

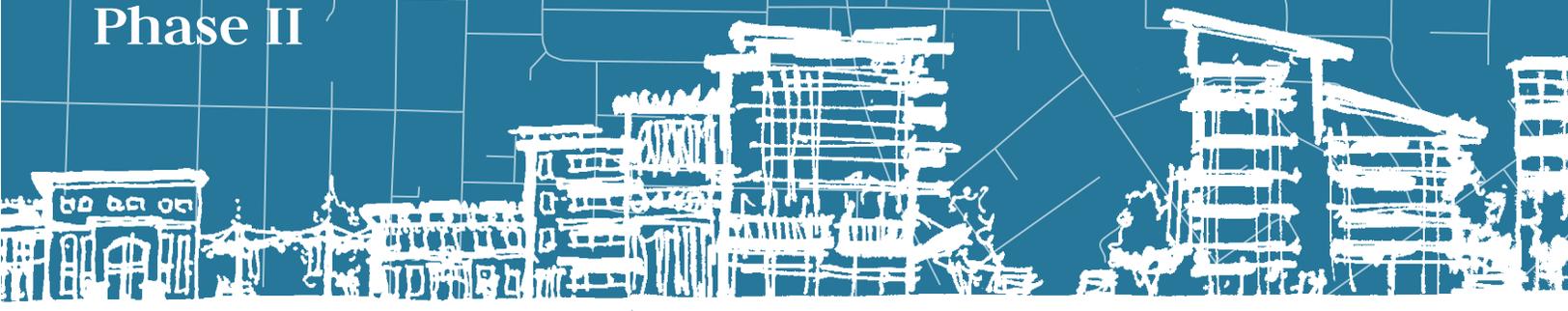


DRAFT Park Ave. Framework Plan

August 31, 2020

Park Ave
Community Project

Phase II





Introduction

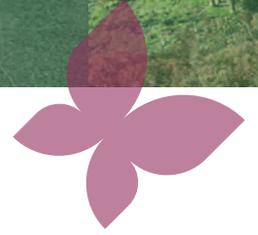
Working closely with the Community Advisory Committee, the Park Ave Community Project has been building on the work completed by previous efforts, including the McLoughlin Area Plan (MAP) and Phase I of the Park Ave Community Project. The McLoughlin Area Plan identifies the specific need to create a community design plan for McLoughlin Boulevard. The Park Ave Framework Plan is a design plan for the area along McLoughlin within ½ mile of the Park Ave Light Rail Station, and addresses certain aspects of the community design plan identified in the McLoughlin Area Plan. This framework plan helps to emphasize and develop a distinct place at the gateway to the McLoughlin corridor.

The desired outcome of this community driven process is recommended development and design standards for the commercial and multi-family residential areas within ½ mile of the Park Ave light rail station. In order to align these standards with community goals and desired character for the area, Guiding Principles were created for the Park Ave area.

The Park Ave Framework Plan, as outlined in the following document was created based on the six guiding principles drafted by the Community Advisory Committee, and was informed by community survey input, interviews with developers and area property owners and focus group conversations.

This plan is intended to represent the 20 year vision for the Park Ave Community Project area, to promote neighborhood resiliency and maintain flexibility for whatever may arise in the future of the area.



