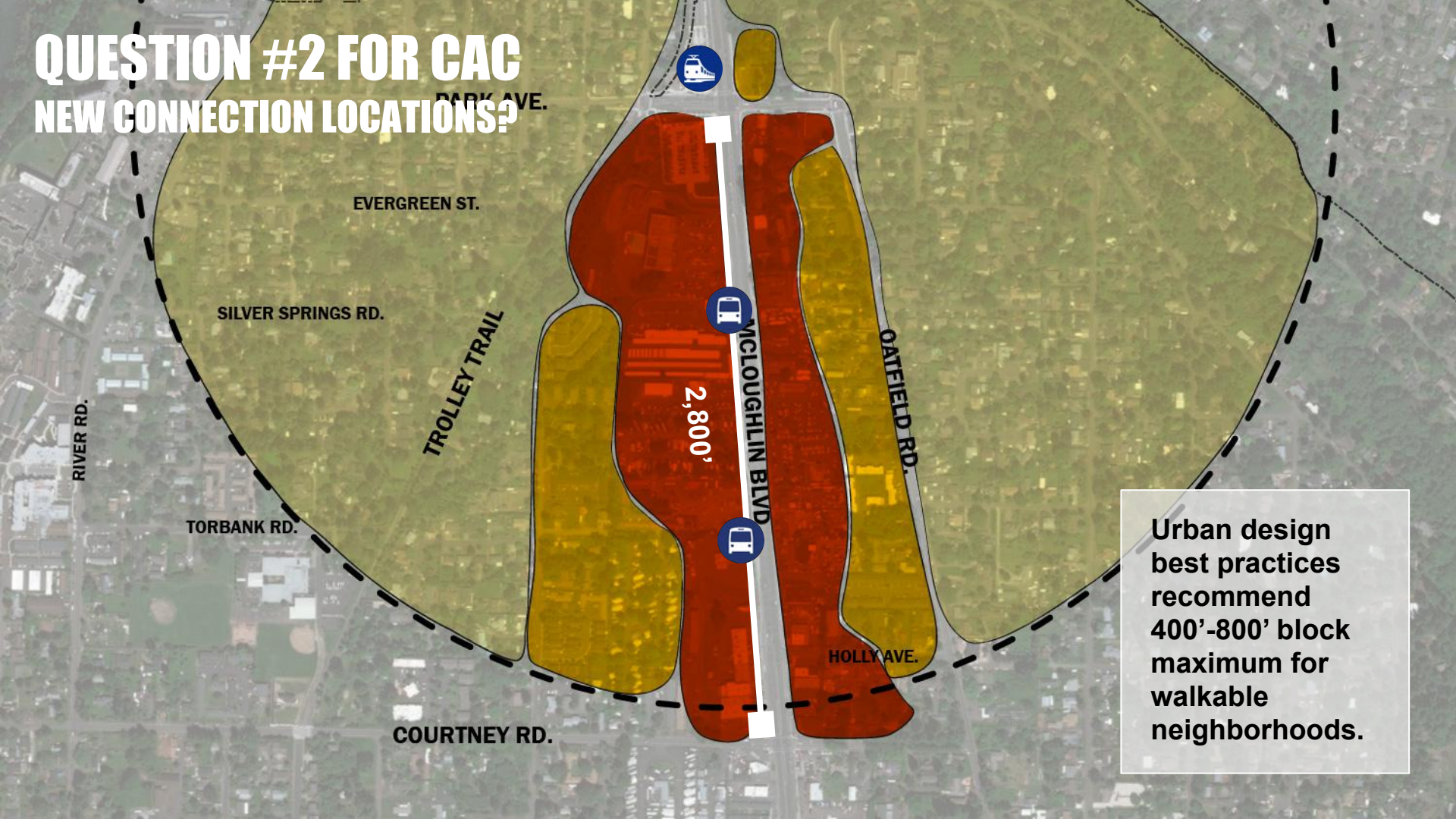
WHERE SHOULD NEW BIKE/PED CONNECTIONS BE LOCATED?

84% of survey participants would like to see at least one new pedestrian and bike connection, with 36% supporting connections along all five alignments depicted. Only 16% did not want to see any new connections. Highest ranked alignments are Silver Springs (17%), Torbank/Courtney midpoint (16%), and Torbank (16%). The lowest ranked was Evergreen (12%).

For the 20 year Framework Plan, where should new bike/ped connections be located? Should all new connections intersect with the Trolley Trail, or should some terminate at existing roads (i.e. Linden Lane or Linden Place)?

QUESTION #2 FOR CAC

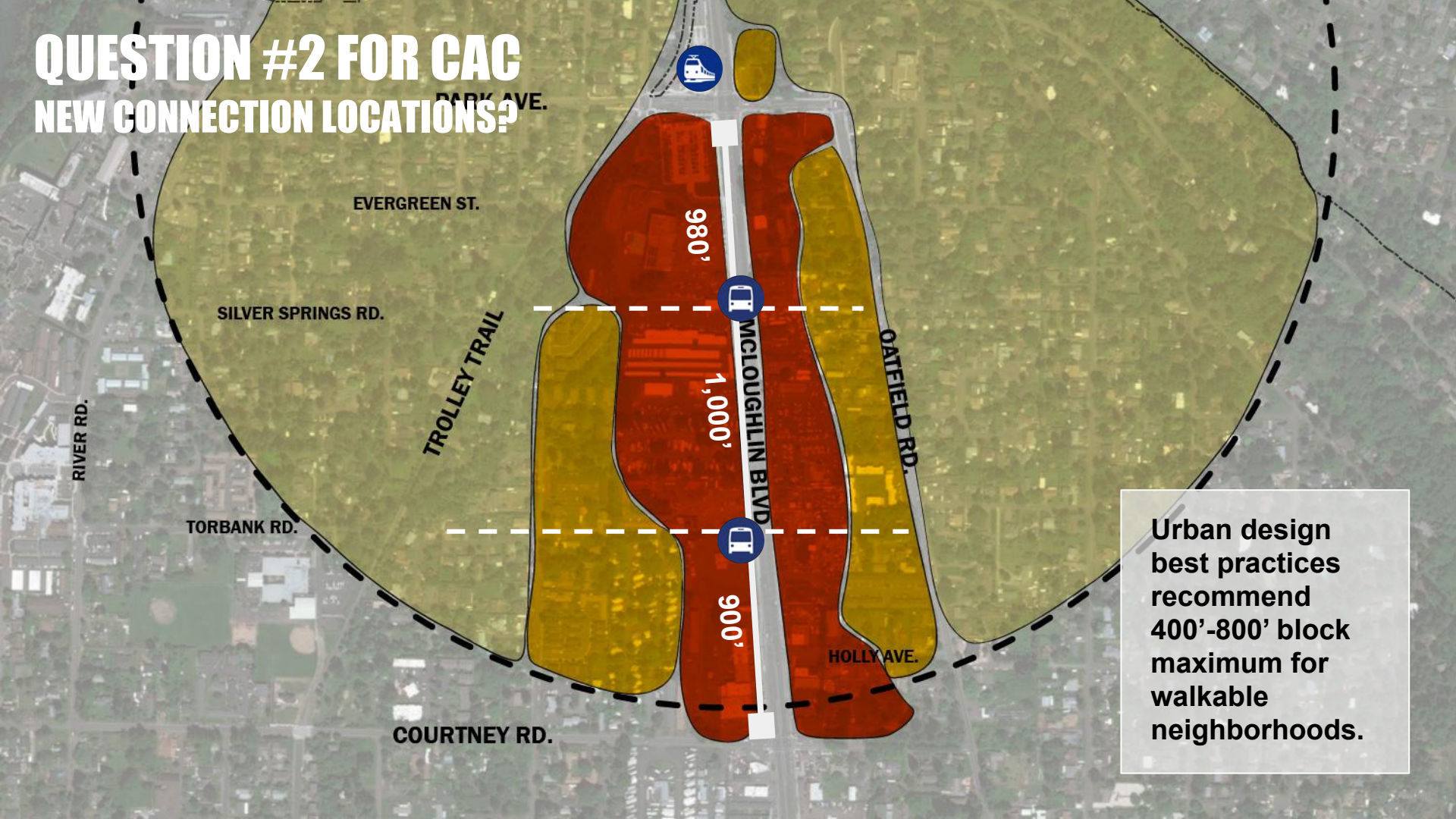
NEW CONNECTION LOCATIONS?



Urban design best practices recommend 400'-800' block maximum for walkable neighborhoods.

QUESTION #2 FOR CAC

NEW CONNECTION LOCATIONS?



