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PARK AVENUE NEIGHBORHOOD & STATION AREA PLAN

RECOMMENDED PLAN



CLACKAMAS COUNTY | OREGON DEPARTMENT OF TRANSPORTATION

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EXECUTIVE SUMMARY

INTRODUCTION

The Park Avenue Neighborhood and Station Area (PASA) Plan is a community-led plan that integrates land use, parks, and open space with a multimodal transportation network that will support transit oriented development around the planned Park Avenue light rail station and 355-space park and ride, located at McLoughlin Boulevard (OR 99E) and Park Avenue. The PASA Plan takes advantage of this significant public investment in light rail and incorporates transit oriented developments (TOD) concepts to create the framework for developing a dynamic neighborhood with a mix of uses, an increase in jobs within walking distance of the station, and safer, more effective multimodal access to the regional transit system and surrounding community.

Area residents have expressed a desire to maintain a “locally focused” development pattern to encourage development that is consistent with the character of adjacent established neighborhoods and to provide opportunities for expanded development that enlivens the area and provides a unique identity for the PASA.

THE PLAN

The land use and transportation plan for the PASA is illustrated in maps, street diagrams, and street cross sections. The plan is broken into four broad categories (Circulation Plan; Greenspace (civic & green space), Urban Design Elements and Frontages; and Regulating Plan/Desired Land Uses) that build upon one another and that, together, constitute a complete environment to foster a Transit-oriented Development (TOD) pattern and support area residents.

CIRCULATION PLAN

The goal of the circulation plan (**Figure 2**) is to provide multimodal access and guidance for the location of future development, while providing some flexibility in the exact location of the required street, so that developers can maximize the development potential of the area. As development occurs, these connections will need to be located in a manner that supports the development, while meeting the project’s goals and objectives to provide better vehicular, pedestrian, and bicycle circulation. The proposed circulation system provides a more pedestrian-friendly grid pattern. The local circulation plan proposes street cross sections that support a multi-modal circulation system including:

- Skinny Streets where there is low traffic and the design matches existing streets;
- Two-Lane Streets where higher volumes of traffic are expected, such as for streets that are directly connected to a larger avenue or boulevard. In areas with lower

traffic levels, lower volume two-lane streets can be striped as sharrows to enhance awareness of bicycles and pedestrians.

- Multi-Use Paths provide pedestrian and bicycle connections from the McLoughlin corridor to the Trolley Trail and nearby neighborhoods. Multi-use paths would be constructed to link to and complement the Trolley Trail.

MULTIMODAL CONNECTIONS

Connectivity for all modes of travel (bicycles, pedestrians, cars, and golf carts/jitneys) within and to the neighborhoods and station area is critical to the success of the area as a TOD community. New neighborhood connections will provide improved links to the future station and development along McLoughlin Boulevard. The Trolley Trail is a major amenity to the area and provides direct north-south connections for bicyclists and pedestrians to the light rail station and vicinity. Additional east-west connections will improve accessibility for area residents. Multi-use path to the Trolley Trail and the proposed street system will be provided at Lindenbrook Court (two locations), Silver Springs Road, and Evergreen Street.

MCLOUGHLIN BOULEVARD IMPROVEMENTS

- Changing the character of McLoughlin Boulevard is central to meeting the project's goals and objectives. The PASA Plan incorporates the multi-way boulevard (**Figure 3**) concept to improve the pedestrian environment, define the area as unique on the corridor, and create an active street frontage in order to help stimulate investment in the area. The multi-way boulevard treatment provides:
 - A raised center median with designated left-turn pockets at new full intersections at Silver Springs, Cinderella, and Torbank Roads;
 - Two through lanes in both directions that maintain the existing 40 miles per hour posted speed;
 - A bicycle/breakdown lane on both sides of McLoughlin Boulevard;
 - A raised, planted side median to separate the parking and slip lane from the through travel lanes.
 - A slip lane-a one-way lane parallel to McLoughlin Boulevard.
 - On-street parking accessed via slip lanes that provide access to adjacent development; and
 - Improved pedestrian crossings with pedestrian-actuated beacons on McLoughlin Boulevard at the intersections of Silver Springs/McLoughlin and Torbank/McLoughlin. In the future, pedestrian-actuated beacons could be replaced with full traffic signals if future development supports the demand for full signals.

This concept maintains the current regional transportation function of McLoughlin Boulevard and reduces the number of driveways. Any new signal on McLoughlin

Boulevard will require the State Traffic Engineer’s approval. Any new street (or driveway) on McLoughlin Boulevard also requires an ODOT Approach Permit. For ODOT to grant an Approach Permit for additional streets on McLoughlin Boulevard, existing driveways (or streets) would need to be closed to help justify the permit approval. In cases where spacing standards are not met (e.g., where the number of driveways exceeds the standard), requests for an Approach Permit may be processed through a “Deviation” when a benefit to the highway can be demonstrated.

PUBLIC REALM: GREENSPACE

Preserving and enhancing natural resources along the Trolley Trail, ensuring that future development complements and expands parks and open space, and providing recreation opportunities throughout the area have been important considerations throughout this project. The public realm, as depicted in **Figure 4**, builds upon the local circulation plan described above and identifies the desired public environment, specifically as a means to define the PASA as unique and as an area that encourages walking, and to build off of the existing natural resources in the area. The key components of the public realm are:

- Connected civic and green space;
- Sustainable design;
- Attractive and walkable streets and paths;
- Strong connections to neighborhoods.

Future park spaces within the PASA are linked via the existing and proposed road and path connections. These connections serve as public spaces between existing neighborhoods, future development, and future civic spaces such as parks and plazas. The street is inviting and encourages activity. All new street cross sections include wide sidewalks and planting strips, with opportunities to provide on-site stormwater treatment, which the Oak Lodge Sanitary District is already pursuing as part of its updated design requirements.

URBAN DESIGN ELEMENTS AND FRONTAGES

The plan proposes a number of urban design elements that are important to support the desired future development pattern. Specific urban design features are organized by three Design Frontage types identified in **Figure 5**. **Corridor Design Frontages** are areas fronting McLoughlin Boulevard. These areas have the highest densities and take advantage of the visibility provided from McLoughlin Boulevard. **Figure 6** illustrates the key components of the Corridor Design Frontage, which are:

- Require ground floor retail on corners. Retail could be single story or multi-story, or could include housing or office space on upper floors.
- Along frontages between the retail corners, permit, but do not require, retail.

High density housing with a minimum of 20 units per acre may be located in these areas.

- Flexible setbacks are permitted to encourage an active street frontage by permitting courtyards that can be used for seating adjacent to retail storefronts, or as a primary entry for multifamily housing through a forecourt entryway.
- Allow midblock pedestrian access to off-street parking or interior plazas. As the area transitions from an auto-oriented land use pattern to a more walkable street, these pedestrian access points could serve as temporary motor vehicle access for parcels that do not have direct access to the future side streets. As access is consolidated onto the side streets, the access points would transition to pedestrian and bicycles only.
- Parking will be provided as shared public on-street parking. Any off-street parking will be located behind buildings.

Mixed Design Frontages, such as Silver Springs, Cinderella and Torbank connecting at McLoughlin Boulevard, link the Corridor and Residential Design Frontages (see below) and provide a transition area between the higher intensity uses and the residential streets in the PASA. **Figure 6** illustrates the key components of the Mixed Design Frontage, which are:

- Require ground floor retail on corners with McLoughlin Boulevard.
- Along Mixed Design Frontages, permit, but do not require, retail based on the permitted conditional uses identified in the underlying zone. Housing with a minimum of 20 units per acre may be located in these areas. A combination of housing types, such as apartments and row houses, are assumed to be developed.
- Flexible setbacks are permitted to encourage an active street frontage by permitting courtyards that can be used for seating adjacent to retail storefronts. Flexible setbacks also permit front porches and stoops on row houses with small planted areas, courtyards, and forecourt entrances for apartments.
- A midblock driveway is permitted to access off-street parking or interior plazas for residential and retail uses. These access points are also the primary auto access points for uses that front on the slip lanes.
- Parking will be provided as shared, public on-street parking on streets within the SCMU zone. Off-street parking is encouraged along other streets (if permitted), but will require additional feasibility analysis. Any off-street parking will be located behind buildings within the SCMU zone.

Residential Design Frontages are new residential streets that act as transition areas between new, higher density development along Mixed Design Frontages and the existing residential development. Residential Design Frontages along new streets provide a strong pedestrian environment and encourage a variety of housing designs to provide architectural diversity. This strengthens both the urban form and the pedestrian experience. **Figure 6** illustrates the key components of the Residential Design

Frontage, which are:

- The Residential Design Frontage is exclusively residential use, except where limited retail is allowed in the multi-family zone.
- Housing types are diverse, with high density housing, such as row houses, cottage clusters and apartments, depending on location and zoning within the PASA.
- Flexible setbacks are permitted to encourage an active street frontage by permitting courtyards that can be used for front porches and stoops on row houses and that include small, planted areas, as well as courtyards and forecourt entrances for apartments.
- Midblock or corner pedestrian access is permitted to access off-street parking or interior plazas for residential uses.
- Parking will be provided as shared public on-street parking on new streets shown on the Circulation Plan. Any off-street parking will be located behind buildings.
- Individual driveways are not permitted directly onto the new SE 27th extension, but consolidated access points are permitted to access interior parking areas. All parking will be located on-street or behind the residential uses.

REGULATING PLAN/DESIRED LAND USES

The PASA Plan identifies two areas where mixed use development and one area where some increased residential density will be planned to provide flexibility for landowners to provide more varied housing options, as illustrated in **Figure 7**. These zoning recommendations should be considered along with the urban design principles described above and illustrated in **Figure 6**.

Designate a Station Community Mixed Use (SCMU) District along McLoughlin Boulevard. This district provides a more transit-focused development pattern, while still providing significant opportunities for landowners and developers to take advantage of the proximity to the Park Avenue Station and McLoughlin Boulevard. The SCMU zone would replace the existing General Commercial (C-3) zone within the Station Community Boundary.

The goal of the new district is to increase flexibility in the types of uses permitted while retaining most of the commercial and residential uses allowed in the current C-3 zone. However, the new district would restrict auto-oriented uses, such as gas stations, car dealerships, and drive-throughs, which are not consistent with TOD. This district will permit urban housing densities with a minimum of 20 dwelling units per acre with no maximum residential densities, and will also permit retail, office, and other commercial and flex space on Mixed Design and Corridor Design Frontages (see **Figure 6**).

Designate the River Road area as a Neighborhood Mixed Use District by zoning it Multifamily Residential to permit higher density residential uses and limited retail

and civic uses. There are significant opportunities along River Road south of Park Avenue, where some of the densest residential development in the area already exists. The zoning change to Multifamily Residential is consistent with the dense residential development on the west side of River Road, but transitions to the lower densities of the existing single-family residential development pattern in the vicinity. Densities and uses should not be as intense as those along the McLoughlin corridor, but they should still take advantage of the high density residential developments in the area and the existing transportation corridors that provide good circulation. This district includes apartments, attached single-family homes, and cottage style homes as permitted uses. The allowed residential density is 12 dwelling units per acre.

Establish standards along Park Avenue and Evergreen Street to evaluate future proposals for higher density, residential plan and zone amendments in the area. Stable, primarily single-family neighborhoods are located between River Road and McLoughlin Boulevard, and preserving these neighborhoods is an important part of the PASA Plan. The majority of existing lots are platted as 5,000-square-foot parcels in subdivisions created in the early 1900s. The current R-7 zone allows accessory dwelling units and home occupations (level 1), as well as two- and three-family dwellings through approval of a conditional use application. However, the area is largely built out and there is limited infill potential. Housing densities are not anticipated to increase significantly even if the zoning was changed to R-5. This plan intends to provide for a more consistent approach to achieve new residential development when conditions can be met, instead of looking to piecemeal infill.

CHAPTER 1. INTRODUCTION

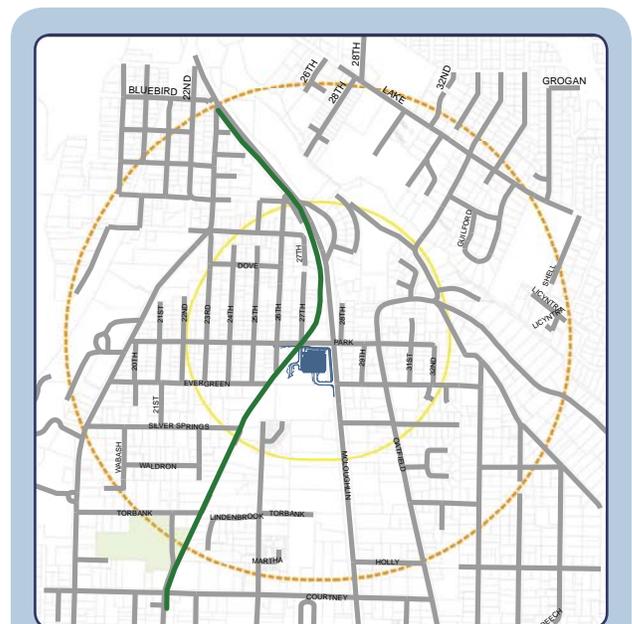
The Park Avenue Neighborhood and Station Area (PASA) Plan is a community-led plan that integrates land use, parks, and open space with a multimodal transportation network that will support transit oriented development around the planned Park Avenue light rail station and 355-space park and ride, located at McLoughlin Boulevard (OR 99E) and Park Avenue. The PASA Plan takes advantage of this significant public investment in light rail and incorporates transit oriented developments (TOD) concepts to create the framework for developing a dynamic neighborhood with a mix of uses, an increase in jobs within walking distance of the station, and safer, more effective multimodal access to the regional transit system and surrounding community.

Currently, the PASA has few direct connections to the future light rail station, particularly for neighborhoods at the southern end near Courtney Avenue. Additionally, the auto-oriented commercial development pattern along McLoughlin Boulevard is not pedestrian friendly and has only intermittent sidewalks and limited pedestrian access. Area residents have expressed a desire to maintain a “locally focused” development pattern to encourage development that is consistent with the character of adjacent established neighborhoods and to provide opportunities for expanded development that enlivens the area and provides a unique identity for the PASA.

This plan provides a summary of work completed that informed how the land use and transportation alternatives and recommendations were developed to achieve residents’ and Clackamas County’s vision for the area. Full reports are available in the appendices (under separate cover).

This plan is broken into five chapters:

- **Chapter 1:** Introduction provides an overview of the planning process, the project’s objectives, and the public involvement process.
- **Chapter 2:** Planning Context identifies the existing land use and environmental conditions within the PASA that were used to develop the land use and transportation alternatives.
- **Chapter 3:** Opportunities and Constraints and Market Analysis identifies opportunities and constraints and market conditions within the PASA that were used to inform the land use and transportation alternatives development process.



The Project Team and advisory groups looked at a variety of land use and transportation options within approximately 1/2 mile (orange circle) of the Park Avenue Light Rail Station, the distance a person is typically willing to walk to catch light rail.

- **Chapter 4:** Alternatives Considered describes the proposed Station Community Boundary and two land use and transportation alternatives, and summarizes the public feedback on those alternatives.
- **Chapter 5:** Plan presents the land use and transportation plan.
- **Chapter 6:** Implementation provides strategies and prioritization necessary to implement the plan.

PLANNING PROCESS

Clackamas County Planning Division staff managed the PASA project with extensive coordination with the Oregon Department of Transportation (ODOT). The consultant firms of David Evans and Associates (DEA), Leland Consulting, Laurence Qamar Architecture and Town Planning, and Zenn Associates provided expertise on TOD and transportation analysis, and worked with Clackamas County (the County) and ODOT staff to develop the plan. Funding was provided by the Oregon Transportation and Growth Management (TGM) Program and Clackamas County. Developing a successful project outcome requires not only collaboration among jurisdictions and the project team, but also strong citizen involvement. The project team coordinated on concurrent planning efforts and with local citizens and neighborhood groups including:

- The Oak Grove Community Council (previously named Oak Lodge Community Council);
- City of Milwaukie and its neighborhood representative from the Island Station Neighborhood;
- McLoughlin Area Plan Committee (MAP);
- Citizens Informed and Aware; and
- Urban Green.

Three project committees were created to guide the plan development and public outreach, and they met for the duration of the project. These included a Policy Advisory Committee (PAC) (two meetings) composed of elected officials from Clackamas County, Metro, the Cities of Milwaukie and Gladstone, and senior staff from

ODOT and TriMet; a Stakeholder Advisory Group (SAG) (five meetings) composed of representatives from the groups listed above and area residents within one-half mile



The land use and transportation concepts were developed from public input at several public meetings and one public workshop. Small groups (above) worked together to formulate design options.

of the Park Avenue Station; and a Technical Advisory Committee (TAC) (four meetings) composed of service providers and technical experts.

Public involvement was critical for developing the land use and transportation alternatives and recommended alternative. Public meetings included:

- Three general public meetings held on December 2, 2010, June 28, 2011, and November 15, 2011;
- One design workshop held on March 12, 2011;
- An expert panel review to advise the project team on the market conditions for redevelopment and feasibility of the evolving alternatives held on July 7, 2011; and
- Stakeholder interviews to discuss potential development opportunities held throughout the project.

The Clackamas County Board of County Commissioners was updated during two work sessions held on October 25, 2011, and January 17, 2012, to inform the board members of the plan progress and recommended land use and transportation alternatives. The Clackamas County Planning Commission was also updated on January 12, 2012.

The consultants, and County and ODOT staff worked together as a project team to engage the public, identify issues, develop concepts, conduct stakeholder and expert reviews, and develop the recommended plan. The major steps in developing the plan included:

- **Existing Conditions.** The project team assembled information on the existing transportation system, transit service, land uses, current market values, and other characteristics needed to identify opportunities and constraints in the project area.
- **Opportunities and Constraints.** The project team identified opportunities and constraints to identify critical issues and identify components of the land use and transportation alternatives.
- **Guiding Principles and Evaluation Measures.** The project team, in consultation with the SAG and the TAC, developed guiding principles and evaluation measures.
- **Land Use and Transportation Concept and Alternatives.** The project team used the information described above, coupled with input from area residents and businesses through a public workshop and small group meetings, to develop land use and transportation concepts and alternatives.
- **Alternatives Analysis.** The project team analyzed two alternatives, each with projected development in housing, retail, and institutional uses, for potential traffic impacts. Public meetings, and stakeholder and technical advisory groups provided opportunities for public review and comment and selection of a recommended alternative.

PROJECT GOAL AND OBJECTIVES

The project team developed project objectives to guide development and evaluation of the land use and transportation alternatives, and selection of the recommended alternative described in Chapter 5. The SAG and TAC reviewed and amended the project objectives and evaluation criteria to ensure that they were consistent with their goals for the project. Of particular importance was that the PASA Plan's objectives and evaluation criteria be consistent with the MAP project Guiding Principles as they are applicable to the PASA project boundary (approximately one-half mile around the Park Avenue Station).

Both groups agreed that the following objectives and evaluation criteria should guide the PASA planning process and are consistent with the MAP Guiding Principles.

STATION AREA CHARACTER

Reinforce/develop a unique neighborhood identity.

- Builds upon characteristics that make the Oak Grove area unique and desirable (e.g., Trolley Trail, streams, wetlands, trees, and views to the West Hills and area mountains).

Provide for a variety of housing types to support a range of incomes and ages.

- Provides TOD that is designed to encourage walking and biking.
- Defines development nodes to reinforce a neighborhood-scale character and to provide nearby neighborhood services.

Introduced features to break up McLoughlin Boulevard's strip commercial character. Determine station boundary to increase eligibility for infrastructure funding.

- Identifies a Station Area Boundary (as defined by Metro Title 6) to reinforce the area identity and increase eligibility for infrastructure funding.
- Identifies opportunities for sustainable infrastructure (e.g., green streets).

Identify and reinforce natural and distinctive elements, such as streams and wetlands, trees, and historic places, which make the Oak Grove area unique and desirable.

- Incorporates the Urban Green design concepts for the Trolley Trail and light rail station.
- Natural resources are enhanced and incorporated into the neighborhoods.
- Preserves the historic components of the area.

TRANSIT ORIENTED DEVELOPMENT

Develop safe, convenient, and attractive routes to walk, bike, and travel around Oak Grove, especially to and from the Park Avenue Station.

- Has well-defined, multimodal linkages to area destinations (e.g., between homes, schools, Trolley Trail, station, and commercial corridors).
- Has efficient and direct connections to the station.

Identify areas appropriate for transit oriented development.

- Has a variety of housing types to support a range of incomes and ages and area businesses.

Identify places for neighborhood businesses to reduce the need to travel outside the neighborhood.

- Proposes land uses that take advantage of light rail and bus transit without relying on driving.
- Improves the pedestrian environment, including increasing connections across and along McLoughlin Boulevard.
- Meets Metro's Station Community targets (i.e., 45 persons per acre and includes areas suitable for two- to three-story buildings).

ECONOMIC DEVELOPMENT

Create an environment that is attractive for area development and redevelopment.

- Identifies potential public investments attractive to people and private development.
- The design concept changes the character of McLoughlin Boulevard to attract business investment.
- Encourages businesses in commercial areas that have unique identity, which businesses can identify with and brand.
- Provides land uses that can take advantage of light rail market opportunities.
- Identifies catalyst development project or projects to help improve area character and attract area business investment.

PROCESS AND IMPLEMENTATION

Identify specific projects, estimated project costs, and potential funding mechanisms to implement plan.