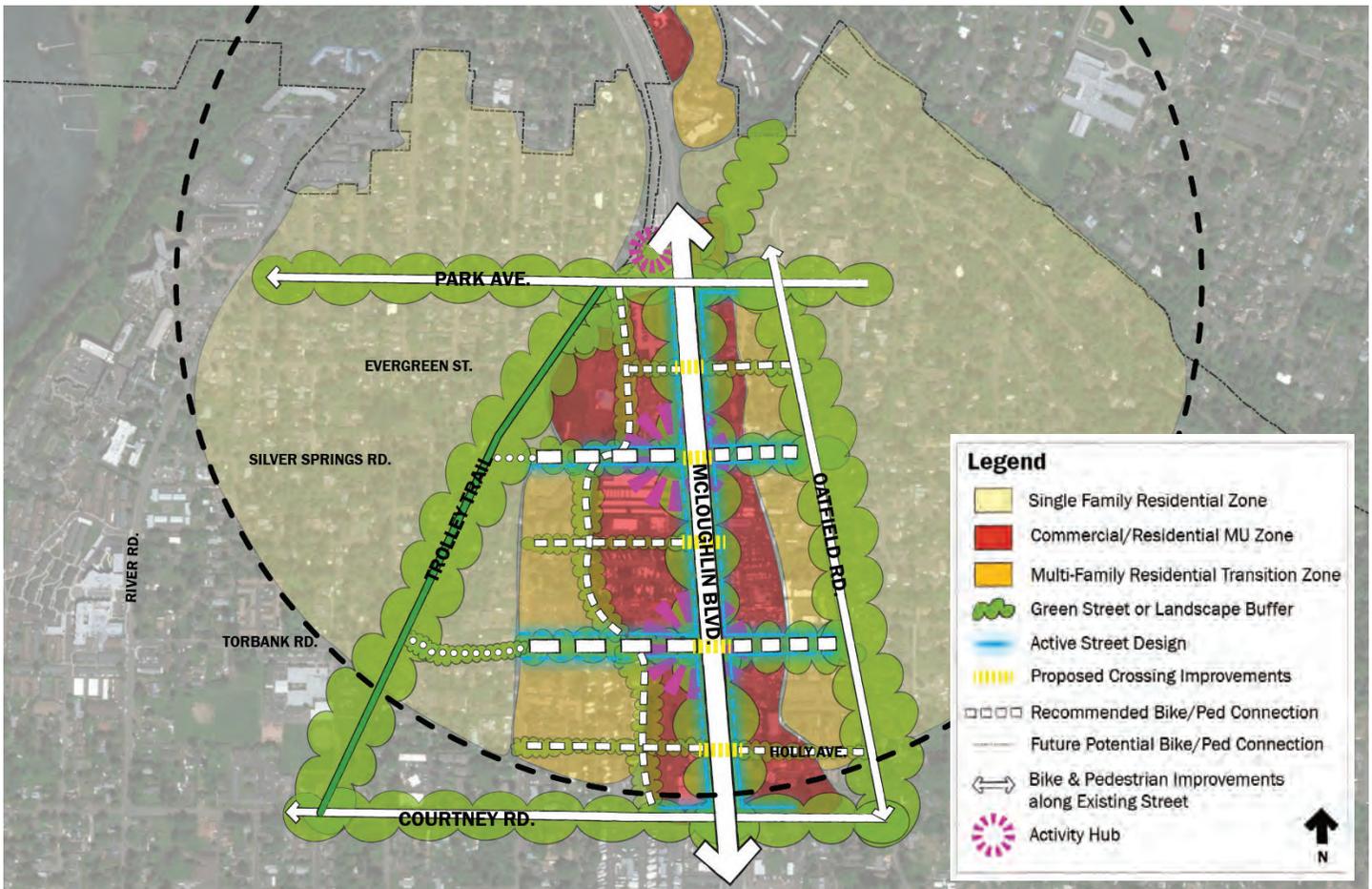


Guiding Principles

These Guiding Principles, drafted by the Park Ave Community Advisory Committee based on community input, established the foundation for the Framework Plan and are intended to serve as a touchstone to evaluate future decision making for the area.

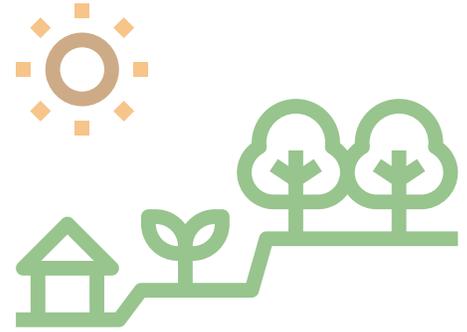
- 1** Increase employment opportunities, promote innovative business ventures and enhance access to business and community services amenities, while remaining sensitive to existing businesses adjacent to transit, along McLoughlin and along the near side streets.
- 2** Increase the diversity and accessibility of housing choices adjacent to transit along McLoughlin and along the near side streets, while maintaining sensitivity to existing residences.
- 3** Provide safe locations, crossings and connections for walking, biking, transit and parking.
- 4** 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.
- 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.