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QUESTION #2 FOR CAC

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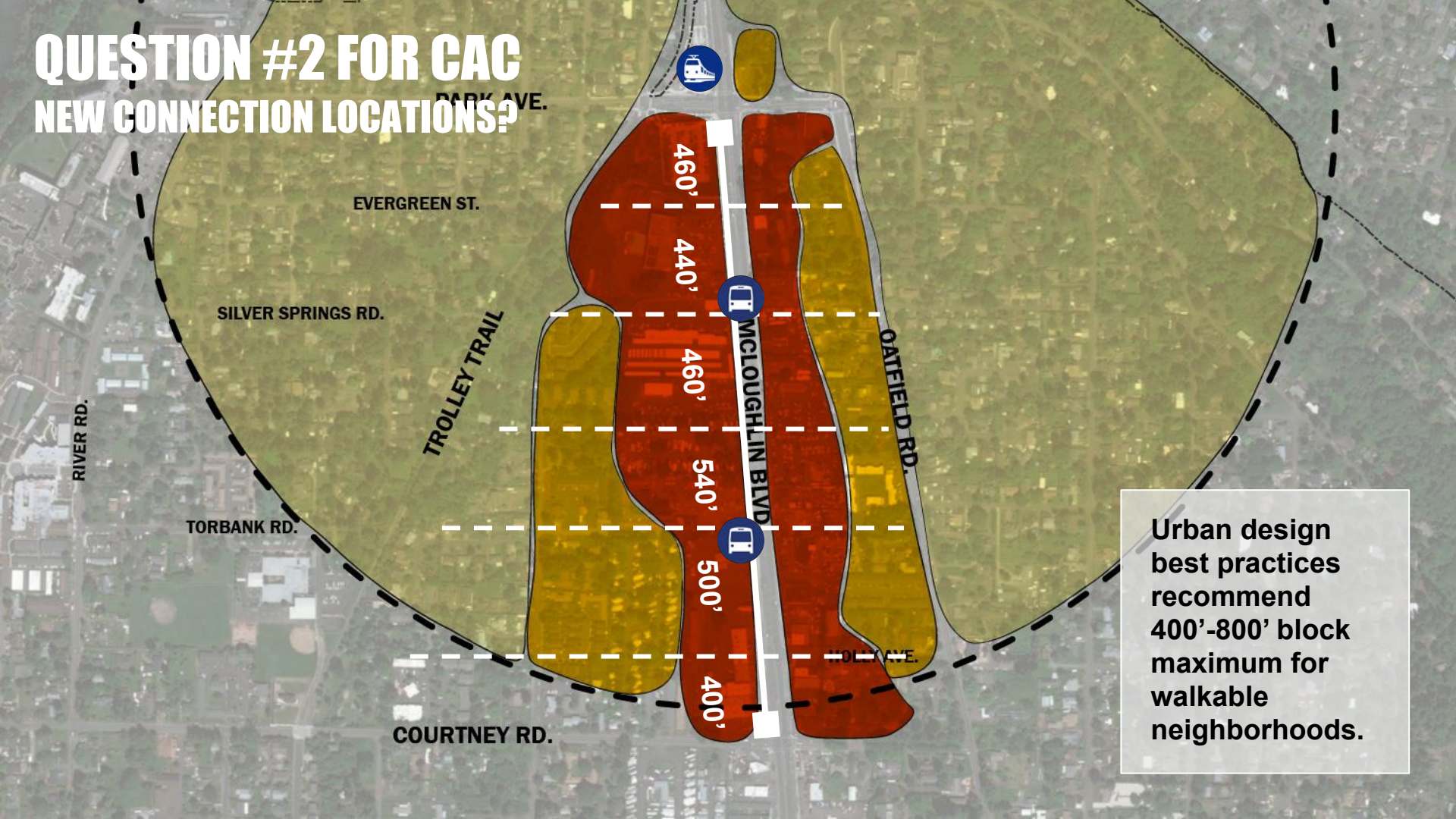


Urban design best practices recommend 400’-800’ block maximum for walkable neighborhoods.

SURVEY QUESTIONS RELATED TO BIKE/PED CONNECTIVITY AND CROSSINGS

A. Where would you like to see new east/west bike and pedestrian only connections from **McLoughlin to the Trolley Trail** roughly aligned with?

B. Where would you like to see new east/west bike and pedestrian only connections from **McLoughlin to Oatfield Rd.** roughly aligned with?

C. Where would you like to see **new street crossings** along McLoughlin?

SURVEY: WHERE WOULD YOU LIKE TO SEE NEW BIKE AND PEDESTRIAN CONNECTIONS (WEST)

ANSWER CHOICES	RESPONSES	
1. Evergreen Ave.	12.41%	35
2. Silver Springs Rd.	17.38%	49
3. Midpoint section between Silver Springs Rd. and Torbank Rd.	15.25%	43
4. Torbank Rd.	15.60%	44
5. Midpoint section between Torbank Rd. and Courtney Rd.	16.31%	46
6. All of the above	36.17%	102
7. Don't want new connections	16.67%	47
8. Other (please specify)	6.74%	19
Total Respondents: 282		

SURVEY: WHERE WOULD YOU LIKE TO SEE NEW BIKE AND PEDESTRIAN CONNECTIONS (EAST)

ANSWER CHOICES	RESPONSES	
1. Evergreen Ave.	10.47%	29
2. Silver Springs Rd.	23.83%	66
3. Torbank Rd.	20.22%	56
4. Holly Ave.	11.19%	31
5. All of the above	36.82%	102
6. Don't want new connections	19.13%	53
7. Other (please specify)	6.50%	18
Total Respondents: 277		

SURVEY: WHERE WOULD YOU LIKE TO SEE NEW CROSSINGS OF MCLOUGHLIN

ANSWER CHOICES	RESPONSES	
1. Roughly in alignment with Evergreen	10.71%	30
2. Roughly in alignment with Silver Springs	23.93%	67
3. Midpoint section between Silver Springs Rd. and Torbank Rd.	19.29%	54
4. Roughly in alignment with Torbank	20.00%	56
5. Roughly in alignment with Holly Ave	10.71%	30
6. All of the above	22.86%	64
7. Don't want new street crossings	17.86%	50
8. Other (please specify)	7.86%	22
Total Respondents: 280		

QUESTION #2 FOR CAC

WHERE SHOULD NEW BIKE/PED CONNECTIONS BE LOCATED?

Consultant team recommendation: add new bike and pedestrian connections along the Silver Springs and Torbank alignments. Consider additional connections at 400’-500’ intervals to create walkable blocks. These connections need not all continue to the Trolley Trail.

For the 20 year Framework Plan, where should new bike/ped connections be located? Should all new connections intersect with the Trolley Trail, or should some terminate at existing roads (i.e. Linden Lane or Linden Place)?