- Includes a short-term and a long-term implementation plan and estimates the potential leverage of public investment.



Develop code standards that promote compact development and a mix of uses in the station area.

- The Draft Comprehensive Plan/Zoning and Development Ordinance language is clear and includes requirements and design standards to achieve the project objectives.
- Provide citizens both in and near the study area meaningful opportunities for citizen participation.
- Has community support (i.e., incorporates the “Urban Green” concepts and MAP project objectives).

CHAPTER 2. PLANNING CONTEXT

EXISTING CONDITIONS

The project team compiled baseline information for the area within a one-half-mile radius of the Park Avenue Station, including portions of the City of Milwaukie adjacent to the Park Avenue light rail station.

LAND USE

The PASA is bisected by McLoughlin Boulevard, a state district highway that also serves as the hub for the commercial area. The primary residential use in the study area is low density, single-family beyond the properties fronting McLoughlin Boulevard. The highest density housing in the area is located along River Road, although there are also multifamily units in pockets throughout the area. The County estimates that there are 980 single-family homes and 1,600 apartments, duplex/triplex, mobile home courts, and retirement homes in the study area.

County staff conducted a windshield survey in December 2010, along McLoughlin Boulevard and identified 83 businesses and 8 vacancies; however, since that survey several businesses have closed. Businesses in the study area include car dealerships, auto repair services, an auto fueling station, storage rentals, trailer rentals, restaurants, convenience stores, and limited office services. Businesses are also located along River Road in the Willamette View Manor (bank and café) and across the street at River Road and Evergreen Street (a convenience store). At least 87 parcels are designated vacant, which is defined as no building or



McLoughlin Boulevard today (top) is not pedestrian friendly, with narrow, intermittent sidewalks and focused purely on auto related land uses. Areas adjacent to the corridor support a mix of single and multifamily housing (middle) and strong multi-use trail connections (bottom) where habitat restoration is occurring in conjunction with the LRT project.

buildings with value less than \$50,000. Two parcels are private open space to serve residents.

The PASA is designated for urban uses, as shown in Table 1. Adopted comprehensive plans and zoning maps for Clackamas County designate the majority of parcels as residential uses. Residential zoning is mostly low density (64%) but includes areas of medium density (9%) in the southern portion of the study area adjacent to the commercial zoning along the corridor and two pockets of high density zoning (16%)—one along River Road and one east of McLoughlin Boulevard along Lakewood Drive and Whitcomb Drive within Milwaukie city limits. The McLoughlin corridor is zoned for General Commercial uses.

Table 1. Comprehensive Plan Designations and Zoning (Unincorporated Clackamas County)

Comprehensive Plan Designations	Zoning Classifications	% of Study Area
Residential	Low density residential	64%
	Medium density residential	9%
	High density residential	16%
Commercial	General Commercial	5%
	Neighborhood Commercial	0.2%

Public facilities in the study area consist of three public schools: Oak Grove Elementary (on Torbank Road east of River Road), Rowe Middle School (located on Lake Road east of Oatfield Road), and Milwaukie High School (on 23rd Avenue). The area is underserved by parks with only one park, Spring Park Natural Area, located in the northwest corner of the study area.

The Trolley Trail is a well known and documented historic feature in the community and was recently paved and converted to a multi-use trail. The East Side Railway Company operated passenger streetcar service along the 16-mile stretch between Portland and Oregon City from 1893 to 1958. Some historic residences still remain along the line, shown on **Figure 7** (Page 40).

STREETS

McLoughlin Boulevard is the only Major Arterial/Highway in the study area and the only street managed by ODOT. All other streets are managed by either the City of Milwaukie or Clackamas County. Streets in the study area are classified in Table 2; most are local streets, some of which have substandard right-of-way (ROW) width. Some of the local streets dead end at private properties and therefore limit connectivity through the study area. Additionally, commercial properties along McLoughlin Boulevard between Park Avenue and Courtney Avenue have limited access through their parcels.

Table 2. Functional Classification and Roadway Standards (Clackamas County)

Functional Classification	Streets	Minimum ROW Width	Minimum Paved Width
Major Arterial	McLoughlin Boulevard	60'-134'	36'-98'
Minor Arterial	River Road (with the River Road/22nd couplet from McLoughlin Boulevard), Oatfield Road, and Lake Road	60'-115'	36'-98'
Collector	Park Avenue (River Road to Oatfield Road) and Aldercrest Drive	60'-70'	36'-50'
Local	All other streets in study area	50' (60' along parcels zoned for commercial or multifamily)	28' 32' for commercial or multifamily)

PEDESTRIAN, BICYCLE, AND TRANSIT FACILITIES

The study area has very limited sidewalk facilities. Park Avenue, Lake Road, and Holly Avenue are the only streets that provide complete pedestrian connections to other streets. McLoughlin Boulevard has large stretches of sidewalks, but there also are significant gaps. Most local streets do not have sidewalks.

Bike lanes in the study area are provided on all arterials and collectors except for Aldercrest Road and the portion of Park Avenue between McLoughlin Boulevard and Oatfield Road. Adding bike lanes to Park Avenue and Aldercrest Road is proposed in the Clackamas County Bicycle Master Plan and included in the “Financially Constrained Regional Transportation Plan.” The recently constructed Trolley Trail segment connects the southern portion of the PASA to the Park Avenue Station. Trail access points in the study area are located at Park Avenue and Courtney Avenue (access on both east and west sides of the trail) and at Evergreen Street, Silver Springs Road, and Torbank Road (access on west side of trail).

In general, there is a lack of bus service that corresponds to work schedules. Especially for east-west travel, and connections with the PASA. Additionally, the reduced service hours that TriMet has imposed because of budget constraints do not serve workers who work non-standard hours.

Four buses serve the north-south commute travel pattern of the area:

- Bus #32 connects Clackamas Community College to downtown Portland via Oatfield Road. This route does not provide Sunday service;
- Bus #33 connects Clackamas Community College and Oregon City transit center to Portland via McLoughlin Boulevard; Bus #99 connects Clackamas Community College to Portland via McLoughlin Boulevard with express service; and

- Bus #34 connects Oregon City transit center to Milwaukie transit center via River Road; this route does not provide weekend service.

No changes to transit service are currently proposed after light rail is constructed.

NATURAL ENVIRONMENT AND TOPOGRAPHY

The PASA is in the Kellogg Creek Drainage basin, and the banks and topography associated with the Willamette River create steep slope conditions west of River Road. There are also portions of the PASA where steep slopes make it challenging for pedestrians, such as areas east of McLoughlin Boulevard near Park Avenue. Even under these conditions, single-family residential and commercial developments have occurred along Park Avenue, Oatfield Road, and McLoughlin Boulevard.

Designated habitat areas are found along the water resources in the PASA with protective zoning, and great efforts have been made in the last several years to improve and restore natural conditions. The Oak Lodge Sanitary District has been improving habitat along area streams and is incorporating on-site stormwater standards within the district. Urban Green is an active citizens' group in the area that is working with Metro and TriMet to restore habitat along Kellogg Creek and daylight portions of the stream. These actions support wildlife species found in the area, such as the western screech owl, American robin, great blue heron, green heron, spotted towhee, raccoon, possum, beaver, nutria, and Pacific tree frog, as well as federally protected anadromous salmonids in Kellogg Creek.

CHAPTER 3. OPPORTUNITIES AND CONSTRAINTS AND MARKET ANALYSIS

MARKET ANALYSIS

Before developing the land use and transportation alternatives, the existing and projected market conditions in the PASA were analyzed. The information was used to define development opportunities in the PASA and to characterize development types that will respond to these opportunities and meet the vision for the area. This information helped guide physical concepts and land use policy recommendations as part of the PASA Plan.

Due to an aging population and ongoing increases in the number of one- and two-person households, housing will be in high demand over the next 20 years, especially infill and multifamily housing such as townhouses, apartments, accessory dwelling units, condominiums, and senior housing. These types of uses can be built on many of the underutilized properties along McLoughlin Boulevard and, at a smaller scale, in the surrounding neighborhoods. Housing development in the PASA will benefit from demographic trends and its favorable transit and auto access to the region's employment concentration in central Portland.

The PASA's residential neighborhoods—already a source of pride and identity for the area—will retain their character, while accommodating some housing infill development over time. These neighborhoods, which already contain a range of housing from the 19th and 20th centuries, will continue their incremental evolution by adding new housing—single-family houses, townhouses, small apartment buildings, etc.—that is in keeping with the current scale, on vacant or underutilized lots.

The Portland-Milwaukie MAX light rail line will encourage development in the PASA. Specifically, high quality transit tends to spur new housing development and be desirable to populations that use transit most, such as students, younger residents, and commuters to downtown Portland.



There are potential redevelopment opportunities in the vicinity of the Park Avenue Station. The Elks Club property, in combination with the TriMet park and ride location and Castle development site, could be a catalyst project that re-imagines the corridor as a dynamic, pedestrian focused area as opposed to one focused solely on automobiles.

The majority of large-scale (five or more acres) redevelopment in the PASA is likely to occur on the large, currently commercial-zoned properties that directly front onto McLoughlin Boulevard.

The McLoughlin corridor is “over-retailed.” For commercial uses, the focus should be on rehabilitating and retaining existing space, bringing in small niche retailers and services that will serve the immediate neighborhood and transit patrons, and in the long term, a small amount of larger-scale commercial redevelopment. Developers will be reluctant to build large new retail spaces in the area in the short and medium terms because of low commercial rents, high vacancies, and the deteriorated conditions in parts of the corridor. While there will not be strong demand here for office uses, the PASA could be a good area for healthcare-related uses, a community college or other educational facilities, or a sports club or community center, all of which can provide future job opportunities in addition to the retail jobs in the area today.

OPPORTUNITIES AND CONSTRAINTS

The project team identified the opportunities and constraints within the project area using input from the SAG and the TAC, public meetings, and stakeholder interviews, supplemented with information from the land use, transportation, and market analyses. Opportunities and constraints are listed in Table 3.

Table 3. Opportunities and Constraints

Opportunities	Constraints
People	
Stable neighborhoods that retain some historic character	Lack of defining focus (where do residents gather?)
Mixed housing types and periods throughout corridor	“Unsavoury individuals” frequent McLoughlin; existing housing along McLoughlin is unappealing
Strong apartment and senior communities along River Road that would use the light rail station	Concerned with safety walking to the station
Future light rail station will improve transit access and provides potential for future TOD node	Few public institutions for gathering places (churches, schools, parks, community gardens, etc.)
Elks Club has been in the area for over 50 years and would like to see a community center on its for-sale property	Noisy environment near McLoughlin
	Few local services, such as a grocery store or pharmacy
Businesses	
High visibility from McLoughlin	No consistent development pattern that identifies “location” or node
Low building-to-land values could encourage redevelopment	No internal connections to residential areas; all circulation occurs on McLoughlin
Large lots along McLoughlin corridor, several of which are larger than one acre (the Elks Lodge property is 5.6 acres); the east side of McLoughlin has smaller lots	Redevelopment is contingent upon the desire of commercial property owners to redevelop; there is currently little demand for commercial space
New park and ride and station will increase foot traffic in the area; there is also potential to use space above park and ride for mixed-use	Large parcels may require a master developer or breaking parcels into smaller sizes with an internal street system
Residential areas adjacent to the station may have potential as mixed use	Lack of focus in commercial areas; the current development pattern is focused towards drivers, not the surrounding community
Potential for shared parking areas	There is little to walk to now
	Existing development pattern around the plaza not supportive of transit station
Road Capacity	
The area has good access to the regional system	High volumes of traffic on McLoughlin, and traffic is expected to get worse
Alternative connections (River Road, Oatfield Road) are potential opportunities for encouraging small retail and service-oriented businesses	Cut-through traffic in neighborhoods may be an issue as traffic worsens on McLoughlin
River Road provides bicycle facilities with less traffic than McLoughlin	Residents avoid McLoughlin and use other routes

Opportunities	Constraints
<p>McLoughlin provides direct connection for autos and bikes through the area</p> <p>Oatfield and River roads are strong north-south alternatives to McLoughlin</p>	<p>Very few east-west connections, except for Courtney and Park Avenues</p>
Bicycle and Pedestrian Facilities	
<p>Bicycle facilities on McLoughlin, River Road, and Park Avenue (between Oatfield and McLoughlin Road)</p>	<p>Heavy traffic on McLoughlin and Oatfield Road is not conducive to recreational riders; narrow shoulders</p>
<p>The new light rail line will provide new sidewalks on Park Avenue between McLoughlin and Oatfield Road</p>	<p>Few opportunities to cross McLoughlin at traffic signal: Park Avenue/McLoughlin and Courtney Avenue/McLoughlin are the only two signalized intersections</p>
<p>The Trolley Trail provides direct north-south connections for pedestrians</p>	<p>Few sidewalks, and the ones that exist are often inadequate and disconnected. Many driveways</p> <p>Trolley Trail is isolated from public view and not well lit</p>
Transit	
<p>Transit service provided on McLoughlin (#33 and #99), River Road (#34), and Oatfield Road (#32).</p>	<p>Existing bus stops are difficult for pedestrians to access because of McLoughlin</p>
<p>New light rail station will provide improved transit service</p>	<p>Incomplete and inconsistent pedestrian environment accessing the station; noisy and unpleasant environment</p> <p>Limited schedules for some routes</p>
Access	
<p>Park Avenue and McLoughlin will become the primary transit hub for the area</p>	<p>Difficult pedestrian environment, particularly for crossing McLoughlin</p>
<p>Auto access almost unrestricted for parcels in both direction on McLoughlin (no medians limiting turning movements across traffic)</p>	<p>No consistent pattern for driveways along McLoughlin, making the pedestrian and bicycle environment difficult to manage</p>
<p>Potential opportunity to consolidate driveway access</p>	<p>Difficult for pedestrians to cross McLoughlin; no pedestrian refuges</p> <p>Local street grid is very disconnected and does not provide direct access to the station or commercial areas</p> <p>Trolley Trail is not paved or lit, is narrow, and is isolated physically and visually from adjacent properties</p>
Community Design and Character	
<p>The park and ride will be constructed to add future levels onto the structure; there may be opportunity to mix uses on those levels; consider park and ride for weekend parking to support new development</p>	<p>McLoughlin is a barrier to pedestrians, and the local road system is disconnected; few crosswalks on McLoughlin</p>

Opportunities	Constraints
Public support for developing small town or main street nodal areas; focus would be on small, local stores	Little existing commercial development to build upon
Urban Green has developed a plan to incorporate sustainability and greenery to improve the Trolley Trail, park and ride, and plaza that has strong public support	There are no existing land uses in the station's vicinity that would immediately support nodal development
Elks Lodge is for sale: Opportunity as a catalyst site and as a community center; could begin to build node on site adjacent to station	Lack of destinations and street character along roads limits walker interest
The light rail station and park and ride will define the area as a new node	No public parks except for the Trolley Trail within one-half mile of the station (portion of park in Milwaukie?)
Large residential population near station and commercial area supports diverse housing types and income levels	No specific identity related to the area; retirement communities limit views of the Willamette River
Evergreen/River Road currently has community commercial uses; could be expanded to more neighborhood-focused development	Lack of employment and residential opportunities along corridor; area has little new development
Strong local connections to historic homes and Trolley Trail	Commercial corridor is focused towards McLoughlin, not the neighborhood.
Established, quiet neighborhoods with large trees and vegetated areas that provide habitat	Challenging pedestrian setting with narrow sidewalks, where available, make the area difficult for non-motorists
	Topography, particularly east of McLoughlin, can be steep; pedestrian and bicycle connections on east side may be difficult
	Large lots in residential areas may or may not redevelop at higher densities; residents do not support increased density in existing neighborhoods
	The existing trail facility lacks connection to the commercial area and is limited to pedestrians because it isn't paved and some areas would require bridges to access residential areas
	High water table in some areas
Public and Private Investment	
Significant future public infrastructure investment in LRT and Trolley Trail	Potentially too much commercial land available; high vacancies and low rents may deter developers
Attractive residential areas could attract developers	Little interest in development until economy improves
Retirement communities are potential source of commercial patronage	Lack of connectivity will require new infrastructure
Medium- and long-term trends suggest that housing may have potential	No development agency coordinating planning/projects

CHAPTER 4. LAND USE AND TRANSPORTATION ALTERNATIVES

STATION COMMUNITY BOUNDARY

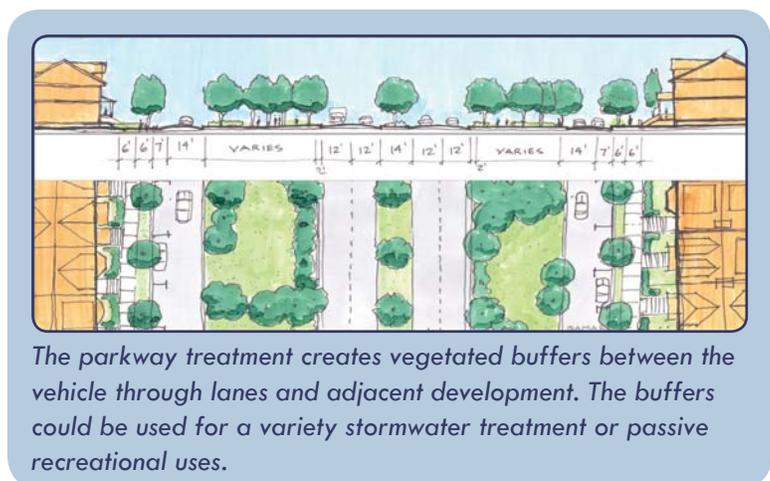
The existing conditions, market, and opportunities and constraints analyses described in Chapters 2 and 3 identified the critical issues within the PASA and helped target the key locations with the greatest likelihood for developing a dynamic station community. It was also clear based on the public input received that retaining the integrity of the existing single-family neighborhood is important for area residents. With that input and understanding of the key issues, developing the land use and transportation alternatives focused on the key transportation corridors in the area: McLoughlin Boulevard, Park Avenue, and River Road.

The corridor-focused strategy helped identify a Station Community Boundary. A “Station Community” is described in Title 6 of Metro’s Urban Growth Management Functional Plan as an area that is designated to provide a mix of uses that support non-automobile–dependent development styles and transit investment (in Park Avenue’s case, the future Park Avenue light rail station), and to provide a mix of housing types that supports multiple demographics. Identifying and implementing a Station Community designation provide opportunities for securing regional grants and directing public investment into these areas. Metro’s goal for Station Communities is 45 residents and workers per acre, which would be met through a variety of densities and land uses within the Station Community Boundary.

The Station Community Boundary for the Park Avenue Station, shown on **Figure 1**, includes the McLoughlin corridor and extends from River Road to Oatfield Road. The Station Community Boundary also includes Park Avenue and Evergreen Street as east-west connections.