Park Ave. Design Framework



The preferred Park Ave. Framework Plan distinguishes areas of different land use and development character, where there might be an increased intensity of employment or housing opportunities. This plan does not include any changes to the existing Single Family Residential zones. Additionally, the study area includes only the area within a 1/2 mile radius of the lightrail station, though the consultant teams recommends that changes along McLoughlin occur as far south as Courtney. The framework highlights areas of enhanced planting and landscaping to accent the native landscape that gives Oak Grove its unique character. Locations for pedestrian and bicycle improvements are noted, to increase safety and non-motorized movement through the area, and crossing improvements that help create a safe, walkable place to be. Opportunities for active street design are also identified, where buildings engage with public spaces like streets and sidewalks, based on where buildings are placed and how they are designed. Finally, neighborhood hubs or village centers are identified as locations where the community can come together in a central location to utilize neighborhood oriented services.

Framework Elements



Land Use & Development Character

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



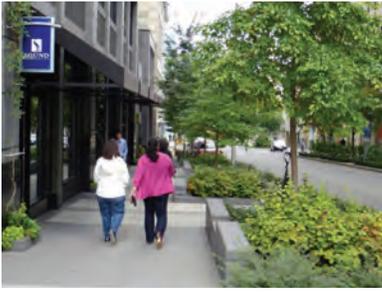
Development in the Commercial/Residential Mixed Use District (shown in red on the map on pg. 4) is strongly supported by the community and will concentrate essential community resources with medium density residential development in the area adjacent to McLoughlin Blvd. The consultant team recommends that new development in this district be walkable and pedestrian oriented, with transparent ground floor facades and businesses that serve the needs of the community. Potential commercial use in this district could include restaurants and other food and beverage services, including bakeries, breweries, and distilleries, as well as services like health care and child care. Residential development in this area could range up to 3-5 stories with ground floors that are inviting to pedestrians.



Development in the Multi Family Residential Transition District (shown in orange on the map on pg. 4) is intended to transition from higher development intensity along McLoughlin to a more moderate development intensity adjacent to single family residential neighborhoods. Residential development in this area could include townhomes, cottage clusters, and low-rise (2-4 story) apartment buildings.



This framework plan does not involve any changes to the existing single family residential areas.



Landscaping & Planting Improvements

Enhanced landscaping and planting along existing roads, sidewalks, and paths. Preserve existing natural features and Oak trees.

Landscape and planting improvements along McLoughlin, Oatfield, and Park could include stormwater infrastructure, landscape buffers to separate bikes and pedestrians from traffic along McLoughlin, street trees, and other natural elements to enhance the physical environment and contribute to the resiliency of the area. Additional landscaping should be incorporated into new pedestrian and bike connections through the area, and as part of new developments through courtyards and smaller pockets of open space.

Although it is outside of the 1/2 mile radius boundary of this project, the consultant team recommends that future projects consider similar improvements along Courtney Rd.



Active Street Design

Contributes to an active public realm that engages people on sidewalks and streets through techniques like: frequent building entries, transparent ground floors, varied building facades, and limited driveway access points.

Active street design should be encouraged within the commercial district at the proposed connections shown on the map at Silver Springs and McLoughlin, and Torbank and McLoughlin, at the southeast corner of Park and McLoughlin, and the intersection of Courtney and McLoughlin. Active street design incorporated into all development along McLoughlin (as indicated by dashed blue lines) would be beneficial to the pedestrian environment, however the areas highlighted by solid blue lines should be the top priority. Where new development occurs along the Silver Springs and Torbank connections in the multifamily residential district, it will be important to balance preserving the character of the residential neighborhood with providing a safe and inviting bike and pedestrian connection.