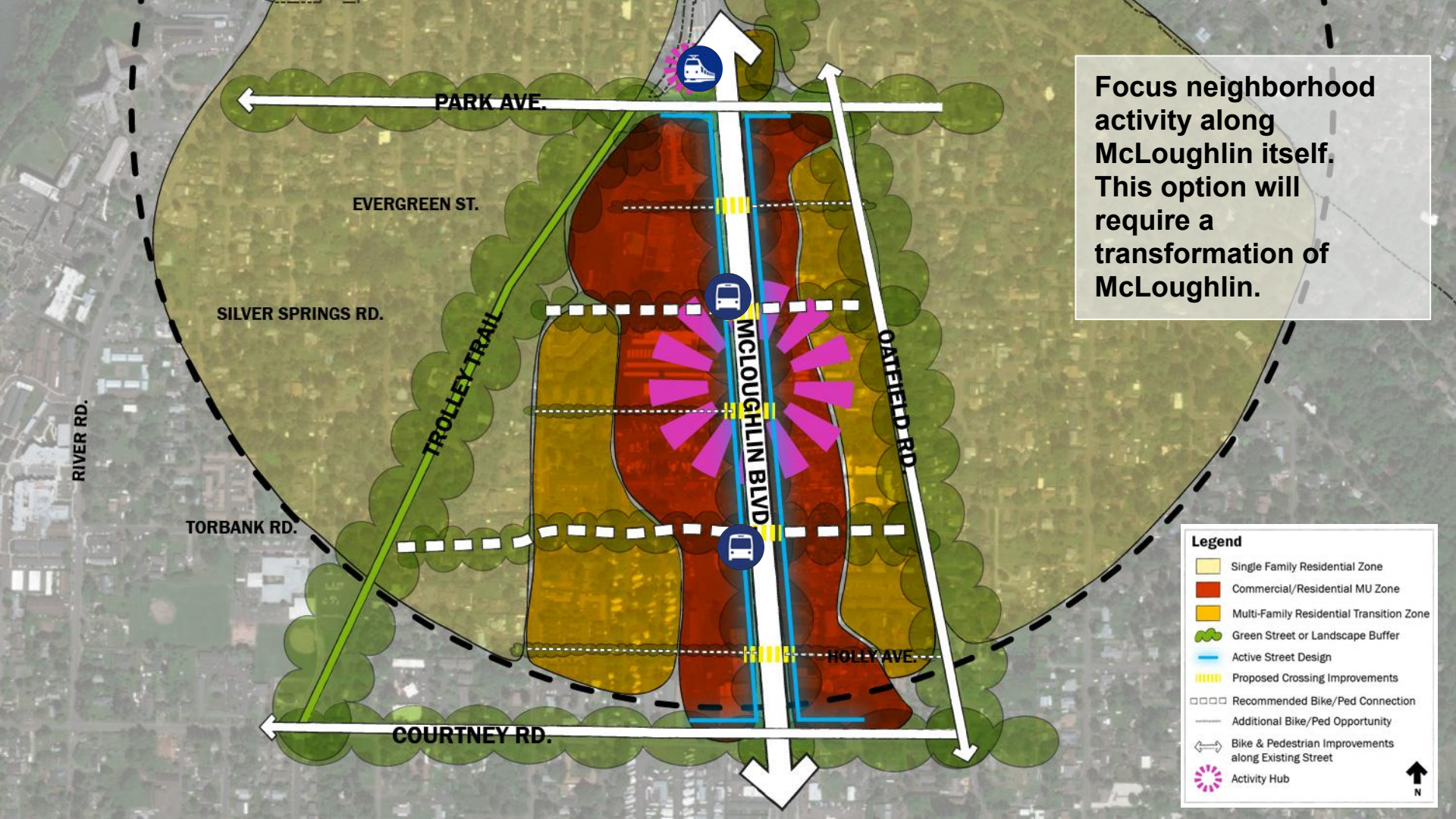
QUESTION #3 FOR CAC

WHERE SHOULD ACTIVITY IN THE AREA BE CONCENTRATED?

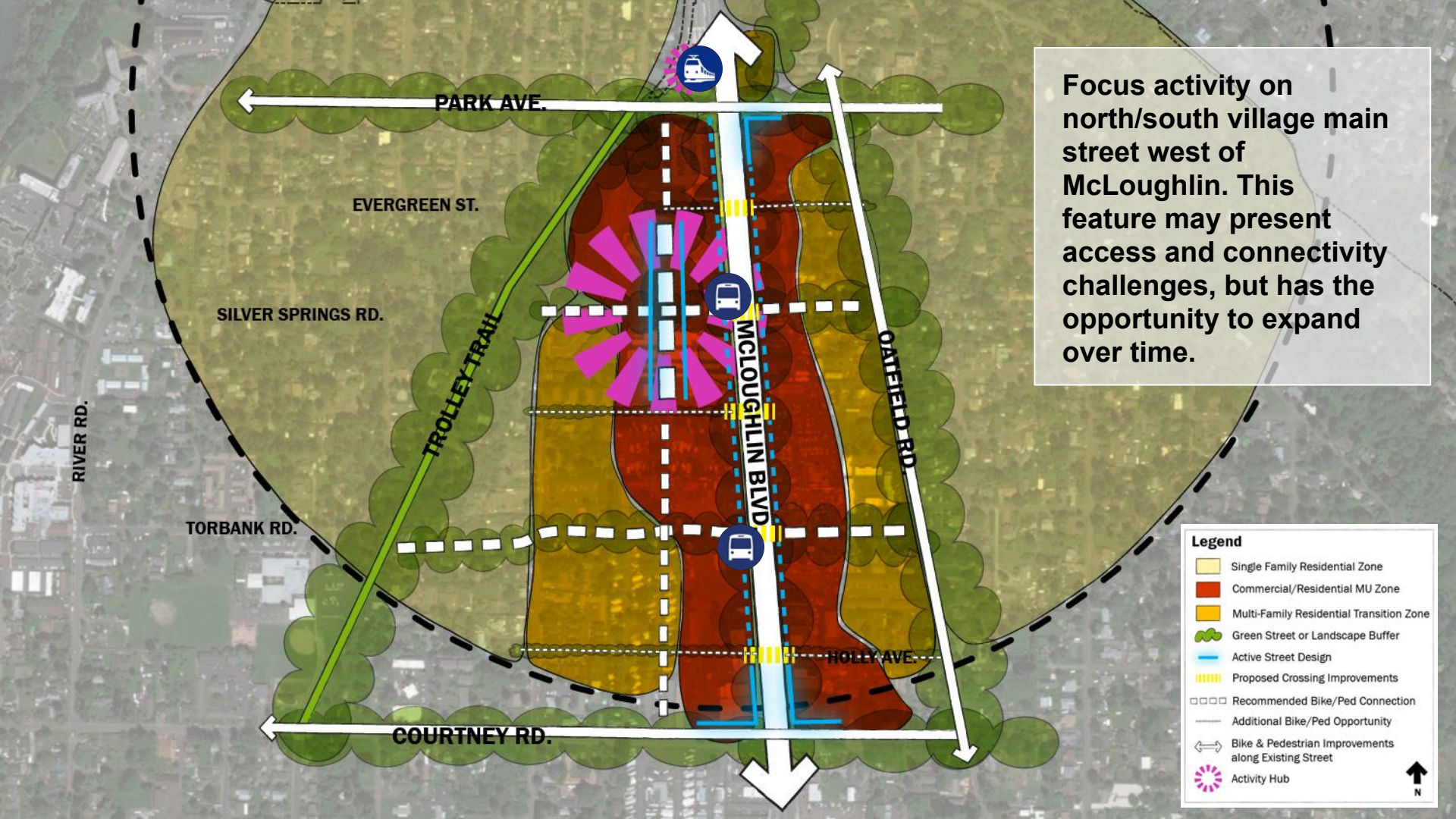
Our Framework Plan alternatives considered an option to focus activity along McLoughlin and another to focus activity along a parallel Main Street.

Where should activity in the study area be concentrated?

The following slides offer a few new variations for consideration along with the previous two.