LAND USE AND TRANSPORTATION ALTERNATIVES

Two land use and transportation alternatives were developed and evaluated for their development potential and the potential impacts to the local and regional transportation systems. The alternatives were also reviewed by the TAC and the SAG at public open houses and work sessions, small group meetings, and study



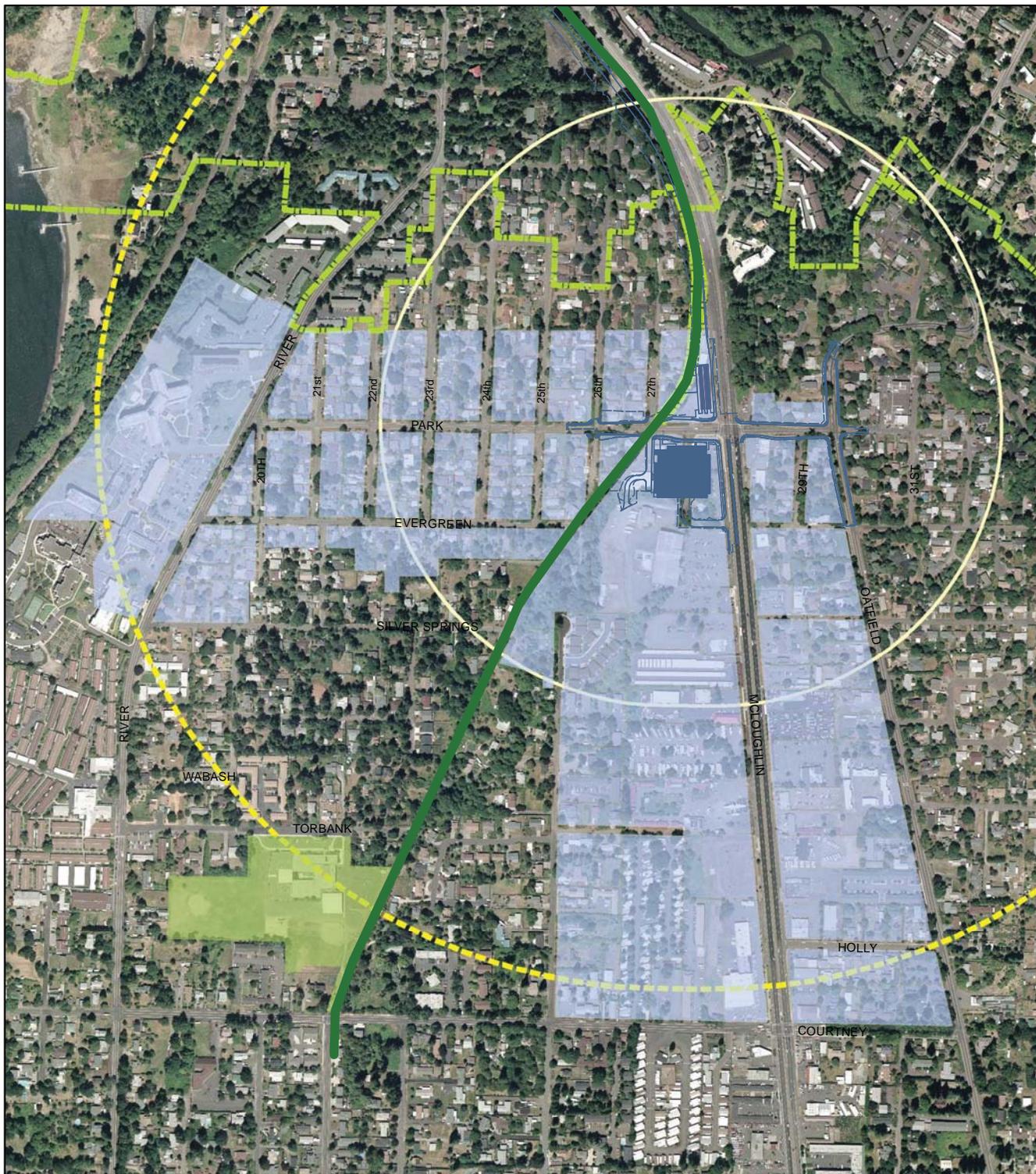
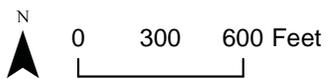


Figure 1: Proposed Station Community Boundary

- Proposed Station Community
- School
- Trolley_Trail
- Milwaukie City Limits
- Future LRT Station/
Park and Ride
- 1/4 Mile Buffer
- 1/2 Mile Buffer



Date: 1/6/2012

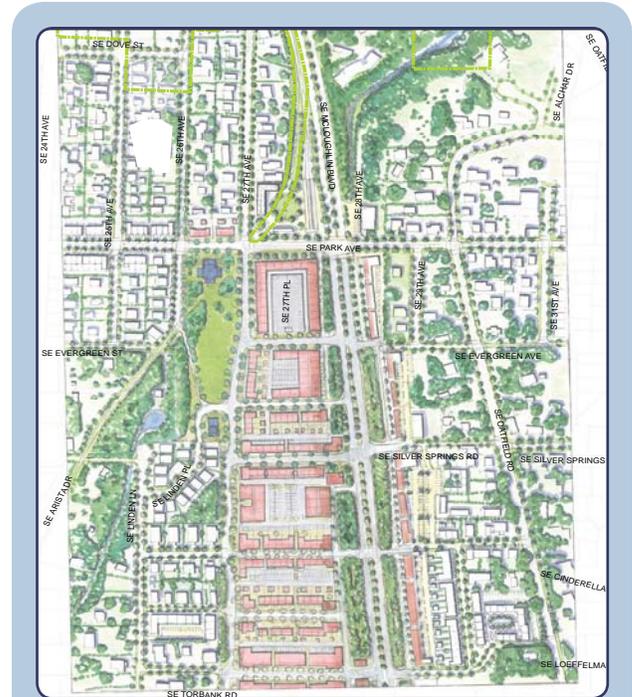
sessions with the County's Planning Commission and Board of County Commissioners.

Both of the proposed alternatives incorporate TOD concepts that integrate urban design, land use planning, transportation planning, and traffic engineering to create an area around the future light rail station within the proposed Station Community Boundary.

ALTERNATIVE 1: URBAN HOUSING

Alternative 1 is a housing-focused alternative that incorporates a parkway treatment of McLoughlin Boulevard to provide significant green space as a buffer between the highway and future development on both sides of the Boulevard. The center median would also be widened to expand the parkway setting and provide pedestrian refuges within McLoughlin Boulevard. While the primary use would be medium density and high density housing under this alternative, some retail and commercial uses would be permitted to support existing and new residents. The proposed circulation system would provide access for residential areas and on-street parking for focused mixed-use retail and commercial development. Local frontage lanes would parallel McLoughlin Boulevard and connect to the local road system.

Open space is an integral part of this alternative, and zoning ordinances would have design and development standards for plazas, open space, and other recreation areas, as well as incentives, such as a density bonus, for park dedications.



The Urban Housing alternative illustration shows one potential concept that focuses on primarily medium and high-density housing with a parkway treatment for McLoughlin Boulevard.



The multi-way boulevard treatment preserves through lanes on McLoughlin Boulevard, but incorporates a slip lane and on-street parking to encourage an active street environment.

ALTERNATIVE 2: MAIN STREET RETAIL

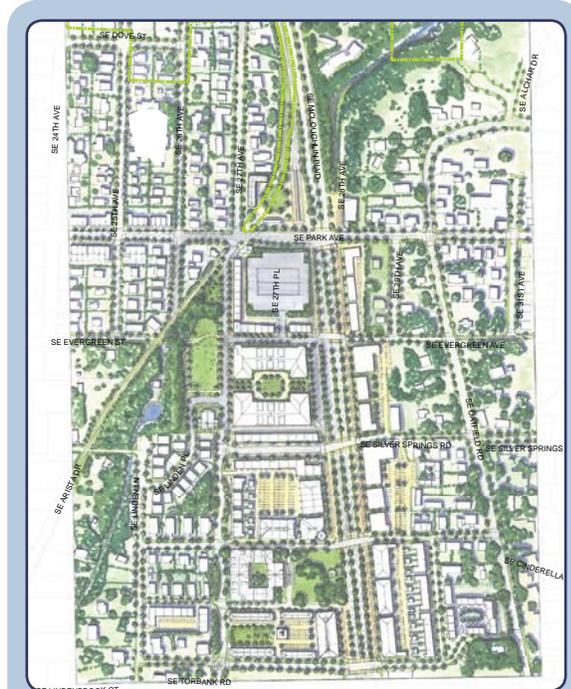
Alternative 2 proposes developing a multi-way boulevard along McLoughlin Boulevard to provide on-street parking and better pedestrian circulation that is separated from the McLoughlin Boulevard through

lanes. Alternative 2 is a mixed-use development concept with less focus on high density housing than Alternative 1. Under this alternative, one- to two-story mixed-use buildings are located along McLoughlin Boulevard and along the sections of Torbank Road and Silver Springs Road directly west of McLoughlin Boulevard. Some housing is located above retail, but most housing is behind the retail area, where it is screened from traffic noise. Housing densities are slightly lower than under Alternative 1, with more townhomes and two- to three-story apartments, except in the immediate vicinity of the station, where densities would be similar to Alternative 1, with buildings of up to four stories.

As with Alternative 1, open space is an integral part of this alternative, and zoning ordinances would have design and development standards for plazas, open space, and other recreation areas, as well as incentives, such as a density bonus, for park dedications.

COMPARING THE ALTERNATIVES

Table 4 compares the estimated acreage by land use category for each alternative. Each alternative is a scenario that assigns a particular land use to an area to determine how it might affect the existing and proposed transportation system. The land use categories below are not proposals for new zones; rather, they are density and development assumptions for how an area might develop. All of these areas would include a combination of parks, open space, and plazas.



The Main Street Retail alternative illustration shows one potential concept that focuses on primarily traditional mixed-use development coupled with a multi-way boulevard treatment for McLoughlin.

Table 4. Estimated Acres, Retail/Commercial Square Footage, and Dwelling Unit by Alternative

Land Use Category	Total Acres		Percent of Station Area	
	Alt. 1	Alt. 2	Alt. 1	Alt. 2
Station Community Boundary	128.7	128.7		
No Change Proposed within Boundary	59.5	59.5	46%	46%
Duplex/Triplex/Live Work	14.9	14.9	12%	12%
Mixed-Use Neighborhood	10.5	12.6	8%	10%
Urban Housing	34.4	23.1	27%	18%
Main Street Retail	9.5	18.6	7%	14%
			100%	100%

Note: The Station Community Boundary acreage shown above does not include acreage where future rights-of-way would be located. The total gross acreage within the Station Community Boundary is approximately 141 acres.

The primary difference between Alternative 1 and Alternative 2 is the amount of housing, retail, and commercial development each alternative includes. Alternative 1 focuses on higher density housing with some retail and commercial uses to support existing and new residents. Approximately 34 percent of the Station Community is designated for mixed-use high density housing under Alternative 1, compared to approximately 23 percent under Alternative 2. Alternative 2 places greater emphasis on main street retail and commercial, with approximately 19 percent of the Station Community acreage compared to less than 10 percent in Alternative 1. Under both alternatives, almost half of the proposed Station Community Boundary would retain its current density.

The total estimated retail and commercial square footage and dwelling units for each alternative are shown in **Table 5**.

Table 5. Net New Development Potential by Alternative

Alternative	Acres (Gross) with Land Use Changes	Area (Square Feet)	Net Buildable Land (Acres)	Retail Square Footage	Commercial/Office Square Footage	Dwelling Units
Alternative 1	69.2	3,016,079	44.2	109,965	18,343	410
Alternative 2	69.2	3,015,514	44	267,681	69,808	302

TRAFFIC ANALYSIS

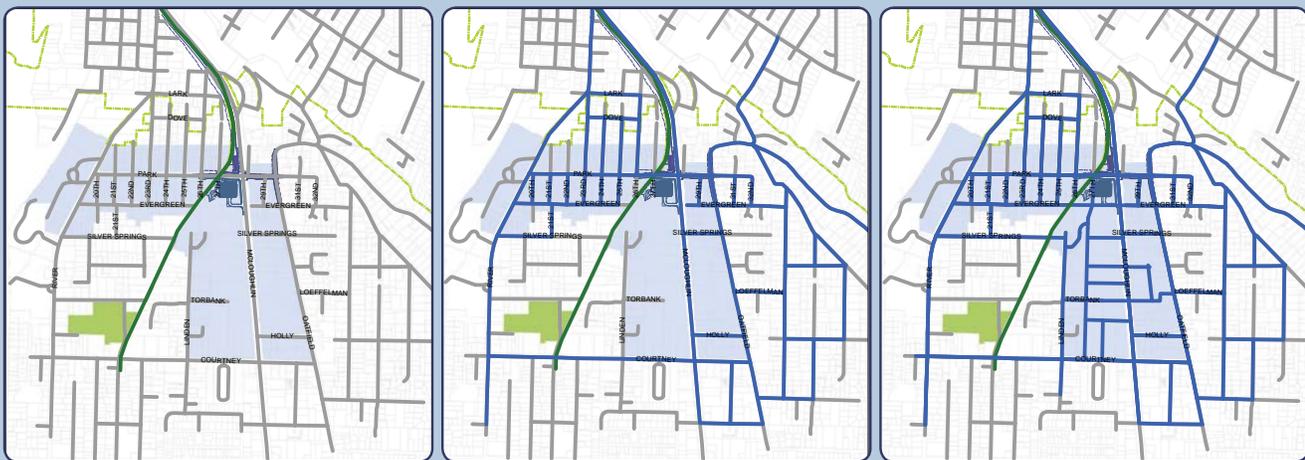
The land use and transportation alternatives were evaluated to determine what impact they would have on the road system. Several variables were also considered, including whether or not one or two additional signals on McLoughlin Boulevard would be feasible.

Roadway Network

A multi-way/parkway boulevard concept for McLoughlin Boulevard combined with a new local road network (see Chapter 5, Figure 2) between the River Road and Courtney Avenue was analyzed. The analysis also considered the existing cross section and lane configurations, and additional side street connections to provide a better network for bicycle, pedestrian, and vehicular circulation, and combined access to and from side lanes between cross streets.

The local circulation system proposes three new east-west connections across McLoughlin Boulevard at Silver Springs Road, Cinderella Road, and Torbank Road. The network is important to facilitate pedestrian connections and to provide access to the future transit station as well as vehicular access to adjacent businesses. Two traffic control options were evaluated between Park Avenue and Courtney Avenue to facilitate additional crossing opportunities on McLoughlin Boulevard:

- **Traffic Control Option 1:** This traffic control option would add two new traffic signals at Silver Springs Road and Torbank Road and would reduce the existing signal spacing from 2,800 feet (Park Avenue to Courtney Avenue) to approximately 900 feet, or approximately four city blocks. This change would provide better crossing opportunities of McLoughlin Boulevard for pedestrian and bicycle traffic, which is crucial to supporting the new Park Avenue Station.
- **Traffic Control Option 2:** This traffic control option would add one new traffic signal at Cinderella Road, reducing signal spacing between Park Avenue and Courtney Avenue from 2,800 feet to 1,400 feet. Although it is an improvement over the existing crossing opportunities, from a neighborhood and pedestrian access perspective this option is less appealing than traffic control option 1.



The existing circulation system (left) is very disconnected for any mode of travel, with few through streets (streets shown in blue (middle)) and with few options for access between the neighborhoods, the LRT station, and McLoughlin Boulevard. The proposed circulation plan (right) provides improved connectivity for all modes of travel and many options to get from one place to another.

While traffic control option 1 is preferable from a neighborhood-feel perspective, it comes with trade-offs, specifically what it might mean to through-vehicular traffic that uses the McLoughlin corridor as a link between the Portland and nearby cities. On similar facilities, traffic signal spacing is generally recommended to be no shorter than one-half mile, though shorter spacing can be considered and has been implemented in other areas along McLoughlin, such as in Oregon City. Installation of traffic signals requires significant consideration for all modes as well as approval by the state traffic engineer.

Trip Generation

In addition to the two land use alternatives developed, a No Build alternative was also evaluated to compare how the proposed land use changes might affect traffic generation. The No Build Alternative assumes the retention of the existing commercial zoning. The resulting trip generation from the three alternatives is shown in Table 6.

Table 6. 2035 Trip Generation for Land Use Alternatives

Land use type	PM Peak Hour					
	No Build		Alternative 1 (Urban Housing)		Alternative 2 (Main Street Retail)	
	Area	Trips	Area	Trips	Area	Trips
Single-Family Residential	290 units	274	1,285 units	1,046	805 units	687
Shopping Center	1,191,932 square feet	3,347	289,064 square feet	1,296	864,448 square feet	2,699
Trip Reduction: Pass-by (19-29%)*		-636		-376		-567
TOD Reductions (0-30%)		0		-590		-846
Total		2,985		1,376		1,973

Source: David Evans and Associates, Inc. Trip estimates from the ITE Trip Generation Manual. Internal trips were calculated with the methodology used in Chapter 7 of the ITE Trip Generation Handbook, 8th edition.

*Pass-by trips were calculated with the methodology used in Chapter 5 of the ITE Trip Generation Handbook, 8th edition. The associated pass-by percentage is calculated from the fitted curve equation in figure 5.5.

The future trip generation estimates for Alternative 1: Urban Housing and Alternative 2: Main Street Retail were compared to the No Build Alternative to determine whether more or fewer trips will result. In this case, fewer trips are estimated to occur with under both Alternatives 1 and 2 compared to the No Build Alternative, with Alternative 1 having the fewest total trips for the project area (approximately 1,609 fewer than the No Build Alternative); Alternative 2 would result in approximately 1,973 trips (1,012 fewer than the No Build Alternative).

TRAFFIC EVALUATION RESULTS

The traffic evaluation looked at a variety of measures: volume-to-capacity (v/c) ratios, delay, queuing, signal progression, and corridor travel time and speeds. For operations (v/c ratio, level of service (LOS), and queuing), the alternatives were compared to one another in order to evaluate the transportation impacts. Overall, the system operations would see the biggest improvement if Alternative 1 were combined with the two new signals option (traffic control option 1). For all of the alternatives, congestion along McLoughlin Boulevard in the southbound direction is primarily experienced north of the Park Avenue intersection. Once through the Park Avenue intersection, signal progression is moderately good, and traffic flows fairly smoothly regardless of the number of additional signals within the project area.

Operations and 95th percentile queuing were evaluated for all project area intersections. Additionally, corridor travel time and speed were evaluated for McLoughlin Boulevard (River Road to Courtney Avenue), River Road (McLoughlin Boulevard to Courtney Avenue), and Oatfield Road (Park Avenue to Courtney Avenue). Along McLoughlin Boulevard, preliminary signal warrants and signal progression were also evaluated. For each of the alternatives, the new east-west connections along McLoughlin Boulevard at Silver Springs, Cinderella, and Torbank are assumed as local streets with a single travel lane in each direction. The new connections draw trips that would normally use the existing Boulevard connections at Park and Courtney Avenues, resulting in a need to further assess, and possibly refine, the roadway classifications and cross sections assumed for this analysis.

COST OF IMPROVEMENTS

Both land use alternatives propose the same local circulation plan to provide improved connectivity within the project area, because improved connectivity is an essential element for creating a successful development environment. While financing for these improvements could be from public or private development alone, some initial investments will almost certainly need to be publicly financed, while some improvements could be constructed through public/private partnerships. The proposed street improvements and their associated costs are described in **Table 7** (see Chapter 6). Estimated project costs include purchase of additional right-of-way.

These connections will improve access to the light rail station, commercial areas, and neighborhoods and will begin to create a block pattern that is more conducive for pedestrians. The improvements to McLoughlin Boulevard are phased in order to break up construction costs, but early commitments to complete these improvements will improve the pedestrian environment and begin to change the character of the corridor.

PUBLIC FEEDBACK

The SAG, the TAC, and the PAC reviewed and commented on the two land use and transportation alternatives, as did the public, who also provided input on both alternatives at public meetings held at the Elks Lodge located in the PASA. The following summary of input is grouped by topic and was used to develop the land use and recommended transportation alternative described in Chapter 5.

LAND USE ALTERNATIVES AND PARKS ASSUMPTIONS

- The market analysis supports the housing densities as proposed in both alternatives, but does not support the amount of retail/commercial space identified in Alternative 2 (Main Street Retail).
- Both the parkway and multi-way boulevard options for McLoughlin Boulevard are good options, but right-of-way costs and the impact to property owners should be considered. The Parkway treatment will require more right-of-way than the multi-way boulevard, and the amount of this additional right-of-way is dependent on the amount of parkway provided.
- Impacts to natural areas along the Trolley Trail should be minimized, including any vehicular crossings or impacts from nearby development. Policies and zoning language will need to be included in the final plan to meet this goal.
- The alternatives need to provide adequate park space under either alternative. This space should include larger parks with amenities and smaller pocket parks in the neighborhoods. Future development should be integrated into a park network, with incentives for developers to dedicate additional open space. Also, the alternatives should provide for community gardens.
- Housing should be owner-occupied and well-designed. The area needs to be community-oriented and family friendly.
- Businesses need to be small scale and focused on the neighborhood (small grocers, coffee shops, cafes, etc.). There are limited jobs in the area right now, and there are existing needs that businesses could fill, such as healthcare and services for area residents.
- To encourage entrepreneurship and local opportunities, light industrial/flex space uses should be considered.

THE CIRCULATION PLAN

- Most people support changing the character of McLoughlin Boulevard to either a multi-way boulevard or parkway. There has been some discussion about whether the green space provided for in a parkway treatment will be used and whether the additional right-of-way requirements will be feasible.

- The Clackamas County Fire Department and Clackamas County traffic engineer have concerns about the ability of the narrow streets to accommodate fire trucks. Conflicts appear to occur because of cars parking illegally. Some SAG members do not support skinny streets and prefer a more suburban street width.
- On-street parking is critical for minimizing the amount of on-site parking needed and encourages street activity. If more street parking is provided, additional development could occur that would otherwise typically be dedicated for parking areas.
- There are concerns that the circulation plan will increase traffic in neighborhoods, especially if the area develops as proposed.
- Side streets are important for circulation if multi-way boulevard is implemented.
- The circulation plan should consider providing alternative routes for the walking/ bike network to move it off McLoughlin Boulevard.
- Walkability in the area should be a key consideration on both new and existing streets.
- Consideration should be given to alternative modes of travel, such as golf carts, as a way for residents to access the area without driving an automobile. There has been considerable discussion about the Trolley Trail and how proposed connections across the trail function, and whether they should be limited to bicycles and pedestrians or also allow vehicles.

TRANSIT, BICYCLE, AND PEDESTRIAN AMENITIES

- Transit service has been cut in the area and does not complement the shift changes that occur at major employers such as Willamette View and Rose Villa, forcing employees to drive if they have vehicles.
- The plan should consider a future without cars.
- Walkability and bicycling should not be threatened by making the plan about cars (including allowing vehicle crossings on the Trolley Trail).
- There are many existing bicycle and pedestrian deficiencies in the area. The plan should focus on both new and existing streets.

CHAPTER 5. THE PLAN

The land use and transportation plan for the PASA is illustrated in the attached maps, street diagrams, and street cross sections, and the Station Community Boundary is shown on **Figure 1**. The plan is broken into four broad categories (Circulation Plan; Greenspace (civic & green space), Urban Design Elements and Frontages; and Regulating Plan/Desired Land Uses) that build upon one another and that, together, constitute a complete environment to foster a Transit-oriented Development (TOD) pattern and support area residents.