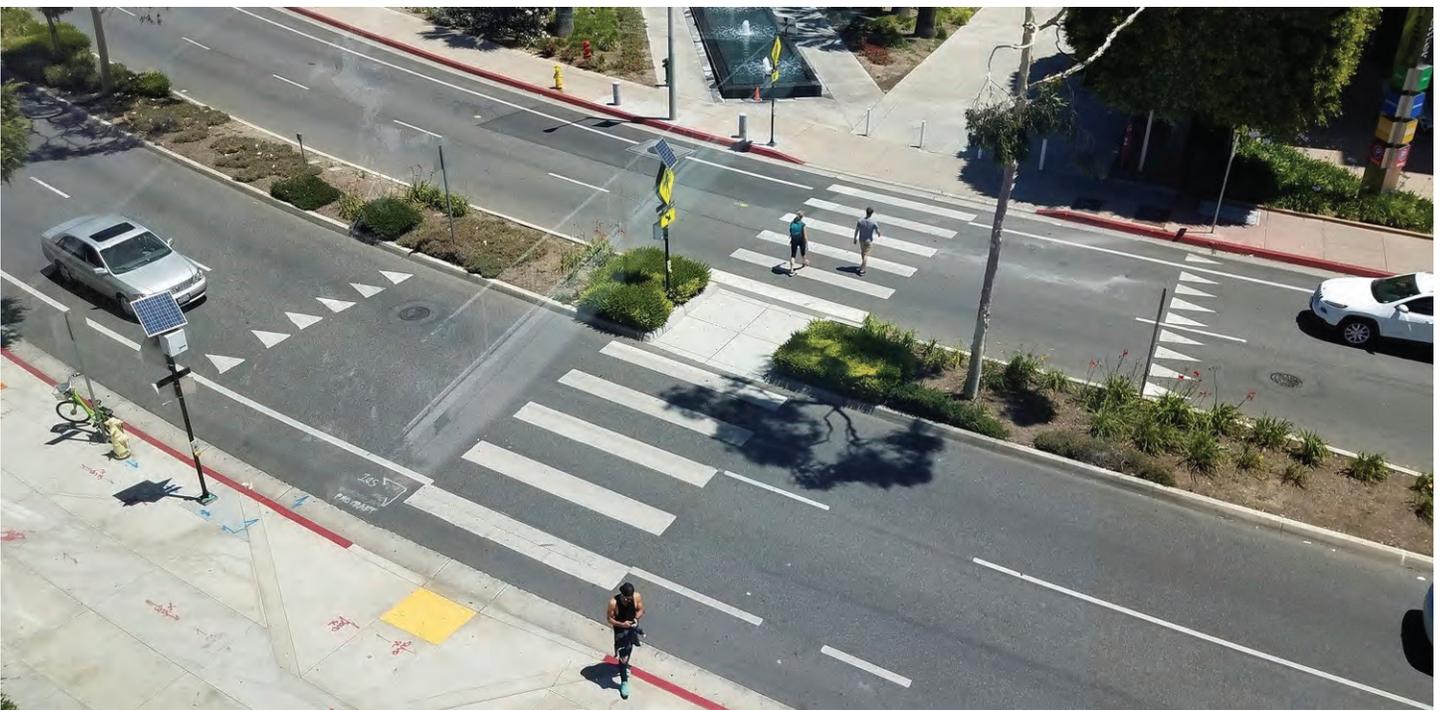


Crossing Improvements

Provide designated and safe pedestrian and bicycle crossings. Treatments at each crossing vary based on conditions.

One of the key objectives that emerged from community input on this project is to improve the walkability of the Park Ave. neighborhood. Crossing improvements along McLoughlin, between Park Ave. and Courtney Rd. will greatly improve the safety and walkability of the corridor. Essential crossings in alignment with Silver Springs Rd. and Torbank Rd. will provide safe pedestrian access to TriMet bus stops. The consultant team recommends additional crossings roughly in alignment with Evergreen, Silver Springs, Torbank, mid-block between Torbank and Holly, and at Holly to further create a safe, walkable corridor. These crossings do not necessarily need to be accompanied by partial or through path connections west and east of McLoughlin, to the Trolley Trail or Oatfield. The consultant team and urban design best practices recommend street crossings every 400 to 800 feet to optimize walkability.

Crossing improvements would vary based on location but they could include raised crossings, pavement/material changes, push button signals, pedestrian refuge medians, etc.