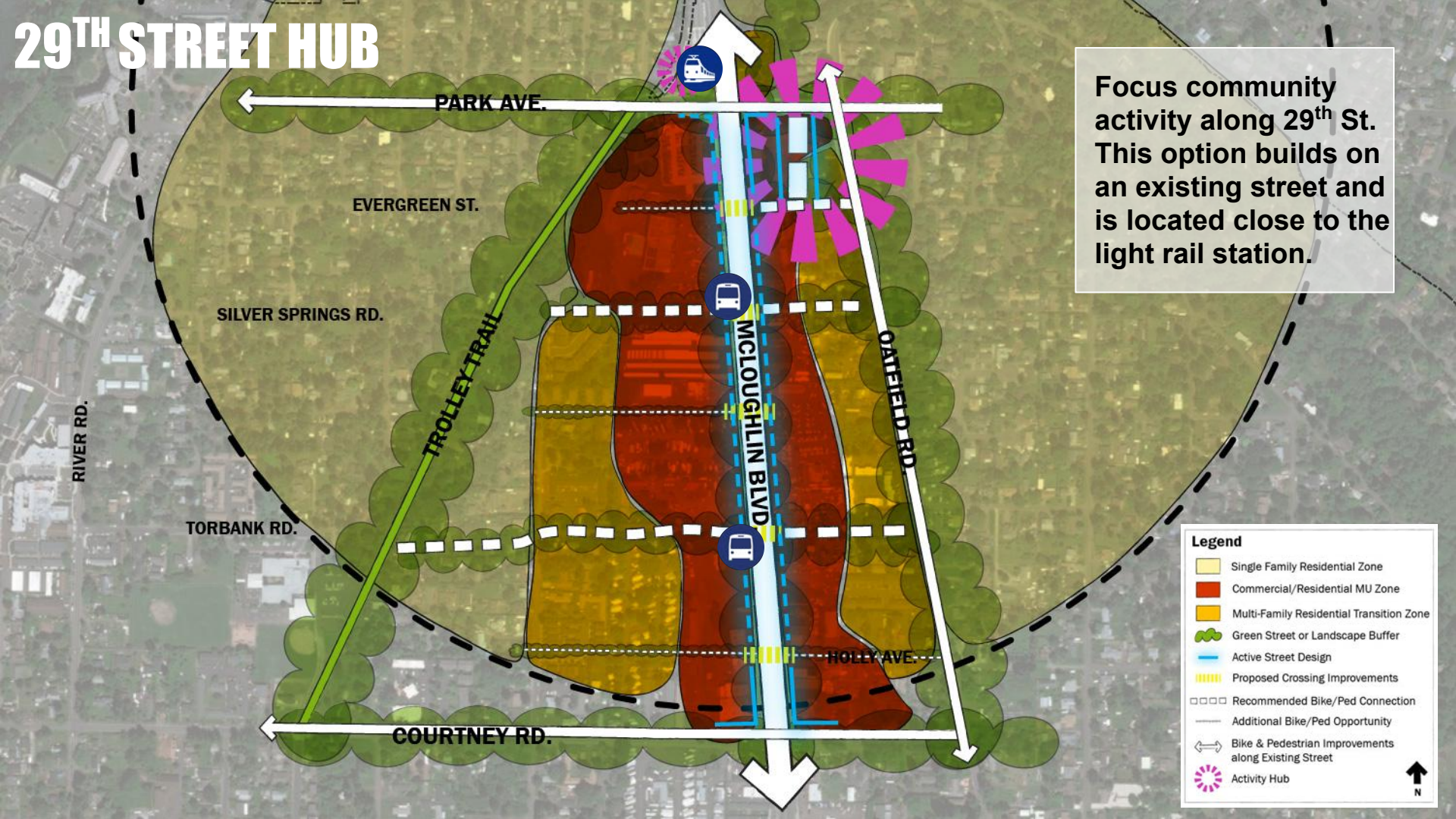


Focus neighborhood activity along McLoughlin itself. This option will require a transformation of McLoughlin.

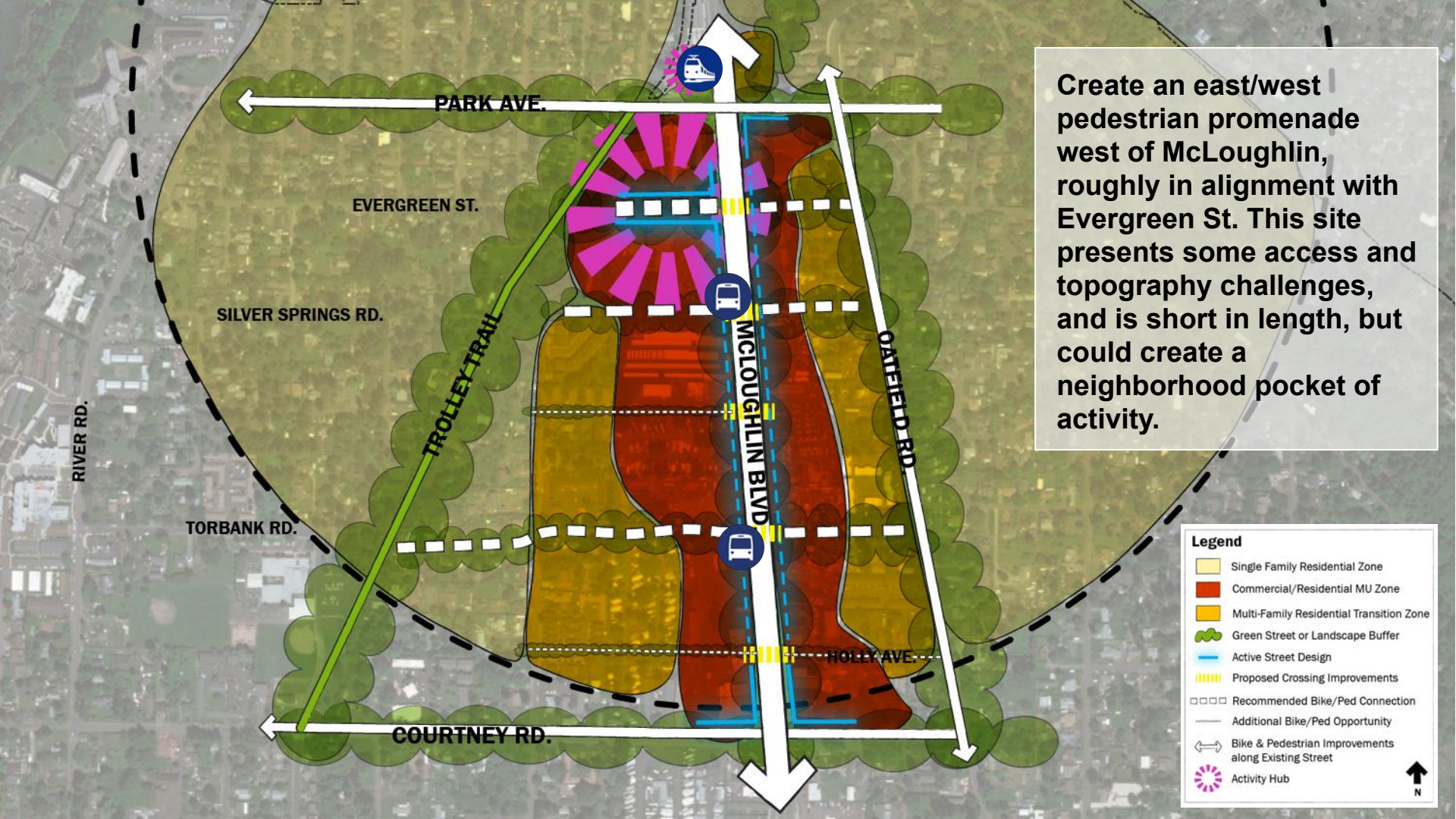


Focus activity on north/south village main street west of McLoughlin. This feature may present access and connectivity challenges, but has the opportunity to expand over time.

29TH STREET HUB

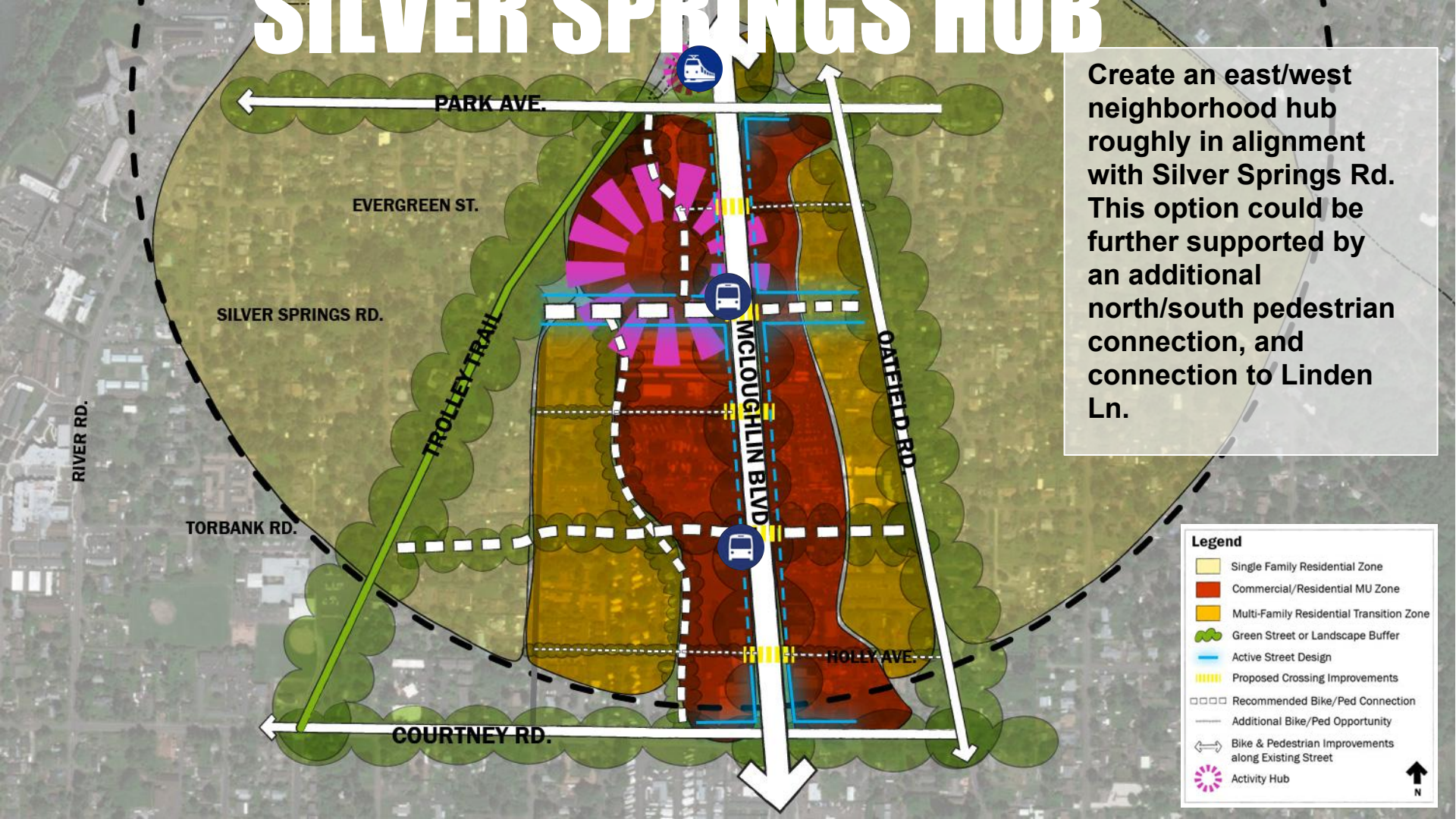


Focus community activity along 29th St. This option builds on an existing street and is located close to the light rail station.