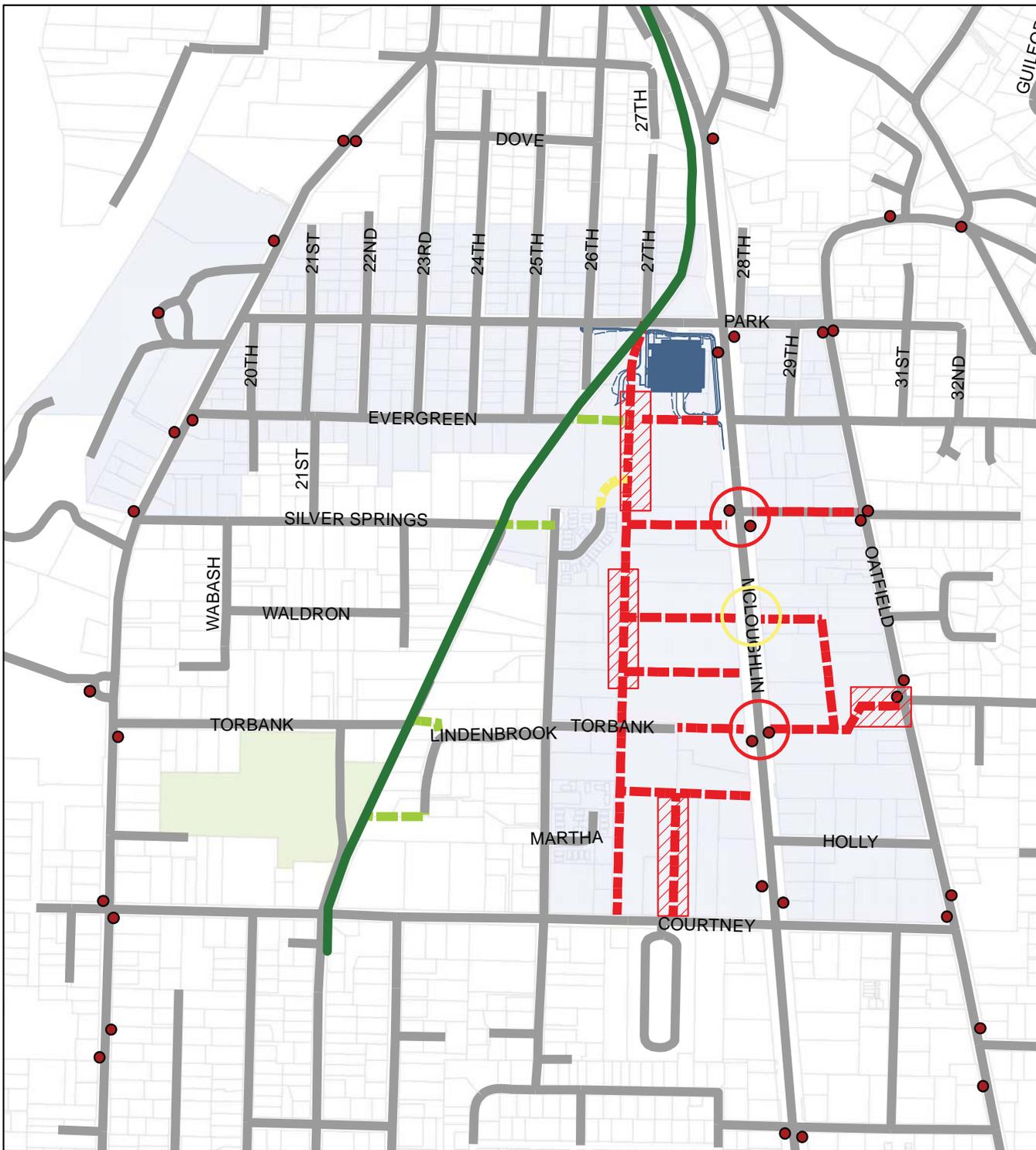
This plan is based on a hybrid of the two alternatives described in Chapter 4, the results of the traffic analysis and market assessment, public input, and stakeholder and agency reviews of the alternatives. The plan acknowledges that the existing conditions present obstacles to supporting future TOD and, that if TOD concepts are to function within the Station Community, a walkable street grid will have to be constructed and strategic private/public partnerships or funding programs will be needed to encourage and support TOD. Implementation measures and strategies are summarized in Chapter 6: Implementation.

CIRCULATION PLAN

The local circulation system (**Figure 2**) was developed in part through the public workshop and stakeholder engagement process for the project. The goal of the circulation plan is to provide multimodal access and guidance for the location of future development, while providing some flexibility in the exact location of the required street, so that developers can maximize the development potential of the area. As development occurs, these connections will need to be located in a manner that supports the development, while meeting the project's goals and objectives to provide better vehicular, pedestrian, and bicycle circulation. New connections are located so that they build upon the existing roadways and improve connections through the proposed Station Community. The proposed circulation system provides a more pedestrian-friendly grid pattern, with intersections on McLoughlin Boulevard spaced approximately 450 feet apart.

STREETS

Skinny Streets are safer than wider streets, because skinny streets slow drivers and make them more aware of their surroundings. This road allows two-way traffic, where oncoming cars slowly pass by one another by moving into the parking lane allowed on one side of the road to allow others to pass. Clackamas County has adopted this cross section as part of its Sunnyside Village Plan (**Figure X-SV-5**). This street cross section is proposed only in one short section to match the existing cross-section of SE Linden Place where it would be extended to connect to the 27th Avenue extension.



- Multi-Use Path
- Two-Lane Street/Sharrow
- Skinny Street
- Existing Street
- Trolley Trail
- Bus Stop
- School
- Future LRT and Park and Ride
- Station Community Boundary
- Unsignalized Intersection
- Future Signalized Intersection

Figure 2: Circulation Plan



Note: New street locations within the cross-hatched area are flexible due to close proximity to buildings and topography, but the connection must occur to provide local circulation.

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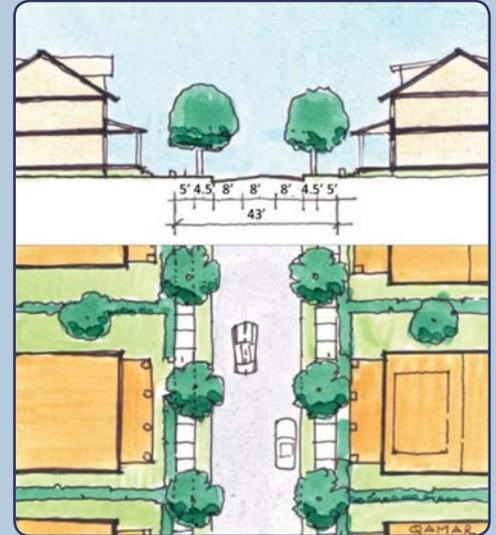
Two-Lane Streets are appropriate where higher volumes of traffic are expected, such as for streets that are directly connected to a larger avenue or boulevard. Two-lane streets are designated for the 27th Avenue extension and new east-west connections at Evergreen and Torbank. This road allows two-way traffic and is wider than would be necessary for local residential-only streets. It has parallel parking along both sides of the street. Clackamas County has adopted this cross section as part of its Sunnyside Village Plan (Figure X-SV-2 of the Sunnyside Plan). In areas with lower traffic levels, lower volume two-lane streets can be striped as sharrows to enhance awareness of bicycles and pedestrians. Parking can be provided in key areas and can be used as a traffic-calming device. Some areas could also provide seating or other public amenities that support adjacent retail and residential development. Both road options would fit within the same ROW dimensions.

Multi-Use Paths are intended to provide pedestrian and bicycle connections from the McLoughlin corridor to the Trolley Trail and nearby neighborhoods. Multi-use paths would be constructed to link to and complement the Trolley Trail.

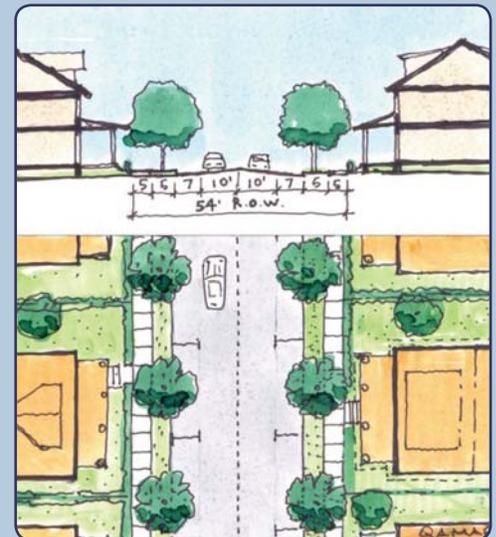
MCLOUGHLIN BOULEVARD IMPROVEMENTS

The Oregon Department of Transportation owns and operates McLoughlin Boulevard and helped fund the PASA Plan. ODOT held multiple internal meetings to review and reached internal consensus on the multi-way concept. ODOT supports moving forward with the local initiative for the unique cross-section design for the Park Avenue to Courtney Avenue segment of McLoughlin Blvd. with the following understandings:

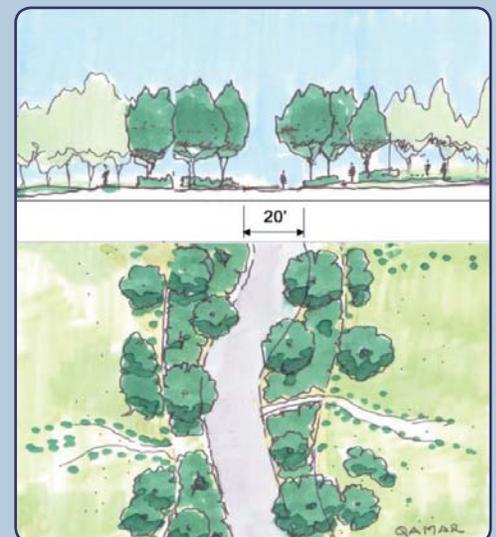
- New, local streets must coincide with the multi-way; namely, the north-south extension of 27th and associated east-west streets shown on **Figure 2**;



Skinny street cross section



Two-lane street cross section



Multi-use path cross section

- When detailed plans for construction of the Multiway Boulevard are developed, an intergovernmental agreement shall be developed for all relevant parties to determine maintenance responsibilities and costs for the Multiway cross-section. ODOT shall not be responsible for maintenance of the Multiway cross-section except for: (1) the curb to curb maintenance of the through-lanes; and (2) the existing signals at SE Park Avenue and SE Courtney Avenue.

Changing the character of McLoughlin Boulevard is central to meeting the project's goals and objectives. The PASA Plan incorporates the multi-way boulevard (**Figure 3**) concept to improve the pedestrian environment, define the area as unique on the corridor, and create an active street frontage in order to help stimulate investment in the area. The multi-way boulevard treatment provides:

- A raised center median with designated left-turn pockets at new full intersections at Silver Springs, Cinderella, and Torbank Roads;
- Two through lanes in both directions that maintain the existing 40 miles per hour posted speed;
- A bicycle/breakdown lane on both sides of McLoughlin Boulevard;
- A raised, planted side median to separate the parking and slip lane from the through travel lanes.
- A slip lane, a one-way lane parallel to McLoughlin Boulevard.
- On-street parking accessed via slip lanes that provide access to adjacent development; and
- An improved pedestrian environment with wide sidewalks buffered from McLoughlin Boulevard by plantings, a slip lane, and on-street parking;

This concept maintains the current regional transportation function of McLoughlin Boulevard and reduces the number of driveways.

The multi-way boulevard must provide ingress and egress locations for vehicles to access on-street parking. The plan provides for these locations at intersections with new and existing streets shown on **Figure 2**.

PEDESTRIAN CROSSINGS ON MCLOUGHLIN BOULEVARD

The circulation plan assumes pedestrian-actuated beacons on McLoughlin Boulevard at the intersections of Silver Springs/McLoughlin and Torbank/McLoughlin to provide better pedestrian crossings on McLoughlin Boulevard. These new crossings reduce the distance between signalized crossings from approximately 2,800 feet to approximately 900 feet, considerably reducing the distance a pedestrian will need to walk to cross McLoughlin Boulevard at a signalized intersection. These intersections will include crosswalks as well as pedestrian refuges within the center median. In the future, pedestrian-actuated beacons could be replaced with full traffic signals if future development supports the demand for full signals.

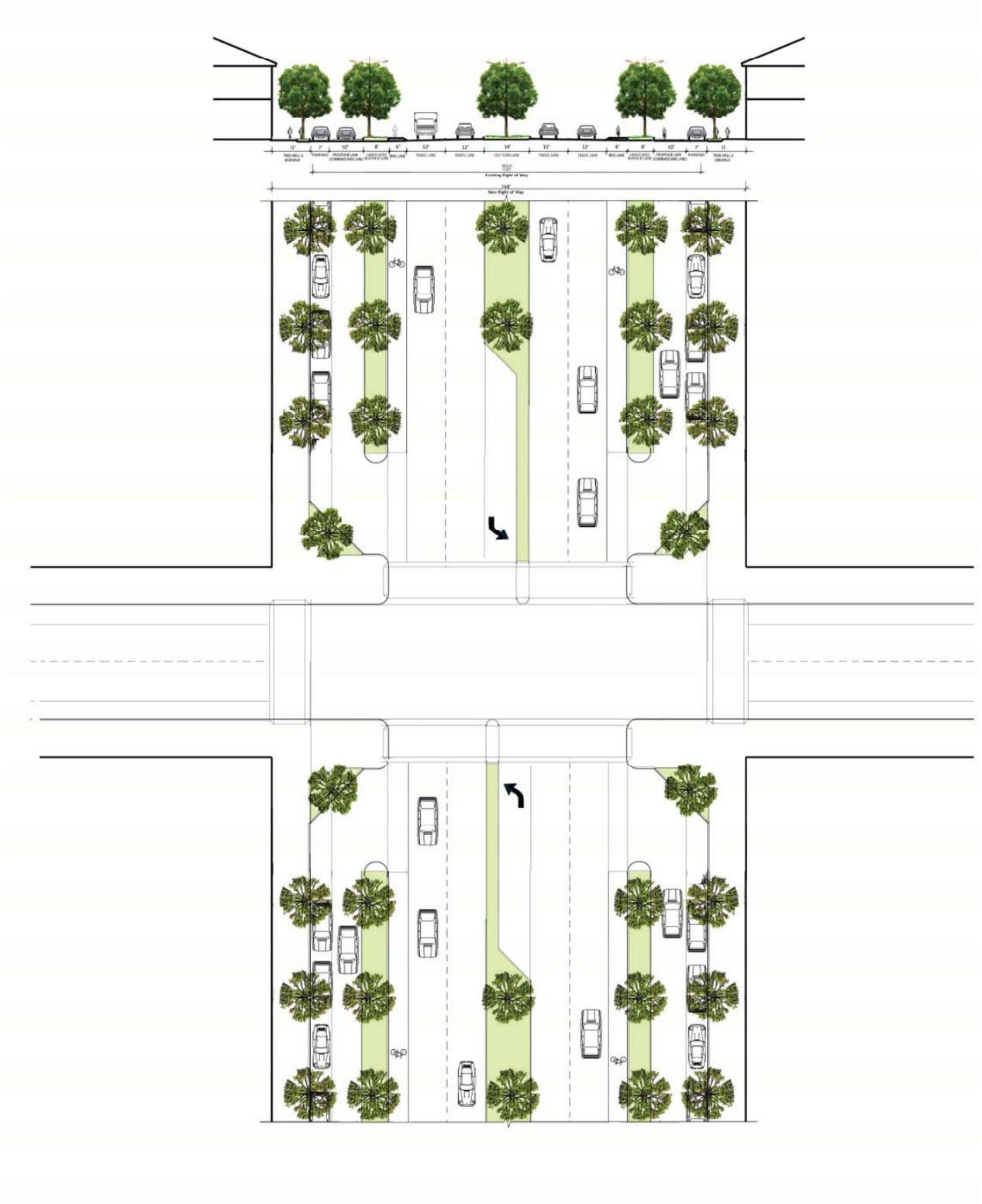


Figure 3: McLoughlin Boulevard (Multi-Way Boulevard)

Any new signal on McLoughlin Boulevard will require the State Traffic Engineer's approval. Any new street (or driveway) on McLoughlin Boulevard also requires an ODOT Approach Permit. For ODOT to grant an Approach Permit for additional streets on McLoughlin Boulevard, existing driveways (or streets) would need to be closed to help justify the permit approval. In cases where spacing standards are not met (e.g., where the number of driveways exceeds the standard), requests for an Approach Permit may be processed through a "Deviation" when a benefit to the highway can be demonstrated.

Multimodal Connections

Connectivity for all modes of travel (bicycles, pedestrians, cars, and golf carts/jitneys) within and to the neighborhoods and station area is critical to the success of the area as a TOD community. New neighborhood connections will provide improved links to the future station and development along McLoughlin Boulevard.

The Trolley Trail is a major amenity to the area and provides direct north-south connections for bicyclists and pedestrians to the light rail station and vicinity. Additional east-west connections will improve accessibility for area residents. Multi-use path to the Trolley Trail and the proposed street system will be provided at Lindenbrook Court (two locations), Silver Springs Road, and Evergreen Street.

All new roads proposed in the PASA Plan include sidewalks. Traffic along the new roadways will be 25 miles per hour, and bicyclists will share the road with vehicles/with lower volume streets potentially striped as sharrows. Dedicated bicycle lanes will be provided on the McLoughlin multi-way boulevard. Park Avenue, River Road, and Oatfield Road will maintain striped bicycle lanes.

PUBLIC REALM: GREENSPACE

Preserving and enhancing natural resources along the Trolley Trail, ensuring that future development complements and expands parks and open space, and providing recreation opportunities throughout the area have been important considerations throughout this project. The public realm, as depicted in **Figure 4**, builds upon the local circulation plan described above and identifies the desired public environment, specifically as a means to define the PASA as unique and as an area that encourages walking, and to build off of the existing natural resources in the area. The key components of the public realm are:

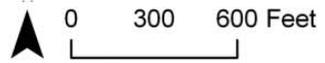
- Connected civic and green space;
- Sustainable design;
- Attractive and walkable streets and paths;
- Strong connections to neighborhoods.

Future park spaces within the PASA are linked via the existing and proposed road and path connections. These connections serve as public spaces between existing



-  Pedestrian Civic Space (Parks, sidewalks, planting strips, schools, plazas)
-  Private Front Encroachment Areas
-  Tree Canopy (In parks and along streets)
-  Public/Community Uses (Transit stations, schools, park pavilions, post office, municipal parking)
-  Tax lots

Figure 4: Greenspace



Date: 12/15/2011

neighborhoods, future development, and future civic spaces such as parks and plazas. The street is inviting and encourages activity. All new street cross sections include wide sidewalks and planting strips, with opportunities to provide on-site stormwater treatment, which the Oak Lodge Sanitary District is already pursuing as part of its updated design requirements.

The path connections illustrated in **Figure 2** focus on the strong linkages to the natural areas along the Trolley Trail, improved habitat near the Park Avenue light rail station, and existing wooded features within the developed areas that might someday become active public spaces. While the new streets and multi-use paths will include street trees, and stormwater treatment, existing streets also should be considered part of the public realm. Planting street trees, for example, will improve the street environment and improve the experience for pedestrians.

An important consideration within the public realm is its relationship to future development, illustrated in **Figure 6** (Page 34). Building frontages, particularly within residential areas, will permit small front stoops, plantings, and other inviting characteristics within the setback to increase the walking experience.



The Corridor Design Frontages (above) requires retail on corners and encourages a variety of uses that encourages an active street environment. The Mixed Design Frontages (below) encourages a mix of residential and retail uses along these blocks. The land use intensity is not as high as the Corridor Frontage, but are still very active places. Parking is on-street or behind buildings for both.



URBAN DESIGN ELEMENTS AND FRONTAGES

The plan proposes a number of urban design elements that are important to support the desired future development pattern. Specific urban design features are organized by three Design Frontage types identified in **Figure 5**.

Corridor Design Frontages are areas fronting McLoughlin Boulevard. These areas have the highest densities and take advantage of the visibility provided from McLoughlin Boulevard. **Figure 6** illustrates the key components of the Corridor Design Frontage, which are:

- Require ground floor retail on corners. Retail could be single story or multi-story, or could include housing or office space on upper floors. Retail or services will be in traditional storefront building forms, with display windows and entrances facing the street.
- Along frontages between the retail corners, permit, but do not require, retail. High density housing with a minimum of 20 units per acre may be located in these areas.
- Flexible setbacks are permitted to encourage an active street frontage by permitting courtyards that can be used for seating adjacent to retail storefronts, or as a primary entry for multifamily housing through a forecourt entryway.
- Allow midblock pedestrian access to off-street parking or interior plazas. As the



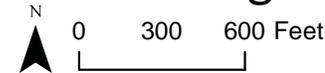
The multi-way boulevard encourages active streets while providing for through travel. For the PASA, it will define the area as a unique place along the McLoughlin corridor.



Urban design elements and frontages identify the types of uses and densities of development within the PASA by frontage type. Figures 6 illustrates the street frontages, and development densities proposed.

- Corridor Design
- Mixed Design
- Residential Design
- Trolley Trail/Trail Connection
- School
- Station Area Boundary

Figure 5: Urban Design Elements and Frontages



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area transitions from an auto-oriented land use pattern to a more walkable street, these pedestrian access points could serve as temporary motor vehicle access for parcels that do not have direct access to the future side streets. As access is consolidated onto the side streets, the access points would transition to pedestrian and bicycles only.