New Bike & Pedestrian Connections

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

The primary recommended bike and pedestrian connections, roughly aligned with Torbank Rd. and/or Silver Springs Rd., serve as key connectors from residential areas adjacent to McLoughlin to essential community resources along McLoughlin. These paths would connect new and existing development directly to TriMet bus stops. At a minimum, new development in the commercial and multi-family areas adjacent to McLoughlin should incorporate improvements to existing sidewalks. These bike and pedestrian connections would not run through the single family residential areas and are recommended to connect through the multifamily residential areas and mixed-use commercial areas.

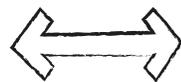
The consultant team recommends additional bike and pedestrian only connections roughly in alignment with Holly and mid-block between Holly and Torbank that terminate at Linden Ln. to minimize impacts to the Trolley Trail while increasing overall neighborhood access and connectivity. A bike and pedestrian connection roughly in alignment with Evergreen, terminating at a new north/south bike and pedestrian connection, would create a walkable grid in the commercial areas adjacent to McLoughlin. The consultant recommended north/south bike and pedestrian connection through the mixed-use commercial district would build upon the alignment of the existing drive aisle at the TriMet parking structure to give non-automobile traffic an internal connection to the district. This small scale grid would increase neighborhood connectivity to community resources without impacting the character and quality of the Trolley Trail and adjacent single family residential zones.





Future Potential Bike & Pedestrian Connections

Future potential bike and pedestrian connections recommended by the consultant team prioritize preserving the character of the existing surrounding neighborhoods while improving access to vital community resources along McLoughlin. The consultant team recommends that, ultimately, the two recommended primary bike and pedestrian pathways (at Torbank and Silver Springs) could intersect with the Trolley Trail to provide equitable access to key community hubs. The consultant team recognizes that connections through existing single family areas to the Trolley Trail will be particularly challenging and will require further study. A small scale through connection in alignment with Torbank Rd. would provide a direct connection between the bus stop on McLoughlin and Oak Grove Elementary School. If built, these connections across the Trolley Trail should be implemented in such a way to protect and preserve the existing qualities of the trail and neighborhood. These connections could potentially be made at some future date, as they would greatly increase access for the residents to new services and amenities near McLoughlin.



Existing Bike & Pedestrian Connection Improvements

Improvements to existing connections through the neighborhood (along Park, Courtney, Oatfield, and McLoughlin) could include completed and widened sidewalks, landscape and street trees, bike lanes buffered from vehicular traffic, and enhanced pedestrian crossings. Crossing improvements would vary based on location but they could include raised crossings, pavement/material changes, push button signals, pedestrian refuge medians, etc.



Neighborhood Activity Hub

A walkable heart and hub for the community, a place for the community to come together for services, gatherings, etc.



Neighborhood activity hubs located at Silver Springs Rd. and/or Torbank would create walkable clusters of businesses and services to serve the needs of the Park Ave. neighborhood. These hubs should serve as neighborhood destinations. Outdoor gathering places and dining options; local retail; and childcare, medical, and other services could all accompany residential development to create a human-scale, neighborhood oriented place. These active places will serve as natural community gathering spaces, where people meet as they are walking and biking to complete errands or get to other services focused on those who live in the neighborhood.



Acknowledgments

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Toole Design

Park Avenue Community Advisory Committee (CAC)

Valerie Chapman

Ann Muir

Monica Barnhouse

Ellen Chaimov

Molly Cunningham

Nate Ember

Dustin Filipek

Sherry Grau

Zachary Hamilla

Donald Harvey

Kimberly Householder

Lee Davis Kell

Danielle Lohmann

Sandra McLeod

Cynthia Nikolas

Casey Snoeberger

Craig VanValkenburg

Vips Patel

Park Avenue Grant Management Team

Karen Buehrig, Clackamas County

Jon Legarza, Clackamas County

Lorraine Gonzales, Clackamas County

Ellen Rogalin, Clackamas County

Patrick McLaughlin, Metro

Karen Bjorklund, McLoughlin Area Plan Implementation Team