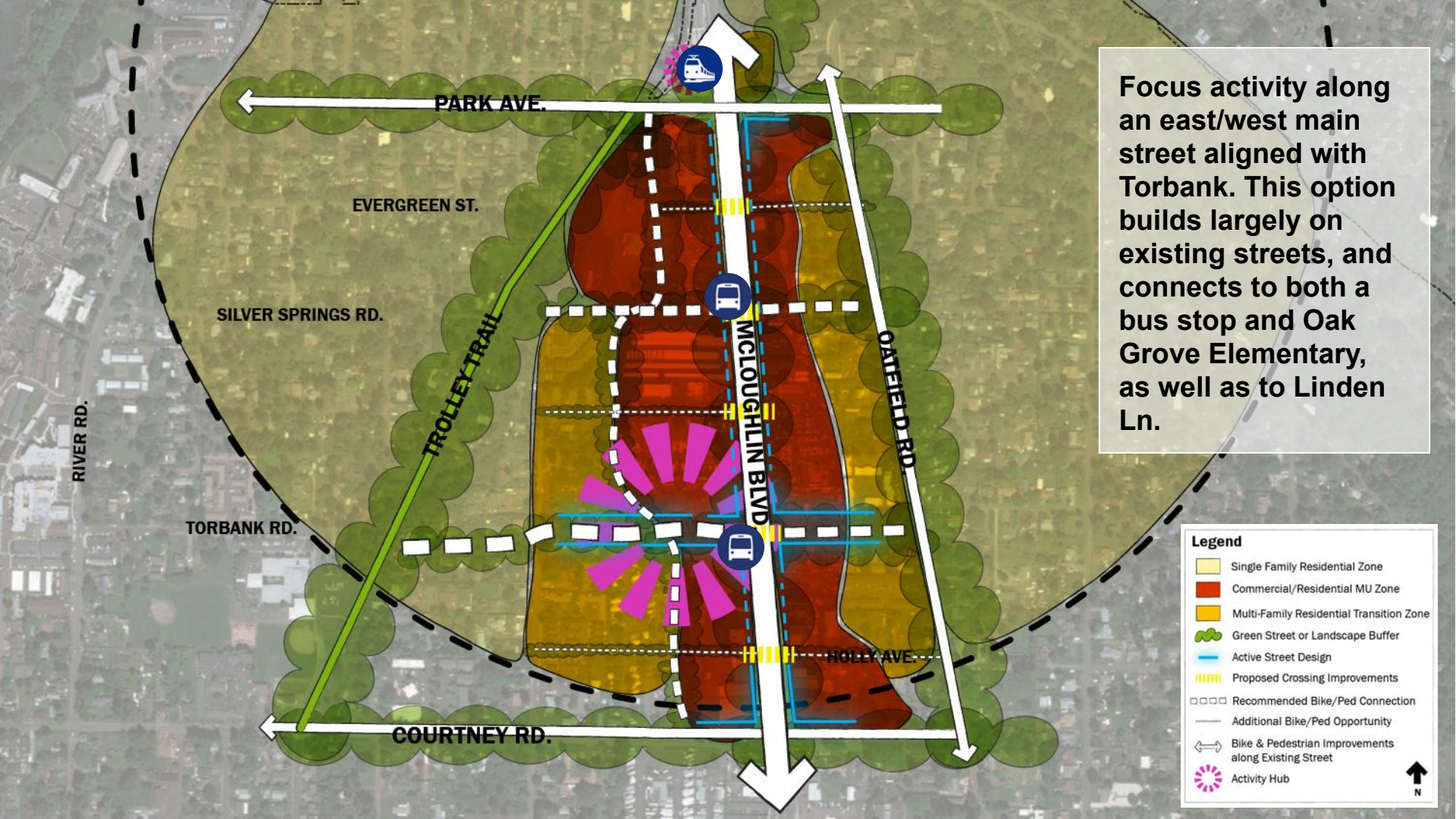


Create an east/west pedestrian promenade west of McLoughlin, roughly in alignment with Evergreen St. This site presents some access and topography challenges, and is short in length, but could create a neighborhood pocket of activity.

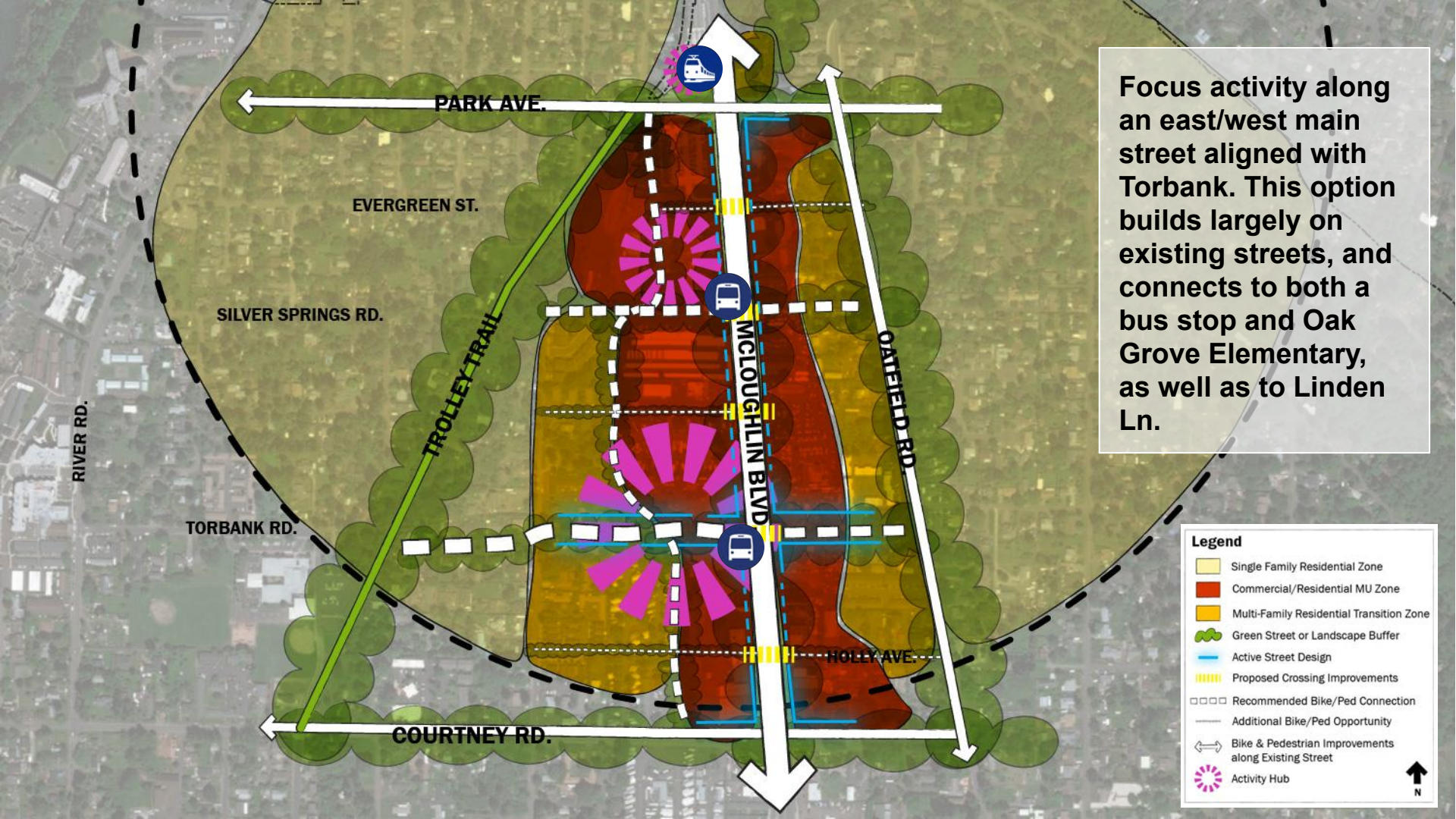
SILVER SPRINGS HUB



Create an east/west neighborhood hub roughly in alignment with Silver Springs Rd. This option could be further supported by an additional north/south pedestrian connection, and connection to Linden Ln.