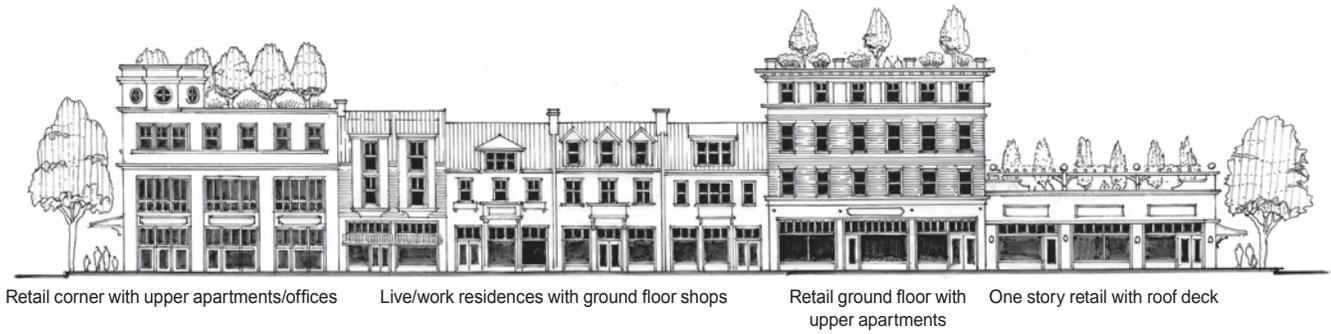
- Parking will be provided as shared public on-street parking. Any off-street parking will be located behind buildings.

Mixed Design Frontages, such as Silver Springs, Cinderella and Torbank connecting at McLoughlin Boulevard, link the Corridor and Residential Design Frontages (see below) and provide a transition area between the higher intensity uses and the residential streets in the PASA. **Figure 6** illustrates the key components of the Mixed Design Frontage, which are:

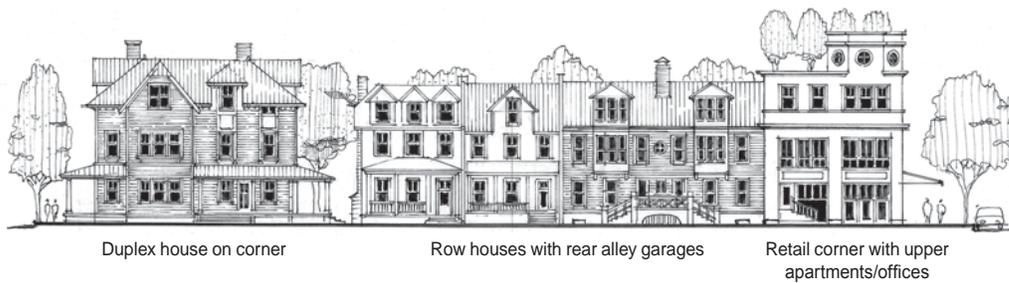
- Require ground floor retail on corners with McLoughlin Boulevard.
- Along Mixed Design Frontages, permit, but do not require, retail based on the permitted conditional uses identified in the underlying zone. Housing with a minimum of 20 units per acre may be located in these areas. A combination of housing types, such as apartments and row houses, are assumed to be developed.
- Flexible setbacks are permitted to encourage an active street frontage by permitting courtyards that can be used for seating adjacent to retail storefronts. Flexible setbacks also permit front porches and stoops on row houses with small planted areas, courtyards, and forecourt entrances for apartments.
- A midblock driveway is permitted to access off-street parking or interior plazas for residential and retail uses. These access points are also the primary auto access points for uses that front on the slip lanes.
- Parking will be provided as shared, public on-street parking on streets within the SCMU zone. Off-street parking is encouraged along other streets (if permitted), but will require additional feasibility analysis. Any off-street parking will be located behind buildings within the SCMU zone.



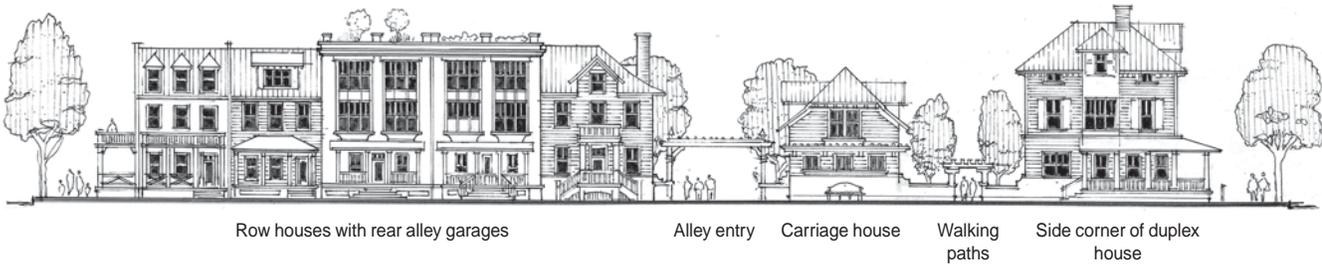
The Residential Design Frontage are transitional areas between the redeveloping corridor and existing residential areas. They are purely residential with a mix of housing types; including townhomes and apartments with courtyards. Parking is on-street or behind the buildings.



Corridor Design Frontage



Mixed Design Frontage



Residential Design Frontage

Figure 6: Park Avenue Illustration
Street Elevations

Residential Design Frontages are new residential streets that act as transition areas between new, higher density development along Mixed Design Frontages and the existing residential development. Residential Design Frontages along new streets, such as the 27th Avenue extension, provide a strong pedestrian environment and encourage a variety of housing designs to provide architectural diversity.

Providing design guidelines for development along both existing and new streets in the PASA is important so that development in both existing and new neighborhoods is cohesive and encourages a strong identity for the PASA. This strengthens both the urban form and the pedestrian experience. **Figure 6** illustrates the key components of the Residential Design Frontage, which are:

- The Residential Design Frontage is exclusively residential use, except where limited retail is allowed in the multi-family zone.
- Housing types are diverse, with high density housing, such as row houses, cottage clusters and apartments, depending on location and zoning within the PASA.
- Flexible setbacks are permitted to encourage an active street frontage by permitting courtyards that can be used for front porches and stoops on row houses and that include small, planted areas, as well as courtyards and forecourt entrances for apartments.
- Midblock or corner pedestrian access is permitted to access off-street parking or interior plazas for residential uses.
- Parking will be provided as shared public on-street parking on new streets shown on the Circulation Plan. Any off-street parking will be located behind buildings.
- Individual driveways are not permitted directly onto the new SE 27th extension, but consolidated access points are permitted to access interior parking areas. All parking will be located on-street or behind the residential uses.

REGULATING PLAN/DESIRED LAND USES

Mixed use development promotes a vibrant community by putting all uses together within walking distance and by facilitating alternative modes of travel. Input received from the advisory groups and the public identified the desire to make the station area an active location, with neighborhood-focused businesses and opportunities for increasing entrepreneurship by allowing flex space and uses that support emerging small businesses, while also providing opportunities for non-auto-dependent businesses to locate here. The planning process also identified a demand for social services and community facilities in the area and the need to have meaningful employment opportunities in the area for existing and future residents. All of these needs are consistent with the intent of a TOD community, which encourages living near employment and services, and making significant transit and multimodal opportunities available, thus reducing the need to travel by car.

However, the strong desire to make PASA a dynamic community with a unique identity must also complement the existing neighborhoods that surround the Park Avenue Station. The residents of adjacent neighborhoods need assurance that there will be an appropriate transition from the main street environment and mix of uses anticipated for the Park Avenue Station area to the relative uniformity of the single-family and multifamily development adjacent to the station area.

The PASA Plan identifies two areas where mixed use development and one area where some increased residential density will be planned to provide flexibility for landowners to provide more varied housing options, as illustrated in **Figure 7**. These zoning recommendations, discussed below, should be considered along with the urban design principles described above and illustrated in **Figure 6**.

Designate a Station Community Mixed Use (SCMU) District along McLoughlin Boulevard. This district provides a more transit-focused development pattern, while still providing significant opportunities for landowners and developers to take advantage of the proximity to the Park Avenue Station and McLoughlin Boulevard. The SCMU zone would replace the existing General Commercial (C-3) zone within the Station Community Boundary.

SCMU also would apply to a few residential areas adjacent to the C-3 zone as follows: [a.] West of the Trolley Trail: Parcels on SE 26th and SE 27th; [b.] East of McLoughlin & north of Park Ave: 3 parcels just west of Oatfield; south of Park Ave: the block between SE 29th and Oatfield to Evergreen; and [c.] East of McLoughlin & north of Courtney Avenue: 3 parcels immediately west of the commercial zone.

The goal of the new district is to increase flexibility in the types of uses permitted while retaining most of the commercial and residential uses allowed in the current C-3 zone. However, the new district would restrict auto-oriented uses, such as gas stations, car dealerships, and drive-throughs, which are not consistent with TOD. This district will permit urban housing densities with a minimum of 20 dwelling units per acre with no maximum residential densities, and will also permit retail, office, and other commercial and flex space on Mixed Design and Corridor Design Frontages (see **Figure 6**). As noted, ground-floor retail uses will be required at intersections with McLoughlin Boulevard.

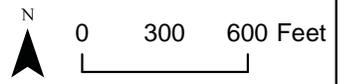
Along with the Station Community Mixed Use District, form-based design requirements will regulate the form of the structures, parking locations, and general development pattern.

Implement Form-Based Design Requirements that provide design guidance for the PASA, as illustrated in **Figure 6**. Form-based design requirements are development regulations that emphasize the physical character of development and deemphasize the regulation of land use. They provide greater predictability about the look and feel of development and offer developers a clearer understanding of what the community seeks. Form-based design requirements also make it easier for citizens



-  Neighborhood Mixed-Use
-  Residential/Potential Higher Density
-  Station Community MU
-  Historic Properties
-  No Change Proposed
-  Station Area Boundary
-  Trolley Trail/Trail Connection

**Figure 7: Regulating Plan/
Desired Land Use**



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to help create the physical development they want, which will likely lead to greater acceptance of development and street designs in their community. Form-based design requirements, coupled with the underlying zoning districts within the PASA, implement the design standards and uses consistent with the PASA Plan's vision.

The form-based requirements will use the frontage type (Corridor Design Frontage, Mixed Design Frontage, and Residential Design Frontage) as the basis for developing design standards that relate to the intended form and use of the street frontage.

Designate the River Road area as a Neighborhood Mixed Use District by zoning it Multifamily Residential to permit higher density residential uses and limited retail and civic uses.

There are significant opportunities along River Road south of Park Avenue, where some of the densest residential development in the area already exists. The zoning change to Multifamily Residential is consistent with the dense residential development on the west side of River Road, but transitions to the lower densities of the existing single-family residential development pattern in the vicinity. Densities and uses should not be as intense as those along the McLoughlin corridor, but they should still take advantage of the high density residential developments in the area and the existing transportation corridors that provide good circulation. This district includes apartments, attached single-family homes, and cottage style homes as permitted uses. The allowed residential density is 12 dwelling units per acre.

Cottage style developments typically include several small homes surrounding a central common area and are often targeted for empty nesters, small families, or retirees. Cottage style development will preserve a single-family residential environment, provide more housing options for various demographics, and support higher residential densities than exist today. The Neighborhood Mixed Use District would permit limited retail uses as part of a residential development.

Park Avenue and Evergreen Street focus area: Establish standards to evaluate future proposals for higher density, residential plan and zone amendments in the area. Stable, primarily single-family neighborhoods are located between River Road and McLoughlin Boulevard, and preserving these neighborhoods is an important part of the PASA Plan. The majority of existing lots are platted as 5,000-square-foot parcels in subdivisions created in the early 1900s. The current R-7 zone allows accessory dwelling units and home occupations (level 1), as well as two- and three-family dwellings through approval of a conditional use application. However, the area is largely built out and there is limited infill potential. Housing densities are not anticipated to increase significantly even if the zoning was changed to R-5.

This plan intends to provide for a more consistent approach to achieve new residential development when conditions can be met, instead of looking to piecemeal infill. The plan will establish standards, including those for on-street parking needs, driveway and alley access, minimum development site size, design standards, and buffers to



single family developments, to evaluate future proposals for higher density residential zoning. The intent is to provide landowners the opportunity to respond to future changes as redevelopment occurs in the station area and to include the community.

CHAPTER 6. IMPLEMENTATION

Great things are possible for the PASA. Over the last year, property owners, business owners, and residents have worked hard to create a vision and a plan that can transform their community into a vibrant, mixed use urban neighborhood. The challenge is this: How does the community make it happen? This chapter summarizes the actions needed, the phasing of those actions, and the role of each participant in the planning process, all of which are included in the Park Avenue Implementation Plan completed for the project (see Appendix I, under separate cover). Specific implementation actions and timing are identified in **Table 7**.

KEY PARTNERS

An important way to build support for community change is to engage those most affected as partners in achieving the vision. The role of a partner may be only to lend support. Ideally, though, partners facilitate implementation by providing dollars or making a nonmonetary commitment, such as changing regulations to facilitate achieving the vision. Potential partners for the implementation actions are listed in **Table 7**, below. They include:

Metro: As the Metropolitan Planning Organization (MPO) for the area, Metro can take multiple roles in the success of the PASA Plan. Metro can fund improvements to the local road system and encourage changes on McLoughlin Boulevard (at a corridor-wide level). Metro has already been active in its support through the Nature in Neighborhoods grant to Urban Green to transform the Park Avenue Station and park and ride into a unique setting. Metro can continue to support these types of projects and encourage an active street environment for supporting land uses.

Private Property Owners: There are multiple private commercial property owners on both sides of McLoughlin Boulevard. The PASA Plan's effect on these property owners varies. Property owners adjacent to McLoughlin Boulevard may find their access changed. Property owners away from McLoughlin Boulevard may experience a change in parking resources that could be very valuable to them.

Neighborhood Organizations: Residents in the Park Avenue area have the most at stake in the PASA Plan. Implementation of the plan will create an extension of the walkable neighborhood they live in. An appropriate role for the neighborhood is to convey support for the policy changes and infrastructure investments.

Business Community: The larger McLoughlin area business community, through organizations such as the Chamber of Commerce, has an interest in maintaining the viability of businesses on McLoughlin Boulevard. They may oppose changes in policy that are viewed as contrary to the interests of their members, but they can also be powerful allies once convinced of the merits of the PASA Plan. An appropriate role

for the business community is to provide support for the political decisions required to fund the project.

County Agencies: The County has diverse interests. Its planning division and development agency are invested in the implementation of the PASA Plan. The role of each department is central to a successful plan. The Planning Division will be responsible for drafting the zoning code changes, while the Development Agency can guide the creation of an urban renewal district or other local funding mechanism, such as a local improvement district. The County Engineering Division will be involved in coordinating with ODOT on improvements to McLoughlin Boulevard.

TriMet: TriMet owns and operates the most substantial investment that has been made on McLoughlin Boulevard—the Portland-Milwaukie LRT Line from Park Avenue to Downtown Portland. TriMet has an interest in serving transit patrons by facilitating high quality connections between its stations and the businesses and residents adjacent to McLoughlin Boulevard.

Oregon Department of Transportation: ODOT owns McLoughlin Boulevard and has an interest in protecting the capacity and safety of its facility. ODOT also has a substantial role in administering highway funding programs and supporting transportation and land use planning efforts such as the PASA Plan. ODOT will continue to coordinate with the County as described on Page 29, to implement the PASA Plan.

PHASING ACTIONS

Phasing of the actions needed to implement the plan is determined by practical and strategic considerations. For the Park Avenue area, the key considerations affecting the phasing schedule are:

- **Funding:** A high proportion of the actions needed are infrastructure investments that are expensive, so the availability of resources is a key issue in deciding how to phase actions.
- **Business and Property Owners:** The conversion of McLoughlin Boulevard and many of the other infrastructure changes in the area would affect the access to properties along the street. While many of these changes will be positive in the long run, short-term negative impacts are inevitable. How these businesses and property owners feel about the proposed changes should be considered in deciding when to invest.
- **Development Feasibility:** A main objective of the plan is to promote more mixed use development. Many of the recommended actions are intended to facilitate that type of development. The County should implement the recommended actions as soon as possible, so that new development can benefit when the market recovers. However, some actions could be delayed, because there is virtually no market at the present time.

With these factors in mind, two alternative approaches to phasing the recommended actions are considered

The Big Move: The most powerful way to accelerate change in the PASA would be to begin to immediately convert McLoughlin Boulevard to a multi-way boulevard. The approximate cost for the conversion is \$9,186,000. The advantage of this approach is that it will demonstrate to the community, property owners, and investors that the County is serious about transforming the area into a pedestrian-friendly, mixed use neighborhood. In turn, this commitment will lead to new private investment in development. The disadvantage of this approach is that it would require substantial funding up front from ODOT and the County.

The “Big Move” approach should also incorporate several other actions, including new streets that provide improved connectivity and a marketing strategy to help sell the Park Avenue Station brand to private investors.

Incremental Change: If adequate resources are not immediately available to pursue the Big Move approach, then the alternative approach is to pursue change on an incremental basis. **Table 7** describes a sequence of actions that can be taken in stages or simultaneously. The advantage of this incremental approach is that investments can be made when resources are available. It also provides for a longer period for the market to recover and business owners to become comfortable with the multi-way boulevard concept. The disadvantage is that change could be a long time in coming. Developers may not be willing to invest until the public investment is made and there is predictability about the character of the neighborhood and the County’s commitment to change.

As development occurs, it will be necessary to complete the side median, slip lane and on-street parking, at minimum, at the block level to ensure that the slip lane functions properly. Local streets have been located to take advantage of the existing lot pattern, but in some cases development may not occur for the entire block length. If this is the case, the County, ODOT, or both will need to negotiate with adjacent property owners to construct the slip lane even if development is not proposed on that property. Temporary access may be required, or public funding may be necessary to construct the slip lane improvement.

Additionally, on the east side of McLoughlin Boulevard, existing topography may limit implementation of the slip lane design. While the lot depth and wider ROW in these locations are assumed to accommodate the new cross section, some discretion may be required for slip lanes and on-street parking where topography is an issue. However, the onus should be on the developer to prove why the multi-way boulevard cannot be implemented at those locations.

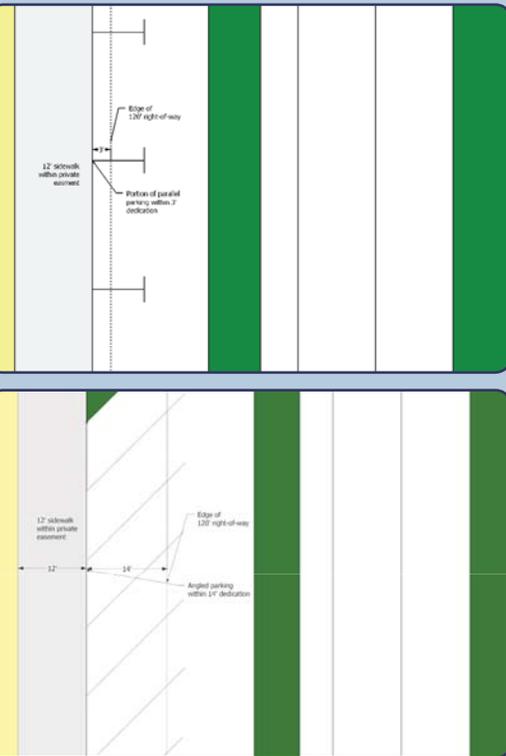
ESSENTIAL ACTIONS

The table that follows this section lists the full set of recommended actions. However, the following three major actions are essential:

Redesign McLoughlin Boulevard as a Multi-way Boulevard: McLoughlin Boulevard serves many purposes. It is the front door for neighborhoods and businesses on and adjacent to the street and a gateway to other parts of the region. In these ways, McLoughlin Boulevard plays a central role in the Park Avenue area, which is why it is so important to change it.

There is nothing more fundamental to community character than the nature of its public spaces and the ways in which people move within those spaces. McLoughlin Boulevard is the dominant public space in the Park Avenue area. In its current form, it is an auto-dominated right-of-way and has auto-dominated land uses adjacent to it. This current form is inconsistent with the community's vision of a vibrant, pedestrian-friendly, mixed use neighborhood.

McLoughlin Boulevard should be converted to a multi-way boulevard. Doing so will be expensive and controversial, but failing to change it will limit the vision of changing an auto-dominated, suburban environment to a more dynamic place to live.



The anticipated ROW requirements vary depending on whether parallel (top) or angled (bottom) parking is proposed. Parallel parking would require approximately three-feet of additional ROW; angled parking would require approximately 14 feet of ROW. Sidewalks would be located within a 12 foot private easement under either parking scenario.

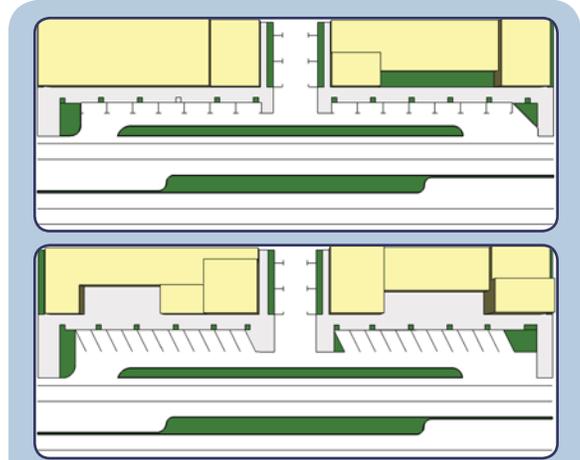
Facilitate Mixed Use Development: Changing the street is essential, but it must also be accompanied by actions to promote mixed use development. This will have a number of benefits. Denser development will provide more residents, thereby increasing the viability of local businesses and the effectiveness of the light rail system. The form and uses in this new development will reduce automobile dependence and help create a pedestrian-oriented character.

Although the overall desired form of mixed use development is multistory, it may not be financially viable in the near term. The County can help close the gap by using its regulatory tools to facilitate mixed use development forms and by dedicating financial resources to reduce the costs for infrastructure, such as the costs associated with the road connections described earlier.

Stick to the Vision: Planning is easy, implementation is the hard part. Stick with the vision and, most importantly, put someone in charge. The best way to get staff, elected officials, and the County’s partners to focus on making changes is to identify an individual, such as a county staff person, who is responsible for the implementing actions and the agency and stakeholder coordination needed to transform the Park Avenue area. The vision, plan, and implementation strategies provide the place to start, but some dedicated attention to the implementation actions, backed by a commitment to invest in the required infrastructure, will yield near-term results for the County and its residents.

IMPLEMENTING COMPREHENSIVE PLAN AND DEVELOPMENT ORDINANCE LANGUAGE

Draft amendments to the Comprehensive Plan and Development Ordinance that incorporate the Park Avenue Neighborhood and Station Area Plan are included following **Table 7**.



On-street parking can be used by adjacent uses to meet parking demands and reduce off-street parking needs. While angled parking requires more dedication, it also provides significantly more parking. For the 400-foot conceptual blocks shown above, parallel parking could provide 13 spaces (top), while angled parking could provide 22 spaces (bottom). The benefit for the landowner and developer is that the parking is constructed and maintained by ODOT and/or Clackamas County, reducing the costs for developers and permitting increased development opportunities on land where off-street parking would typically be required.

Table 7. Implementation Plan Costs, Partners, Responsibility, and Timing (Note: Actions may run concurrently.)

	Estimated Cost	Timing			Primary Responsible Parties	Partners
		Short (1-5 yrs)	Medium (6-10 yrs)	Long (11-20 yrs)		
Regulatory						
1a: Adopt Form-Based Design Requirements	N/A				County Planning Division/ Board of County Commissioners	Neighborhood groups, property owners, key stakeholders
1b: Designate the McLoughlin Corridor as a Station Community Mixed Use District	N/A					
1c: Designate the River Road Location as a Neighborhood Mixed Use District	N/A					
1d: Establish criteria for future plan/zone amendments that would increase residential density in the Station Community	N/A					
1e: Amend the Transportation System Plan and Capital Improvement Plan (CIP)	N/A					
1f: Adopt Station Community Boundary	N/A					
1g: Amend the Trolley Trail Master Plan to show connections	N/A				North Clackamas Parks & Rec District, Board of County Commissioners	
1h: Develop a Parking Strategy	TBD				County Planning and Engineering Divisions, ODOT	TriMet, residents, property owners, and businesses

	Estimated Cost	Timing			Primary Responsible Parties	Partners
		Short (1-5 yrs)	Medium (6-10 yrs)	Long (11-20 yrs)		
Infrastructure Investment						
2a: Reconstruct McLoughlin Boulevard as a Multi-way Boulevard	\$9.2 million				County Planning and Engineering Divisions, ODOT, Private developers	Metro, residents, property owners, key stakeholders, and businesses
2b: 27th Avenue Extension	\$8.8 million				County Planning and Engineering Divisions, North Clackamas Parks & Rec District (2j only), Private developers	
2c: Evergreen Extension (could be privately funded with development)	\$1.2 million					
2d: Torbank Extension	\$1.5 million					
2e: Silver Springs Extension (could be privately funded with development)	\$1.7 million					
2f: Cinderella Extension (could be privately funded with development)	\$4.1 million					
2g: Local Access Roads (could be privately funded with development)	\$4.9 million					
2h: Convert SE Linden Place to a Public Street	\$20,000					
2i: Linden Place to the 27th Avenue Connection	\$614,000					
2j: Multi-Use Connections to Trolley Trail	\$925,000					
2k: Amend Adopted Parks-related Plans	TBD				North Clackamas Parks & Rec District, Board of County Commissioners	Neighborhood groups, property owners, key stakeholders
Incentives and Partnerships						
3a: Incentives Toolkit including coordination among County Divisions (such as Planning, Engineering and Building) and Oak Lodge Sanitary District to create development incentives.	TBD				County Planning and Development Agency	Property owners, project advocates, key stakeholders, and businesses

	Estimated Cost	Timing			Primary Responsible Parties	Partners
		Short (1-5 yrs)	Medium (6-10 yrs)	Long (11-20 yrs)		
3b: Program Marketing	N/A				County Development Agency	Property owners, project advocates, key stakeholders, and businesses
Leadership, Management and Organization						
4a: Adopt the Plan	N/A				County Planning Division, Board of County Commissioners	Residents, property owners, project advocates, key stakeholders, and businesses
4b. Assign Public Agency Staff to PASA	N/A				County Planning Division, County Development Agency	Board of County Commissioners
4c. Create an Advisory Committee to Provide Ongoing Guidance	N/A					TriMet, ODOT, Metro, residents, property owners, project advocates, key stakeholders, and businesses
4d. Create a Year-One Action Plan	N/A					
4e. Consider the Formation of a Business Improvement District (BID)	N/A				County Development Agency	Property owners, project advocates, key stakeholders, and businesses
4f: Encourage Stakeholder Advocacy	N/A				County Planning Division	
4g: Identify Project Advocates	N/A					
Funding Strategies						
5a: Include Key Infrastructure Projects in Clackamas County's Transportation and Capital Plans	N/A				County Planning and Engineering Divisions.	Board of County Commissioners
5b: Include Key Infrastructure Projects in Metro's Regional Transportation Plan (RTP) and Metropolitan Transportation Improvement Plan (MTIP)	N/A				County Planning and Engineering Divisions, Board of County Commissioners	Metro, ODOT

	Estimated Cost	Timing			Primary Responsible Parties	Partners
		Short (1-5 yrs)	Medium (6-10 yrs)	Long (11-20 yrs)		
5c: Evaluate Tax Increment Financing (TIF) as a Funding Tool	TBD				County Development Agency	Board of County Commissioners
5d: Evaluate and Implement Local Improvement Districts (LID) for Specific Projects	TBD				County Development Agency, property owners, businesses	Key stakeholders and businesses
5e: Evaluate the Viability of a System Development Charge (SDC) Pool	TBD				County Engineering Division, County Development Agency	Board of County Commissioners
5f: Pursue Other Grants and Loans	TBD				County Planning and Engineering Divisions, County Development Agency	Project advocates, key stakeholders

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CHAPTER 10

**MCLOUGHLIN CORRIDOR AND PARK AVENUE STATION COMMUNITY
DESIGN PLAN**

INTRODUCTION

The Portland metropolitan area has changed significantly in the past 20 years and will likely experience more changes in the future. McLoughlin Boulevard, and the business and residential areas that surround it, have also changed, reflecting population and traffic changes, shifts in retail market and development types, and infill and maturation of the nearby residential neighborhoods.

A number of issues [and features that](#) affect the future of the McLoughlin Corridor provided the impetus for a special study of the area in 1998-99, [and an update to the plan in 2012 to include the Park Avenue Station Community Plan](#). Those features include:

- McLoughlin [Boulevard](#), identified as a “Regional Street” in the Region 2040 Urban Growth Management Functional Plan, is expected to continue to support high levels of through and local vehicular traffic.
- The area along McLoughlin is designated a “Corridor” in the Region 2040 Urban Growth Management Functional Plan. A corridor is intended to feature a high quality pedestrian environment and convenient access to transit, while continuing to meet the needs of the automobile. Corridor areas are expected to transition to higher residential and employment densities through infill and redevelopment.
- The Oregon Highway Plan designates McLoughlin as a District Highway. As a District Highway, McLoughlin provides a link between urbanized areas and also serves local access and traffic. The management objective is to provide for safe and efficient, low to moderate speed traffic flow and for pedestrian and bicycle movements.
- [In the Regional Transportation Plan](#), McLoughlin Boulevard is designated for frequent bus [service and is a Tier 2, High Capacity Transit \(HCT\) corridor](#). Though not supporting near-term projects, Tier 2 corridors are where HCT investment may be viable if recommended planning and policy actions are implemented.
- [The Portland-Milwaukie Light Rail project will extend light rail into northwest Clackamas County in 2015 and provide a light rail station and park-and-ride facility on the west side of the McLoughlin Boulevard/Park Avenue intersection. This new transit facility supports creating a “Park Avenue Station Community,” an area of development that features housing, retail, offices and other employment and services that are easily accessible to pedestrian, bicyclists and transit users as well as those arriving by auto.](#)

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- The Oregon Department of Transportation (ODOT) needs to evolve policies and standards for state highways in urban areas such as the McLoughlin Corridor.

The area of application for the McLoughlin Corridor and Park Avenue Station Community Design Plan is shown on Map X-MC-1.

The overall Clackamas County Comprehensive Plan is applicable to the McLoughlin Corridor and Station Community areas. This chapter of the Comprehensive Plan describes the goals and policies that are specific to the McLoughlin Corridor and Park Avenue Station Community Design Plan. This chapter takes precedence where conflicts exist between this chapter's policies and policies in the remainder of the Comprehensive Plan.

McLoughlin Corridor Plan

In 1998-1999, Clackamas County worked with state and local agencies, a Citizen's Workgroup, and the general public through a series of open houses, to develop a plan in response to these issues.

The focus of the McLoughlin Corridor Study became the design of the street itself. McLoughlin Boulevard, the first four-lane highway in the State, was constructed in the 1930s and improved incrementally since then. It generally has 120 feet of right-of-way, with an improved width of 80-90 feet. Several of the State and County policies that describe how a District Highway or Major Arterial is to be designed and constructed remain to be implemented.

The McLoughlin Corridor Design Plan is not intended to repeat policies that cover issues already addressed by other State and County plans, such as the need for continuous sidewalks, bike lanes, street lighting, and transit improvements. The Design Plan also does not attempt to modify existing state or county policies for access control. This plan focuses on designing aspects of the street for greater safety, aesthetics and utility, especially including a landscaping strip between the curb and sidewalk. Both safety and appearance will be improved by consistent design, including continuous bike lanes, landscaped strips, sidewalks, street lights, transit amenities, fewer driveways, and no on-street parking. The Design Plan includes typical cross sections, with strategies to apply them in the context of design work leading up to a reconstruction of McLoughlin and in the context of development review.

Land Uses in the McLoughlin Corridor were reviewed. A market analysis in 1998 addressed the market for a range of land uses, and the types of employment and housing densities that are suitable for the corridor. It was determined that the employment and housing uses and densities appropriate to a corridor are already feasible under the existing plan designations provided for in the Comprehensive Plan.

Land uses would be better served in terms of access and circulation if there were better connectivity between parking lots, and between parking lots and streets to the side or rear of the development. The image of McLoughlin would be improved if the existing sign

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ordinance were better enforced. An improved appearance may lead to more investment, more patronage of businesses, and more job creation.

Park Avenue Station Community Plan

In 2010, Clackamas County initiated a land use and transportation study for the area around the planned Park Avenue/McLoughlin Boulevard light rail station, the most southerly station in the Portland-Milwaukie Light Rail line. County staff worked with the local community, a Stakeholders Advisory Group and Technical Advisory Committee to take a new look at this subarea of the McLoughlin Corridor. The project also was coordinated with the broader community effort being undertaken by the McLoughlin Area Planning committee.

The Park Avenue station area project included a market study and analyses of development alternatives and potential traffic impacts of development. The stakeholders set goals that the plan would ensure safe and convenient access to the transit system, preserve and enhance open space and natural areas, provide opportunities for employment areas, and establish a community identity. The project resulted in a plan for future land uses and transportation networks for the area identified as the Park Avenue Station Community,

The Station Community boundary overlays the northerly one-half mile of the adopted McLoughlin Corridor boundary, specifically the section of McLoughlin Boulevard from just north of Park Avenue to Courtney Avenue. The Station Community also extends along Park Avenue and Evergreen Street to River Road.

The circulation plan for the Station Community builds on the existing street system and improves connections through the Station Community for pedestrians, bicyclists and motorists. Between Park Avenue and Courtney Avenue, a pedestrian-friendly grid pattern is created with intersections on McLoughlin Boulevard spaced approximately 450 feet apart. The grid also guides the location of future development, setting the framework for mixed use development. McLoughlin Boulevard itself is planned to be transformed to a multi-way boulevard, providing slip lanes with on-street parking adjacent to new development fronting McLoughlin. Local connections into the neighborhood are made with multi-use path connections to the Trolley Trail.

In addition to the multi-modal connections, the Station Community plan provides for development and design standards for a mixed use district along McLoughlin Boulevard between Park Avenue and Courtney Avenue, and higher density development in a multi-family district at River Road and Park Avenue.

GOALS

- Design and improve McLoughlin Boulevard to serve the needs of travelers by all modes of transportation along and across the roadway.

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- Design McLoughlin Boulevard to serve a balance between regional through traffic and local access for business and residents.
- Design McLoughlin Boulevard to serve regional and local traffic, including public transportation, bicycle and pedestrian travel.
- Enhance safety for all travel modes and improve the aesthetic appeal of McLoughlin Boulevard.
- Create a high quality pedestrian environment, convenient access to transit, and mix of land uses that implement the “Corridor” design type.
- Enhance pedestrian safety, especially pedestrian crossings near schools.
- Make it safe and easy to walk, bike and travel around the Oak Grove community, especially to and from the Park Avenue light rail station.
- Identify and protect natural and distinctive elements, such as streams and wetlands, trees and historic places.
- Provide for parks and civic spaces in the community.
- Provide for a variety of housing types to support a range of incomes and ages.
- Develop code standards that promote neighborhood identity, compact development and a mix of uses in the station area to create a pedestrian-oriented community.

POLICIES

I. General Land Use Policies

- 1.0 The 2040 Growth Concept Design Types “Corridor” and “Station Community,” as defined in Chapter 4 and displayed on Map X-MC-1, shall be applied along McLoughlin Boulevard and extend along Park Avenue and Evergreen Road to River Road. Within the boundary of the Station Community, policies and standards of the Station Community Design Type Area shall apply.

II. Land Use Policies for the Corridor Design Type Area

- 2.0 The Corridor design type is applied to properties within the McLoughlin Corridor Study area that have the following Comprehensive Plan designations: GC-General Commercial, SHD-Special High Density, HDR-High Density Residential, MHDR-Medium High Density Residential, and MDR-Medium Density Residential and are no more than 650 feet from the McLoughlin Boulevard Right-of-Way.
- 3.0 Corridor Policies 2.1-2.5 stated in Chapter 4: Urban Growth Concept shall be applicable within the Corridor design type area.

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- 4.0 Office and commercial developments shall integrate with adjacent neighborhoods by providing, at minimum, excellent pedestrian access.
- 5.0 A range of land use designations may be applied within the designated Corridor design type area. Land use designations that provide primarily for employment and shopping, and land use designations that provide primarily for multi-family residences shall be considered. Land Use Designations applicable in the Corridor design type area are:
 - 5.1 Commercial and Office designations that may be applied include: General Commercial, Retail Commercial, Office Commercial and Office Apartment. Any site designated for a commercial use shall be located adjacent to McLoughlin.
 - 5.2 Multifamily designations that may be applied include: Special High Density, High Density, Medium High Density and Medium Density Residential. Multifamily designations should generally be located so as to form a buffer between commercial uses adjacent to McLoughlin and low density residential areas.
 - 5.3 When applying for a Comprehensive Plan map amendment to a multi-family designation in the McLoughlin Corridor the applicant's property shall have access to a street designated as a major or minor arterial, collector, connector or local. Siting should not result in significant traffic increase on local streets serving low density residential areas.

III. Land Use Policies for the Station Community Design Type Area

- 6.0 The Station Community design type is applied to properties that are within the Station Community boundary designated on Map X-MC-3 and have the following Comprehensive Plan designations: Station Community Mixed Use, High Density Residential, Medium Density Residential and Low Density Residential.
- 7.0 The Park Avenue Station Community Regulating Plan Map, to be incorporated in the Zoning and Development Ordinance, shall be the basis of the design and development standards for the Station Community and establishes the requirements for street types, block patterns, existing and new streets, building frontage types, and landscaping types.
- 8.0 Within the Station Community boundary shown on Map X-MC-3, future development and redevelopment shall conform to the Park Avenue Station Community Regulating Plan Map, and areas shall be planned to:
 - 8.1 Provide for development that creates and supports a dynamic, safe and convenient public realm made up of inter-connected streets, landscaped parking areas, plazas framed by building facades and entrances facing the streets, open spaces, and public parks.

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- 8.2 Provide for a mix of uses, such as retail, services, office, and high intensity housing, that supports local residents and businesses, and provides opportunities for new development.
 - 8.3 Plan a multi-modal street network with excellent pedestrian/bicycle connectivity to local services and destinations, such as schools and transit. The streets also support public, on-street parking on all but the most heavily traveled streets. For the public right of way, identify design elements, such as landscaping along sidewalks, courtyards and pedestrian amenities to improve the public spaces.
 - 8.4 Provide for development and design standards that: place buildings at the front setback line and orient them to the street; locate onsite parking to the side and behind buildings; specify a selective set of building types and landscaping types to ensure that the forms of new development meet community expectations.
- 9.0 Open space needs of residents and employees in the Park Avenue Station Community will be met by requiring open space/greenspace as a part of redevelopment. Developers will be encouraged to:
- 9.1 Locate open space so that it adjoins, or potentially will join, open space on contiguous parcels to create larger, continuous open space areas.
 - 9.2 Preserve and enhance natural features on parcels Those features may include stands of trees; wooded areas, such as those along the Trolley Trail and water features; and habitats, such as that being restored near the light rail facilities.
- 10.0 Park needs of residents and employees of the Park Avenue Station community will be addressed by promoting the Station Community park goals in the update to the North Clackamas Parks and Recreation District (NCPRD) Master Plan. The plan for parks should include:
- 10.1 Developing strategies to secure funding for acquisition of park land and for maintenance of parks.
 - 10.2 Developing incentives for developers to contribute to or dedicate park land that meets requirements of NCPRD.
 - 10.3 Planning for connections between civic uses and green spaces throughout the community with attractive and walkable streets and paths.
- 11.0 Station Community Mixed Use District
- 11.1 Apply the Station Community Mixed Use designation within the Station Community Mixed Use boundary shown on Map X-MC-3 to:

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- a. Areas with an historical commitment to commercial, office, employment and residential, uses.
 - b. Areas within proximity to high capacity transit service.
 - c. Areas with access to major arterial, minor arterial or collector streets.
- 11.2 Create an area with a mix of residential, office, service and service commercial uses within buildings and developments that meet station community goals, which:
- a. Provide for high residential and employment densities that support use of public transportation.
 - b. Provide for essential public facilities and services, including shared public parking on public and private streets, accessible and attractive walkways between and through developments, and public parks and plazas.
 - c. Require orientation of buildings and parking areas to support and encourage pedestrian trips and utilization of high capacity transit.
- 11.3 Through zoning, establish required and allowed land uses, transportation improvements, and design standards that encourage and support pedestrian-oriented streets, buildings and public places.
- 12.0 High Density Residential District
- 12.1 The High Density Residential designation within the Station Community shown on Map X-MC-3 is continued to be applied to areas currently planned and zoned High Density Residential.
- 13.0 Medium Density Residential District
- 13.1 Apply the Medium Density Residential designation within the Station Community area shown on Map X-MC-3 to:
- a. Areas with a commitment to multi-family development.
 - b. Areas developed with a mix of detached single family, two- or three-family and multi-family dwellings; and,
 - b. Areas in proximity to a minor arterial street and high density residential areas, commercial areas, employment concentration or transit stops. Siting should not result in a significant increase on local streets serving low density residential areas.

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13.2 Through zoning, allow limited retail as part of multifamily development that has frontage on River Road in the Medium Density Residential district in the Park Avenue Station Community.

14.0 Low Density Residential District

14.1 Apply the Low Density Residential designation within the Station Community Boundary shown on Map X-MC-3 to:

- a. Areas with an historical commitment to single family residential uses and areas zoned for single family residential uses.
- b. Areas with access to local or collector streets.

14.2 In the Low Density Residential district, areas may be zoned for single family attached residences on lots that average 2,500 square feet, subject to the following conditions:

- a. Parcels have frontage on a residential collector or higher functional classification street.
- b. The proposed development provides for access to off-street parking from the side or rear of a parcel in order to limit curb cuts on the residential collector or higher functional classification street.
- c. The proposed development has a minimum site size of 20,000 square feet.
- d. Design dwellings to provide variation in architectural appearance and apply standards from the Zoning and Development Ordinance Section 1005.
- e. Require Design Review for single family attached development.

IV. Transportation Policies

15.0 Encourage circulation to occur between businesses by requiring that adjacent parking lots be connected to each other or to a street at the side or rear of the development.

16.0 Develop a program for enforcement of the County's sign ordinance on McLoughlin Boulevard. Potential strategies include: providing additional funding and establishing priority with the County's Code Enforcement Section; and setting up a "Corridor Committee" of property owners and business owners who would work toward compliance by setting a good example, discussion, persuasion, and soliciting compliance in a friendly way.