Focus activity along an east/west main street aligned with Torbank. This option builds largely on existing streets, and connects to both a bus stop and Oak Grove Elementary, as well as to Linden Ln.



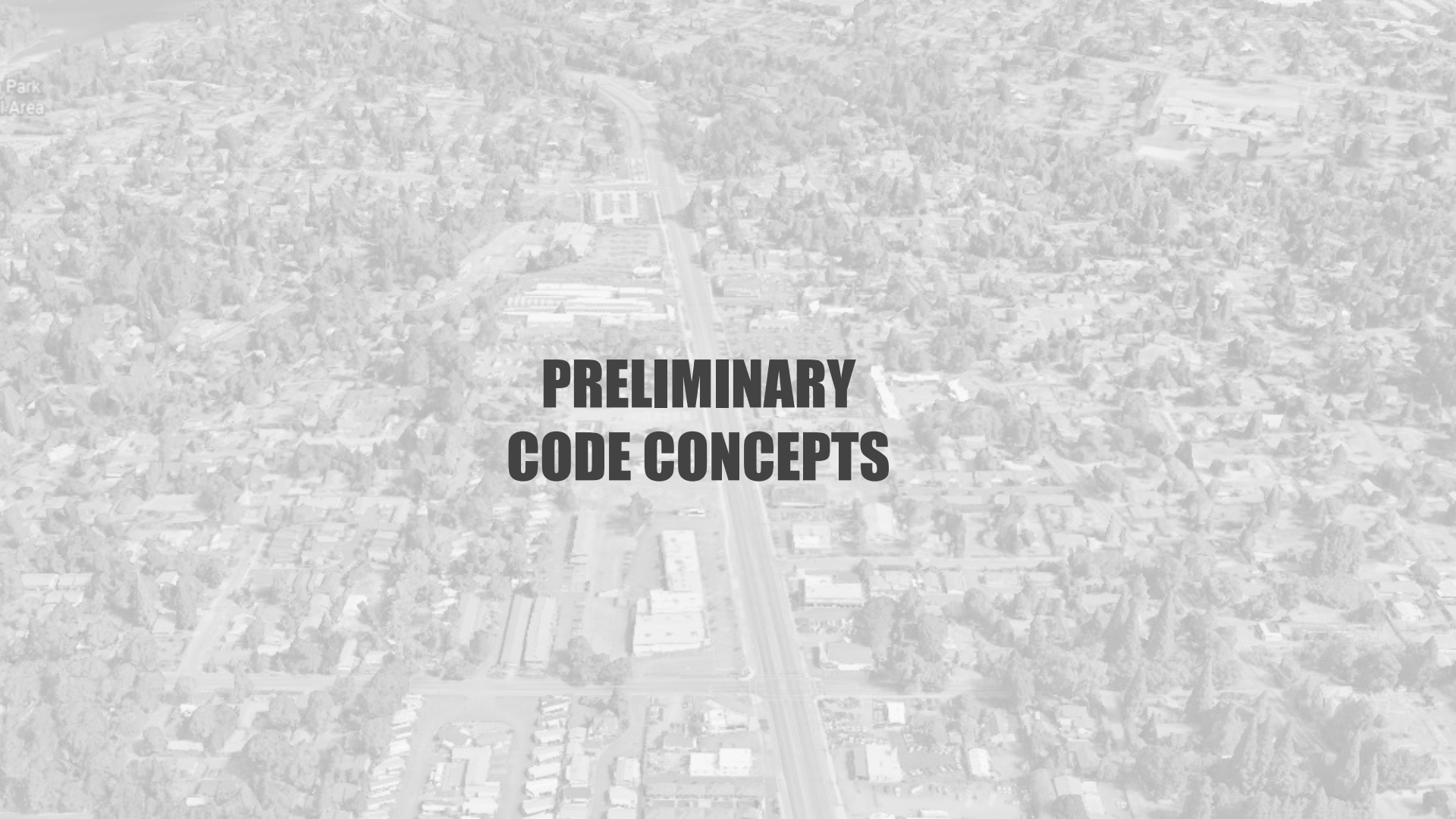
Focus activity along an east/west main street aligned with Torbank. This option builds largely on existing streets, and connects to both a bus stop and Oak Grove Elementary, as well as to Linden Ln.

QUESTION #3 FOR CAC

WHERE SHOULD ACTIVITY IN THE AREA BE CONCENTRATED?

Consultant team recommendation: the Silver Springs and Torbank Hub concepts offer the fewest access and connectivity challenges, can connect to bus transit as well as the existing Linden Ln., and sit adjacent to opportunity sites for redevelopment.

Where should activity in the study area be concentrated?

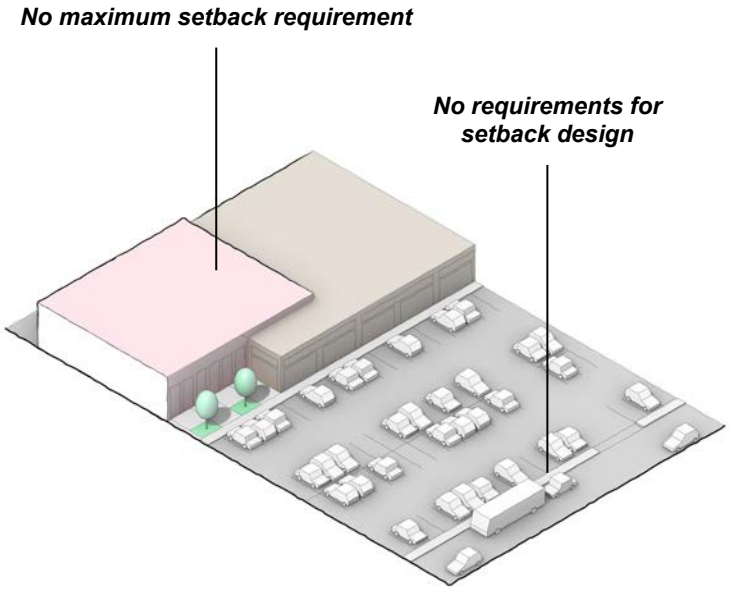


PRELIMINARY CODE CONCEPTS

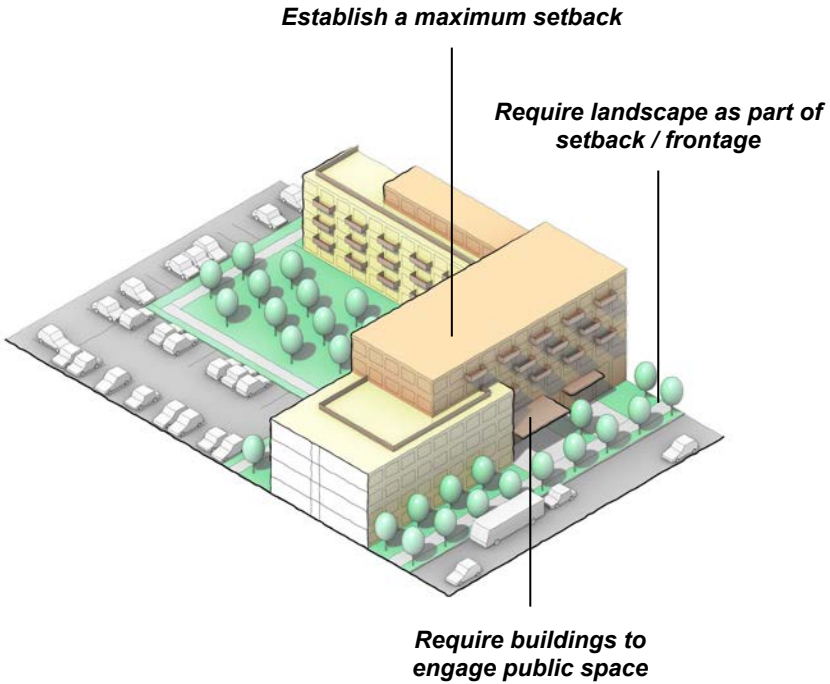
Park
Area
PARK AVE
TROLLEY TRAIL
GC - C3
MCLOUGHLIN BLVD
GC - C3
OATFIELD RD
MR1
MR1
COURTNEY RD