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- 17.0 ODOT's access standards are applicable to McLoughlin Boulevard as are their roadway standards between the curbs.
- 18.0 In the McLoughlin Corridor outside of the Station Community boundary, apply the typical cross sections as shown on Figure X-MC-1 (a) and (b). Map X-MC-2 shows where the various cross sections generally apply. These cross sections for the area of the roadway adjacent to a development (generally sidewalks and landscaping strips) shall be required during development review.
- 18.1 The standard arterial segment cross section is preferred at locations between intersections. In areas where the topography adjacent to the outside of the sidewalk slopes so that a retaining wall higher than 3 feet would be required, the landscaped buffer may be reduced in width. The topographically constrained cross section on Figure X-MC-1 (a), portrays the maximum reduction in the improved width (landscaped buffer reduced to zero, but no reduction is allowed in sidewalk width). Reduction in the width of the landscaped buffer shall be the minimum necessary, considering a retaining wall 3 feet high.
- 19.0 In the McLoughlin Corridor outside of the Station Community boundary, the typical cross sections as shown on Figure X-MC-1 (a) and (b), and indexed on Map X-MC-2, shall be used as guidelines for specific designs for reconstruction of McLoughlin Boulevard. More specific design work produced in preparation of a reconstruction of McLoughlin may replace the typical cross sections in regard to requirements for development and redevelopment. Design work for road reconstruction should start with the Final Report of the McLoughlin Corridor Land Use and Transportation Study as a guide.
- 20.0 The Park Avenue Station Community circulation plan, shown on Map X-MC-4, is adopted to provide excellent, multi-modal street connections and improve choices for pedestrians, bicyclists and motorists to travel through the neighborhood. The plan provides a network of arterial, collector and local streets, as well as multi-use path connections to the Trolley Trail,
- The street grid provides a pedestrian-scale block pattern in the section of McLoughlin Boulevard between Park Avenue and Courtney Avenue. New streets connect from McLoughlin Boulevard west to an extension of SE 27th which will link Park Avenue and Courtney Avenue. Additional connections are made from McLoughlin Boulevard east to Oatfield Road. Generally, blocks will be no more than 450 feet in length.
- 20.1 Key infrastructure projects shall be adopted into the relevant transportation plans, including the Clackamas County Transportation System Plan, Metro's Regional Transportation Plan (RTP), and the Metropolitan Transportation Improvement Plan (MTIP).

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- 20.2 To determine opportunities to develop and pay for infrastructure, Clackamas County shall refine financing strategies which may include pursuing grants and loans, pooling systems development charges; forming tax increment financing or local improvement districts; requiring right-of-way dedications; and, providing development incentives through an expedited permitting process.
- 20.3 Between Park Avenue and Courtney Avenue, McLoughlin Boulevard shall be developed as a multi-way boulevard. The cross section of the multi-way boulevard, shown on Figure X-MC-3, has two travel lanes in each direction, a landscaped median with left turn bays, landscaped side islands, and slip lanes with on-street parking in the right-of-way. Future sidewalks will be constructed within the front setback of development.
- a. As development of parcels fronting McLoughlin Boulevard occurs, the side medians, slip lanes and on-street parking at the block level will need to be completed to ensure that the slip lane functions properly.
 - b. Driveway access to the slip lanes will not be permitted except for temporary situations when driveway access from a planned side street to a development is not feasible.
 - c. To address the need for safe pedestrian crossings on McLoughlin Boulevard, pedestrian actuated beacons shall be installed when warrants are met at the intersections of McLoughlin Boulevard and Silver Springs Road, and McLoughlin Boulevard and Torbank Road.
 - d. When required signal warrants can be met, signals shall be installed to replace the pedestrian actuated beacons at the intersections of McLoughlin Boulevard at Silver Springs Road and McLoughlin Boulevard and Torbank Road.
 - e. Exceptions to developing the multi-way boulevard cross section may be negotiated with developers by Clackamas County and ODOT under specific circumstances, including the need to accommodate significant, public infrastructure projects; where topographic constraints limit such improvements; or where impacts to shallow parcels would restrict redevelopment. ODOT and Clackamas County shall evaluate and determine the required frontage improvements that will allow continued development and operation of the multi-way boulevard in other blocks.
- 20.4 Street cross sections: The new public or private streets within the Park Avenue Station Community shall be built to standards illustrated in the Street Type cross sections (Figure X-MC-4). The two-lane/sharrow street shall include two travel lanes, on-street parking on both sides of the street, landscaped parking strip, and sidewalks within the right-of-way. The new

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“skinny street” extension, provided in only one location to match an existing right-of-way width, shall include two travel lanes, on-street parking on one side of the street if feasible, landscaped parking strip and sidewalk within the right-of-way.

- 20.5 Multi-use path connections to the Trolley Trail: The plan identifies four locations for new multi-use path connections to the east side of the Trolley Trail; the cross section of a multi-use path is shown in Figure X-MC-4. The recommendations for multi-use paths will be incorporated by the North Clackamas Parks and Recreation District (NCPRD) in the Trolley Trail Master Plan and/or the update to NCPRD Master Plan.
- 21.0 Parking Standards: Parking requirements shall conform to Section 1015 of the Zoning and Development Ordinance.
- 21.1 Clackamas County shall research parking standards for station communities to determine if reduction in on-site parking requirements is feasible.
- 22.0 Transit improvements in the McLoughlin Corridor and Park Avenue Station Community shall be coordinated with TriMet to improve bus service to the light rail station on Park Avenue and to evaluate the potential for a transit shuttle through the McLoughlin Corridor area.

X-90 Last Amended 3/7/11 X-91 Last Amended 3/7/11

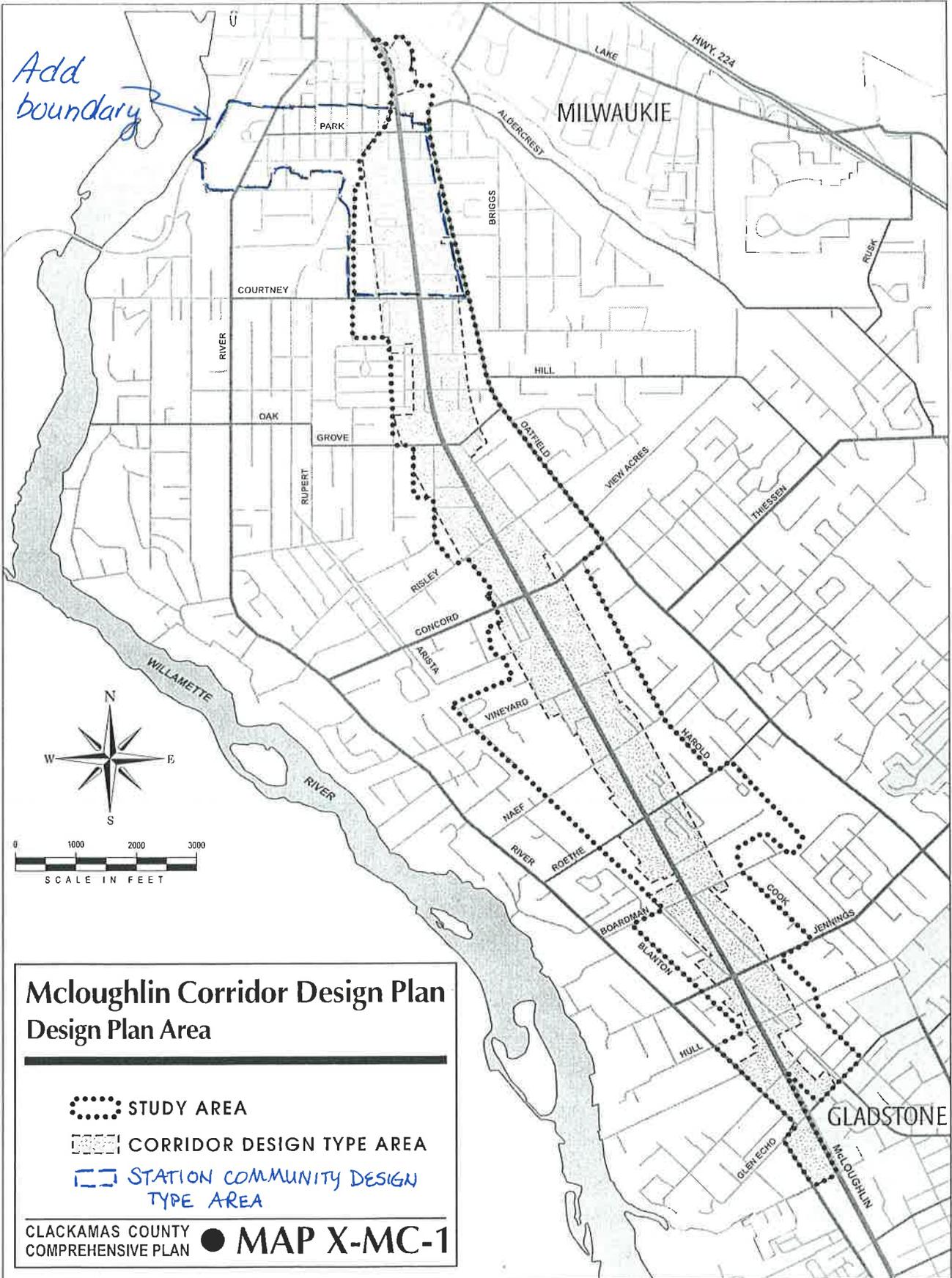
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MAPS & FIGURES

McLoughlin Corridor and Park Avenue Station Community Design Plan	
<i>Map and Figure Number</i>	<i>Title</i>
Map X-MC-1	Design Plan Areas
Map X-MC-2	Location of Street Improvements
(New) Map X-MC-3	Park Avenue Station Community, Land Use Plan
(New) Map X-MC-4	Park Avenue Station Community, Circulation Plan
Figure X-MC-1	Street Cross Sections
Figure X-MC-2	Street Cross Sections
(New) Figure X-MC-3	Street Cross Section: Multi-way Boulevard
(New) Figure X-MC-4	Street Cross Sections: Two-Lane Street, Skinny Street, and Multi-use Path

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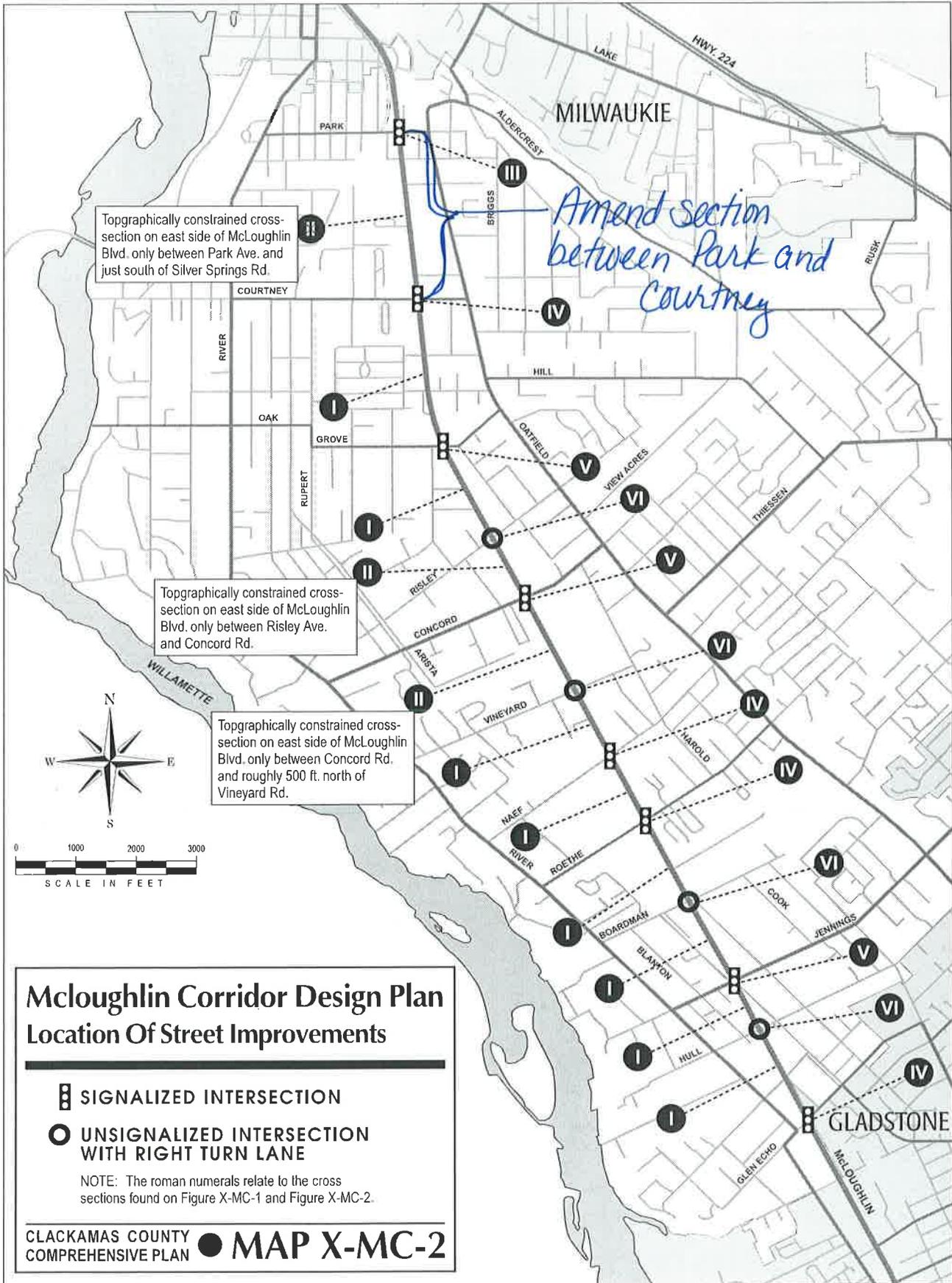


Mcloughlin Corridor Design Plan Design Plan Area

- STUDY AREA
- ▨▨▨▨ CORRIDOR DESIGN TYPE AREA
- ▭▭▭▭ STATION COMMUNITY DESIGN TYPE AREA

CLACKAMAS COUNTY COMPREHENSIVE PLAN ● MAP X-MC-1

Feb. 2012 Draft





Date: 1/6/2012



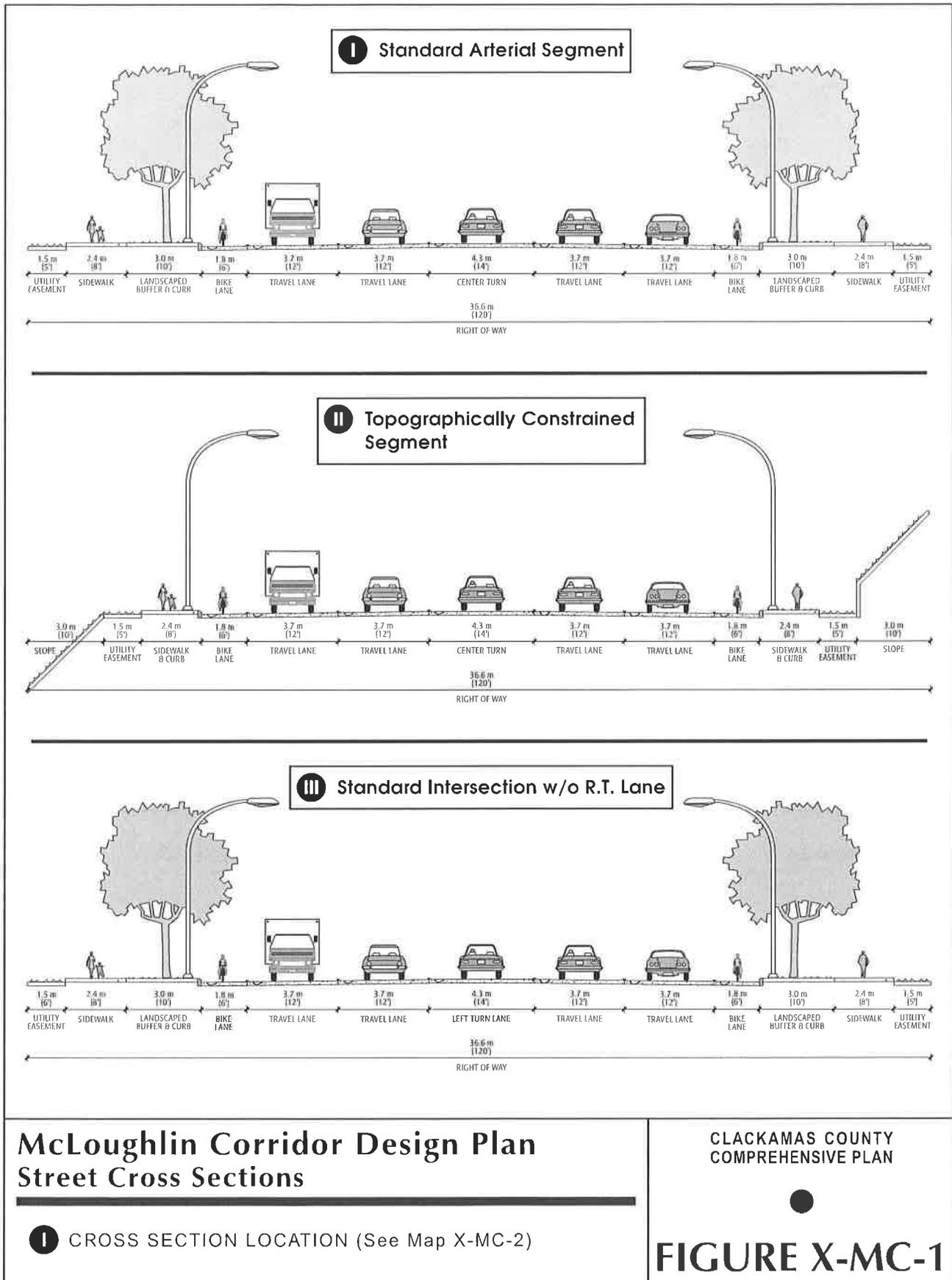
Map X-MC-4: Circulation Plan

Multi-Use Path	School
Two-Lane Street/Sharrow	Future LRT and Park and Ride
Skinny Street	Station Community Boundary
Existing Street	Bus Stop
Trolley Trail	

Note: New street locations within the cross-hatched area are flexible, but must connect with existing or planned connections.

Date: 1/6/2012

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**McLoughlin Corridor Design Plan
Street Cross Sections**

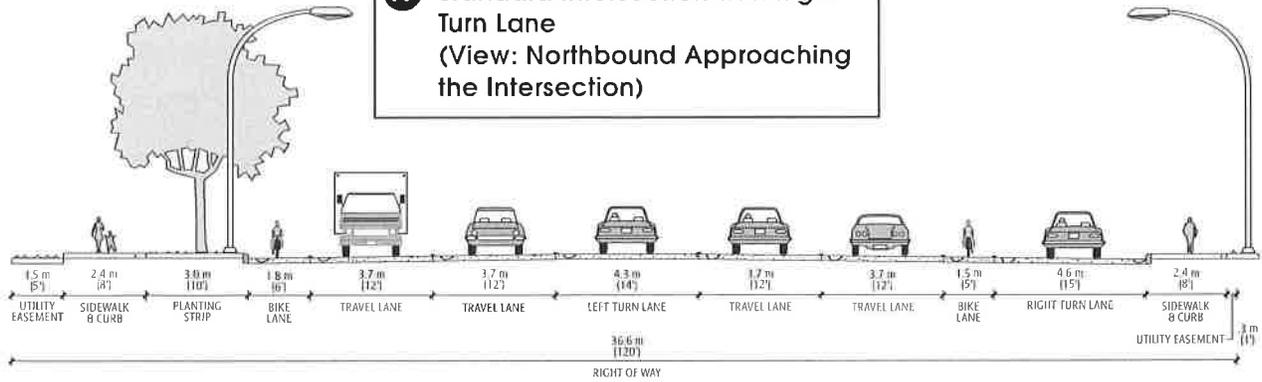
CLACKAMAS COUNTY
COMPREHENSIVE PLAN

I CROSS SECTION LOCATION (See Map X-MC-2)

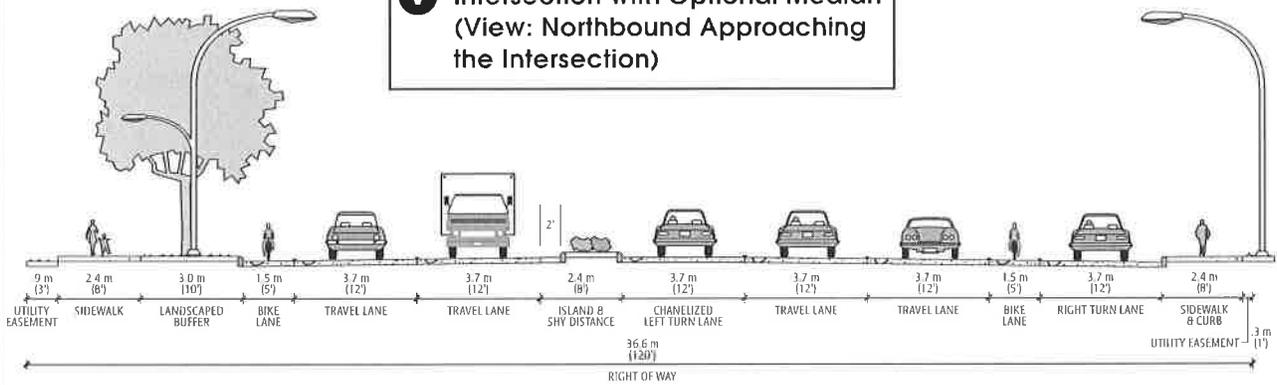
FIGURE X-MC-1

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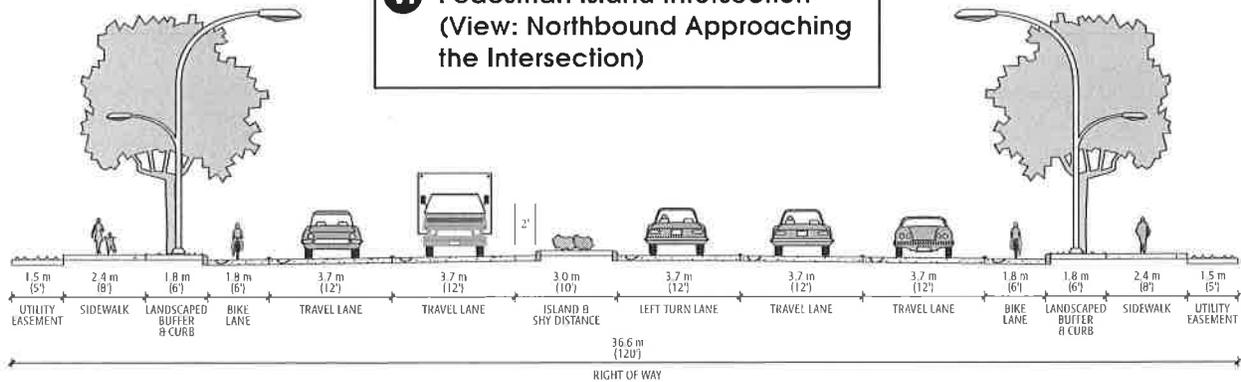
**IV Standard Intersection with Right Turn Lane
(View: Northbound Approaching the Intersection)**