SETBACKS/FRONTAGE

CURRENT STANDARDS



PROPOSED CHANGES



SETBACKS/FRONTAGE

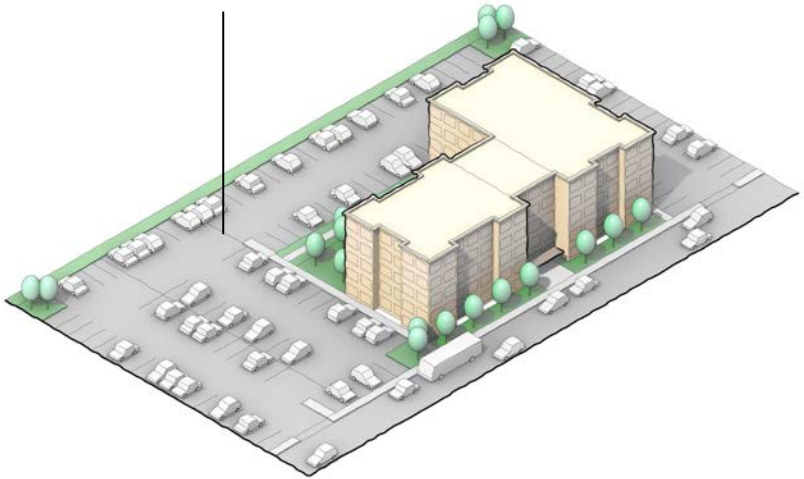
PROPOSED CHANGES

- 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

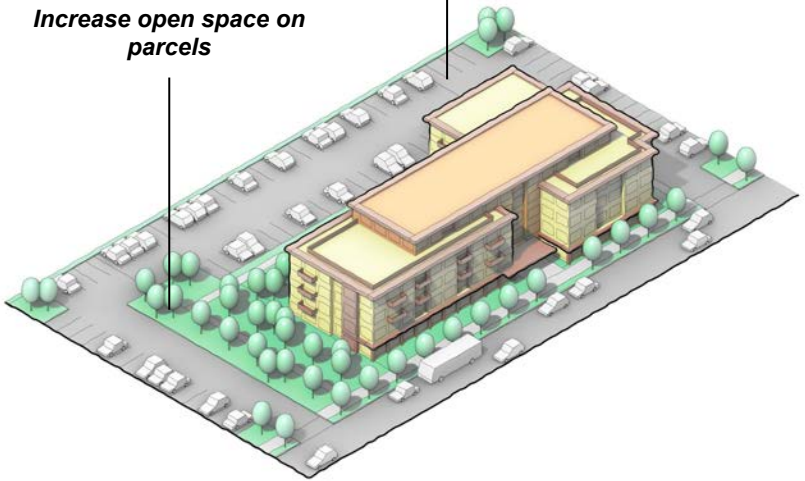
Large surface parking requirements (1.25 stalls per unit)



PROPOSED CHANGES

Balance building, parking, and open space mix with 0.5 stalls per unit

Increase open space on parcels



SITE UTILIZATION PRIORITIES

PROPOSED CHANGES

- Prioritize site area for uses in the following order:
  - 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

Park
Area
PARK AVE
TROLLEY TRAIL
GC - C3
MCLOUGHLIN BLVD
GC - C3
OATFIELD RD
COURTNEY RD

GC - C3 MIX OF USES

CURRENT STANDARDS

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

PROPOSED CHANGES

- **Manufacturing -** allow on-site production of goods from raw materials to be sold (i.e. breweries and distilleries would be allowed).
- **Auto oriented -** limit new uses like self-storage, commercial storage, car wash, gas station, car sales or car repair uses
- **Outdoor storage -** 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 CHANGES

- 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

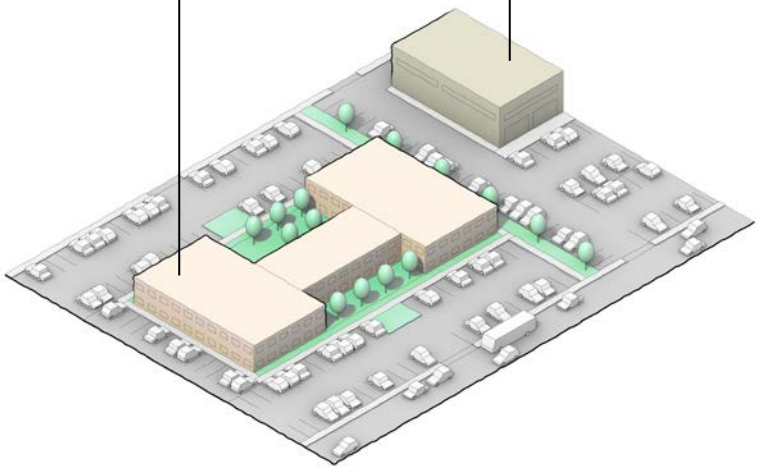
EXAMPLE: 100 DU/ACRE

GC - C3 DEVELOPMENT INTENSITY

CURRENT STANDARDS

Maximum 25 du/ac, with minimum 22.5 du/ac for residential development

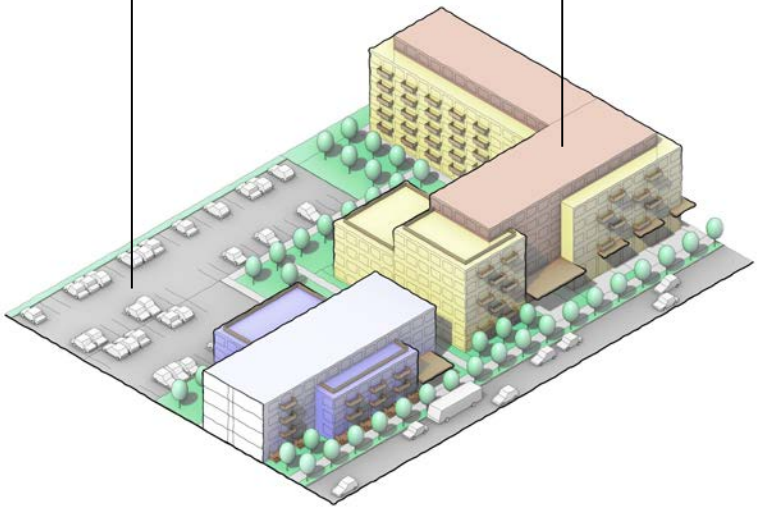
No maximum height or FAR for commercial development



PROPOSED CHANGES

4-5 Story Development

Allow 50-100 du/ac, minimum 22.5 du/ac for residential development



Park
Area
PARK AVE
TROLLEY TRAIL
MCLOUGHLIN BLVD
OATFIELD RD
MR1
MR1
COURTNEY RD

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 CHANGES

- Increase maximum density to 20-30 units per acre, potentially depending on type of use and scale
- Maintain minimum density
- Allow cottage cluster developments in addition to existing uses

MR - 1 DEVELOPMENT INTENSITY AND USES

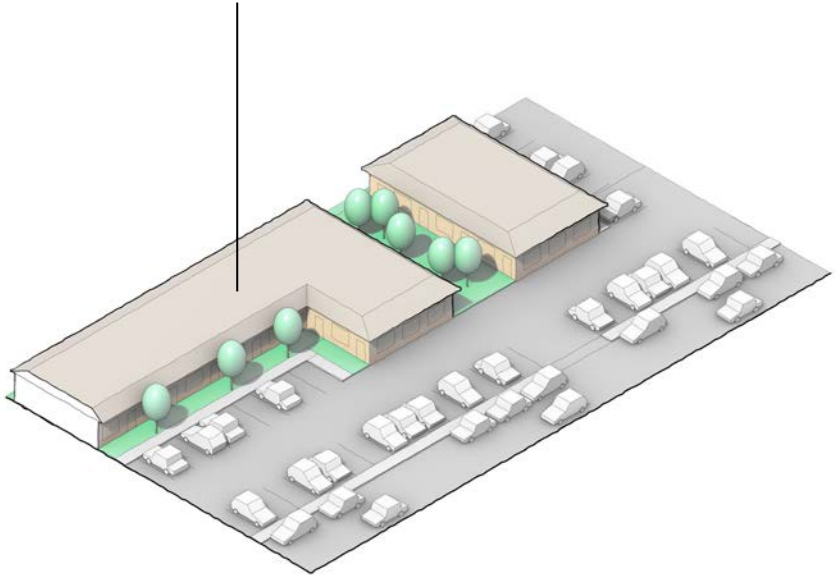
EXAMPLE: COTTAGES

EXAMPLE: TOWNHOUSES

MR-1 DENSITY

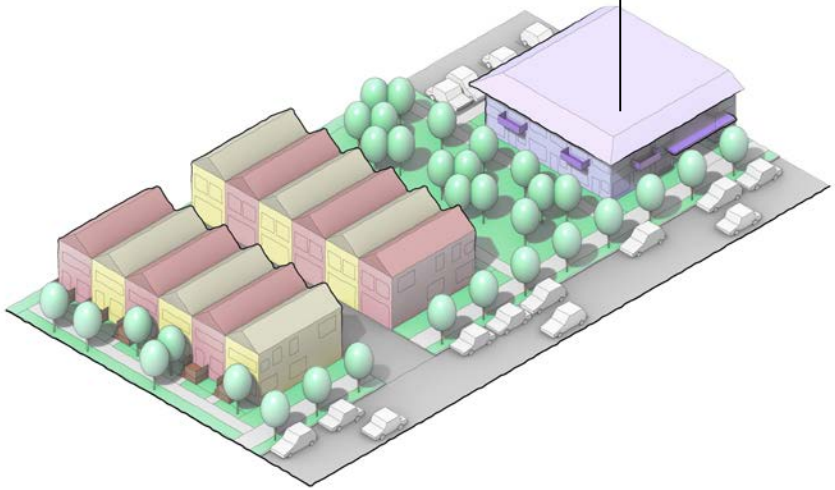
CURRENT STANDARDS

Maximum density of 12 DUs/acre



PROPOSED CHANGES

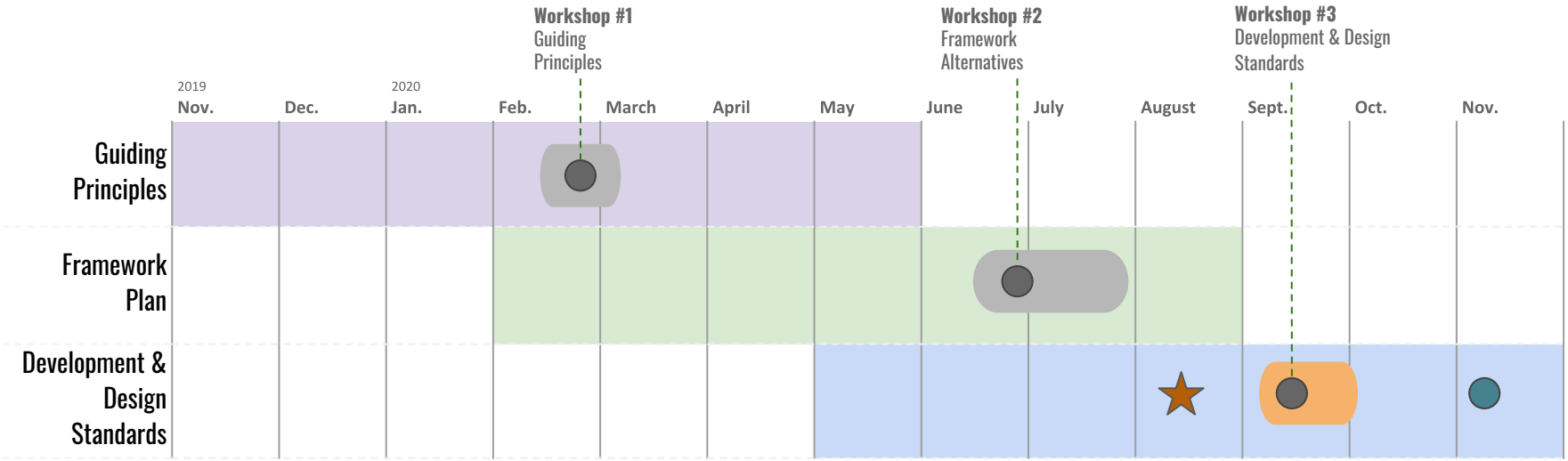
Increase density to allow up to 20-30 DUs/acre



NEXT STEPS

PARK AVE COMMUNITY PROJECT

UPDATED PROJECT TIMELINE



Today's CAC Mtg.

Online Survey Open

Presentation to Board of County Commissioners (Public Hearing)

Public Workshop

QUESTIONS?

THANK YOU!

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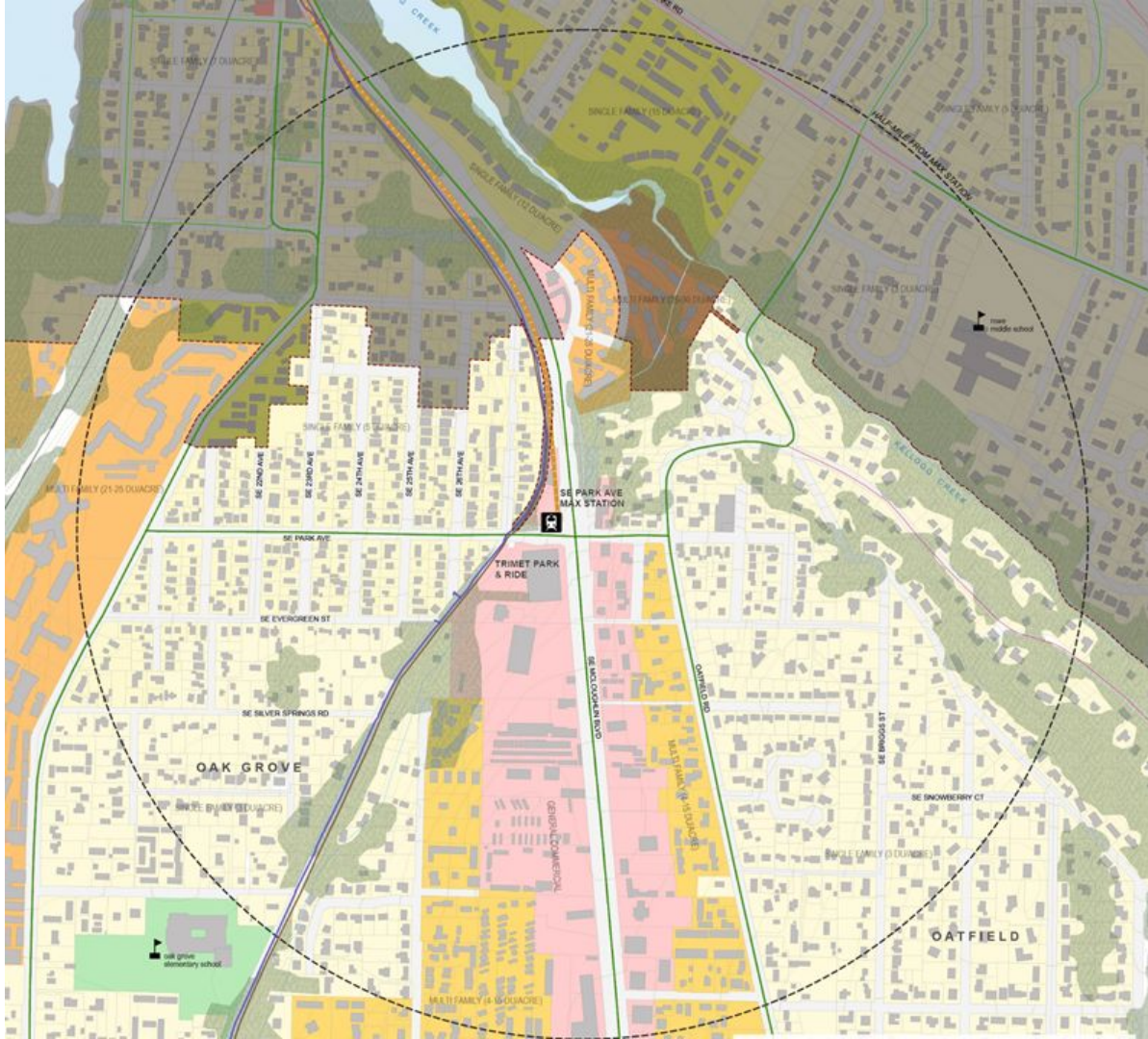
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