**V Intersection with Optional Median
(View: Northbound Approaching the Intersection)**



**VI Pedestrian Island Intersection
(View: Northbound Approaching the Intersection)**



**McLoughlin Corridor Design Plan
Street Cross Sections**

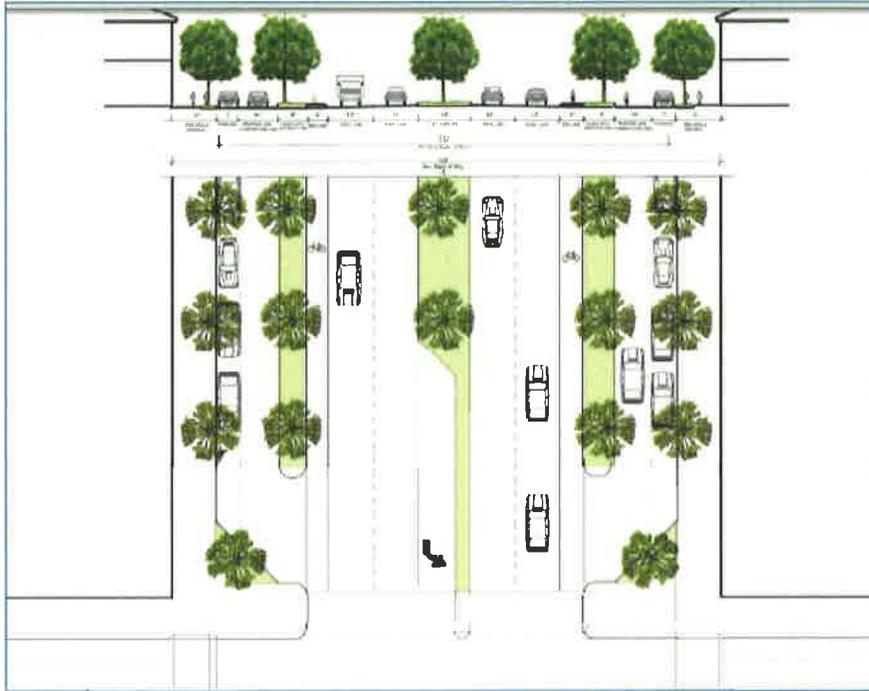
CLACKAMAS COUNTY
COMPREHENSIVE PLAN

I CROSS SECTION LOCATION (See Map X-MC-2)

FIGURE X-MC-2

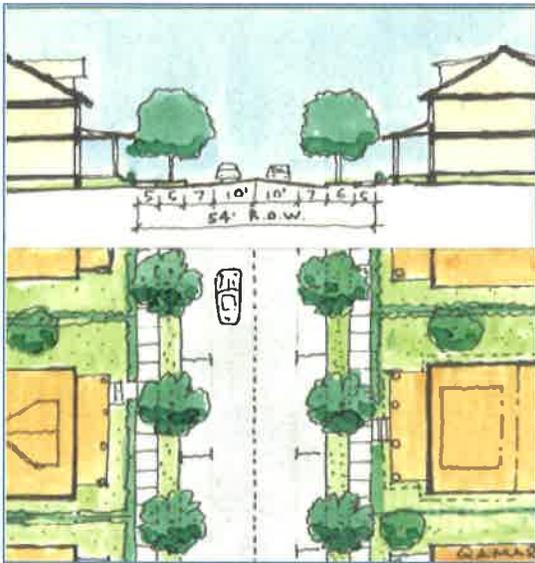
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FIGURE X-MC-3, Street Cross Section, Multi-Way Boulevard

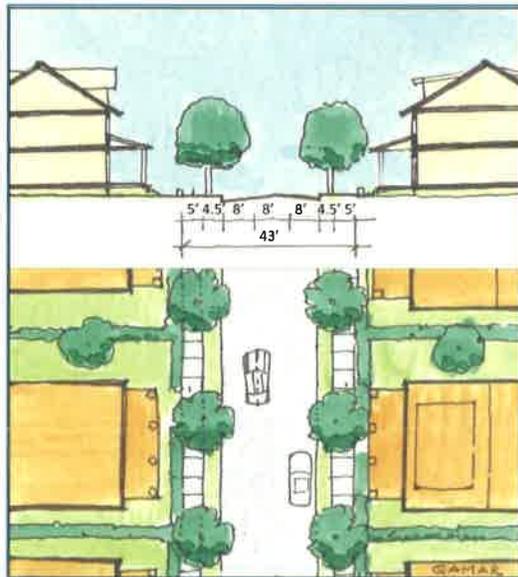


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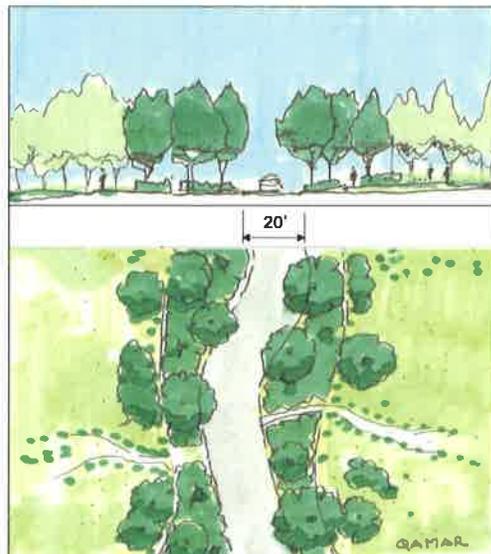
FIGURE X-MC-4, Street Cross Sections: Two-Lane/Sharrow; Skinny Street; Multi-Use Path



Two-way Lane / Sharrow
54-ft right-of-way



Skinny Street
43-ft right-of-way



Multi-Use Path: Pedestrian/Bicycle
20 ft. right-of-way

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Amend MR1 zone (Section 302): Add “Limited Use Retail”
for developments in the River Road node of the Park Avenue Station Community

302 MEDIUM DENSITY RESIDENTIAL DISTRICT (MR-1)

302.01 PURPOSE

Section 302 is adopted to implement the goals and policies of the Comprehensive Plan for Medium Density Residential areas.

302.02 AREA OF APPLICATION

Property may be zoned Medium Density Residential District if:

- A. The site has a Comprehensive Plan designation of Medium Density Residential;
- B. The criteria under Section 1202 are satisfied; and
- C. The property and affected area are presently provided with adequate public facilities, services, and transportation networks to support the use, or such public facilities, services, and transportation networks are planned to be provided concurrently with the development of the property.

302.03 PRIMARY USES

The following are primary uses in the Medium Density Residential District:

- A. Multifamily dwellings;
- B. Three-family dwellings;
- C. Two-family dwellings;
- D. Attached single-family dwellings;
- E. Congregate housing facilities;
- F. Condominiums, subject to Section 803;
- G. Nursing homes, subject to Section 810;
- H. Manufactured dwelling parks, subject to Sections 824 and 825 and a minimum lot size of one acre;
- I. Utility carrier cabinets, subject to Section 830;
- J. Bed and breakfast residences and inns, subject to Section 832;
- K. Wireless telecommunication facilities listed in Subsections 835.04(B) and (C), subject to Section 835;
- L. Lodging, boarding, and rooming houses for any number of guests, but not primarily for transients, subject to a minimum lot size of 7,000 square feet; and
- M. Public parks, playgrounds, recreational and community buildings and grounds, community gardens, public golf courses, tennis courts, and similar recreational uses, all of a noncommercial nature, provided that any principal building or swimming pool shall be located a minimum of 30 feet from any other lot in a residential district.

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Amend MR1 zone (Section 302): Add “Limited Use Retail”
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302.04 ACCESSORY USES

The following are accessory uses in the Medium Density Residential District:

- A. Uses and structures customarily accessory and incidental to a primary use;
- B. Indoor and outdoor recreational facilities, such as swimming pools, saunas, game and craft rooms, exercise rooms, community meeting rooms, lounges, playgrounds, tennis and other courts, bike and walking trails, and pedestrian plazas and courts;
- C. Parking structures;
- D. Rental information offices;
- E. Repair and maintenance services;
- F. The temporary storage within an enclosed structure of source-separated recyclable/reusable materials generated and/or used on-site prior to on-site reuse or removal by the generator or licensed or franchised collector to a user or broker;
- G. Solar energy systems;
- H. Rainwater collection systems;
- I. Electric vehicle charging stations;
- J. Home occupations, subject to Section 822;
- K. Temporary buildings for uses incidental to construction work. Such buildings shall be removed upon completion or abandonment of the construction work;
- L. Bus shelters under the ownership and/or control of a city, county, state, or municipal corporation, subject to Section 823;
- M. Family daycare providers; and
- N. Signs, subject to Section 1010.

NEW SECTION

302.05 LIMITED USES

Within a STATION COMMUNITY Design Plan area, office, retail, and service uses may be included in a multi-family development subject to the provisions set forth below:

- A. Office, retail, and service commercial uses, itemized under Subsections 302.05(B) and (C), may be allowed as part of a development within a Design Plan area when developed concurrently with or after the primary uses, subject to the following limitations and conditions:

- 1. Limited uses may be allowed in developments meeting the minimum residential density in Subsection 302.09(D) for the entire site area. The total combined floor area occupied by all limited uses shall not exceed 10 percent of the total floor area occupied by primary uses.

Formula: $.10 \times \text{primary use floor area} = \text{limited use floor area}$

- 2. All limited uses shall be part of a planned development.

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3. Allowing the use(s) will not adversely impact the livability, value, and appropriate development of the site and abutting properties considering the location, size, design, and operating characteristics of the use(s).
4. No outdoor storage of materials associated with the limited use shall be allowed.
5. Uses shall not be of a type or intensity which produce odor, smoke, fumes, noise, glare, heat, or vibration which are detectable outside of the premises and are incompatible with primary uses.
6. Commercial uses itemized under Subsection 302.05(C) shall be small-scale establishments located and arranged within the development to cater primarily to the shopping and service needs of residents, onsite employees, and area patrons. No single commercial use shall occupy more than 1,500 square feet of floor area.

B. Limited office uses may be as follows:

1. Offices or studios of the following professions or occupations:
 - a. Accountants, investment counselors, management consultants;
 - b. Attorneys;
 - c. Architects, landscape architects, and engineers;
 - d. Artists, designers, draftsmen, authors, or writers;
 - e. Photographers, musicians, and dancers; and
 - f. Physicians, surgeons, dentists, psychologists, and counselors; and
2. Any office use that the Planning Director finds to be similar to one or more of those specified in Subsection 302.05(B)(1) and consistent with the Comprehensive Plan and the purposes of Section 302. A request for a determination under this subsection shall be processed as an Interpretation pursuant to Subsection 1305.03.

C. Limited retail and service commercial uses may be as follows:

1. Laundry pickup agency, dry cleaners, and pressing and dry cleaning services that do not require a fireproof vault;
2. Barber or beauty shop, tailor, dressmaker, shoe repair, or similar personal service business;
3. Coffee, pastry or sandwich shop, cafeteria, delicatessen, restaurant, drinking establishment, or pedestrian-oriented fast-food service;
4. Confection, newspaper, magazine, book, gift, stationery, or flower and plant sales;
5. Pharmacy;

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6. Grocery and variety stores emphasizing convenience rather than bulk merchandise sales;
7. The sale or rental of art, craft, musical, dance, recreation, or minor office supplies and equipment in association with primary, accessory, or limited uses;
8. Duplicating services;
9. Self-service postal facilities;
10. Daycare facilities; and
11. Any convenience or service commercial use that the Planning Director finds to be similar to one or more of those specified in Subsection 302.05(C) and consistent with the Comprehensive Plan and the purposes of Section 302. A request for a determination under this subsection shall be processed as an Interpretation pursuant to Subsection 1305.03.

END OF NEW SECTION

302.06 USES SUBJECT TO REVIEW BY THE PLANNING DIRECTOR

The Planning Director may approve the following use in the Medium Density Residential District, pursuant to Subsection 1305.02:

- A. Wireless telecommunication facilities listed in Subsections 835.05(A)(2) and (3), subject to Section 835.

302.07 CONDITIONAL USES

- A. The Hearings Officer may approve the following conditional uses in the Medium Density Residential District, pursuant to Section 1300. Approval shall not be granted unless the proposal complies with Section 1203 and any applicable provisions of Section 800.
 1. Alteration or expansion of a church which was lawfully established prior to July 14, 1980. The use shall not extend beyond the property which was under the ownership of, or occupied by, the preexisting church and associated facilities prior to July 14, 1980. The use shall be subject to Section 804;
 2. Schools, subject to Section 805;
 3. Daycare facilities, subject to Section 807;
 4. Service and recreational uses, subject to Section 813;
 5. Hydroelectric facilities, subject to Section 829;
 6. Wireless telecommunication facilities listed in Subsection 835.06(A), subject to Section 835;
 7. Multi-use developments, subject to Section 1016; and

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8. The hosting of weddings, family reunions, class reunions, company picnics, and similar events.

302.08 PROHIBITED AND PREEXISTING USES

A. Prohibited Uses: The following uses are prohibited in the Medium Density Residential District:

1. Uses of structures and land not specifically permitted; and
2. The use of a residential trailer or mobile home as a dwelling, except within a lawfully established preexisting manufactured dwelling park or as authorized under Section 1204.

B. Preexisting Uses:

1. Lawfully established single-family dwellings or residential homes may be altered or expanded without review under Section 1206.
2. A new lot created for a lawfully established single-family dwelling shall have a minimum area of 3,630 square feet.
3. Lawfully established single-family dwellings and their accessory structures shall comply with the setback standards of Section 301.
4. A lot created for a preexisting dwelling shall not be included in the gross site area used to determine the maximum and minimum density for the remaining lot.

302.09 DIMENSIONAL STANDARDS

A. Purpose: The dimensional standards are intended to:

1. Provide for fire safety and protection of all structures;
2. Protect the privacy and livability of on- and off-site dwellings and yard areas;
3. Provide for adequate light and air circulation between structures;
4. Ensure suitable and safe access to each development with minimum impact on adjacent lots or dwellings; and
5. Provide for adequate open space within a development.

B. Density and Minimum Lot Size: The district land area for purposes of calculating density pursuant to Section 1012 is 3,630 square feet per dwelling unit. The minimum lot size for an attached single-family dwelling shall be 3,630 square feet, except as modified by Section 1013 or 1014.

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**Amend MR1 zone (Section 302): Add “Limited Use Retail”
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C. Minimum Front Yard Setback: 20 feet. On corner lots, the minimum front yard setback shall apply from both roads, except in the case of a corner lot developed with an attached single-family dwelling, where the minimum front yard setback may be reduced to 10 feet on one of the roads. However, the reduced setback shall not apply to any property line from which vehicular access is taken.

D. Minimum Rear Yard Setback: 20 feet.

E. Minimum Side Yard Setback:

1. One story: five feet.
2. Two stories: seven feet, or 10 feet when abutting an Urban Low Density Residential, VR-4/5, or VR-5/7 zoning district.
3. Three stories: 15 feet.
4. An additional five feet of side yard setback shall be required for each story higher than three stories.
5. Notwithstanding Subsections 302.08(E)(1) through (4), the minimum side yard setback for attached single-family dwellings shall be five feet, except when abutting an Urban Low Density Residential, VR-4/5, or VR-5/7 zoning district, where the minimum shall be 10 feet. No setback shall be required from any side lot line where two dwelling units share a common wall.

F. Accessory Structure Setback Exceptions:

1. Structures of 100 square feet or less in area: No side or rear yard setback behind the front building line shall be required for any detached accessory structure in this category provided that the structure height does not exceed eight feet. Structures in this category that exceed eight feet in height but do not exceed 10 feet in height shall comply with the standards in Subsection 302.08(F)(2).
2. Structures 101 to 200 square feet in area: The side and rear yard setbacks may be reduced to three feet for any detached accessory structure in this category provided that the structure height does not exceed 10 feet.
3. Swimming Pools: The minimum front yard setback shall be 10 feet. The minimum side and rear yard setbacks shall be five feet, except if a side or rear property line abuts an Urban Low Density Residential, VR-4/5, or VR-5/7 district, in which case the minimum setback shall be 15 feet from the abutting property line.

G. Maximum Lot Coverage: 50 percent, except for lots developed with attached single-family dwellings, where the maximum shall be 65 percent. Swimming pools are not subject to the maximum lot coverage standard.

H. Maximum Building Height: None, except in the case of an attached single-family dwelling, where the maximum building height shall be 35 feet.

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- I. Minimum Landscaping Area: 25 percent of the lot, except in developments of attached single-family dwellings, where the minimum shall be 20 percent of each lot.
- J. Exceptions: Dimensional standards are subject to modification pursuant to Section 900.
- K. Variances: Dimensional standards may be modified pursuant to Section 1205.

302.10 DEVELOPMENT STANDARDS

- A. General: Development shall be subject to the applicable provisions of Sections 1000 and 1100.
- B. Community and Design Plans: Development within a Community or Design Plan area identified in Chapter 10 of the Comprehensive Plan shall comply with the specific policies and standards for the adopted Community or Design Plan.
- C. Manufactured Dwelling Parks: Redevelopment of a manufactured dwelling park with a different use shall require compliance with Subsection 825.03.

[Amended by Ord. ZDO-224, 5/31/11]

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Add Park Ave Station Community to ZDO Section 1700

SECTION 1700

**CLACKAMAS REGIONAL CENTER AREA AND PARK AVENUE STATION
COMMUNITY**

1700 GENERAL PROVISIONS

1700.01 PURPOSE

Section 1700 is adopted to:

- A. Implement the policies of the Clackamas Regional Center Area Design Plan and the McLoughlin Corridor and Park Avenue Station Community Design Plan set forth in Chapter 10 of the Comprehensive Plan;
- B. Provide for a transition to more intense land uses;
- C. Create districts and neighborhoods;
- D. Provide for more efficient parking;
- E. Improve circulation and connections for all modes of transportation within the Clackamas Regional Center, the Station Communities and transportation corridors;
- F. Integrate land use, transportation, and urban design to encourage transit, bicycle, and pedestrian use;
- G. Provide more community attractions;
- H. Create civic spaces;
- I. Protect key natural features and open space;
- J. Provide attractive streetscapes;
- K. Ensure the most efficient use of land;
- L. Add parks and enhance open spaces; and
- M. Provide a safe and pleasant environment.

[Renumbered and amended by Ord. ZDO-226, 3/7/11]

1700.02 APPLICABILITY

Section 1700 applies to development in the following areas:

- A. The Clackamas Regional Center Area shown on Comprehensive Plan Map X-CRC-1, *Clackamas Regional Center Area Design Plan, Regional Center, Corridors, and Station Community*.

Add Park Ave Station Community to ZDO Section 1700

- B. The Station Community Mixed Use zoning district within the Park Avenue Station Community. This area is shown on Comprehensive Plan Map X-MC-3, *McLoughlin Corridor and Park Avenue Station Community Design Plan, Land Use Plan.*

[Renumbered and amended by Ord. ZDO-226, 3/7/11]

1700.03 DESIGN STANDARDS

Subsection 1700.03 applies in the Clackamas Regional Center Area, including the Regional Center and the Fuller Road Station Community, as shown on Plan Map X-CRC-1, *Clackamas Regional Center Area Design Plan, Regional Center, Corridors, and Station Community.* Subsection 1700.03 also applies in the SCMU district in the Park Avenue Station Community, shown on Plan Map X-MC-3, *McLoughlin Corridor and Park Avenue Station Community Design Plan, Land Use Plan.*

- A. Design Plans: For the Clackamas Regional Center Area, development is subject to the Clackamas Regional Center Area Design Plan in Chapter 10 of the Comprehensive Plan. For the Park Avenue Station Community, development is subject to the McLoughlin Corridor and Park Avenue Station Community Design Plan in Chapter 10 of the Comprehensive Plan.
- B. Urban Design Elements: New development is subject to the urban design elements shown on Comprehensive Plan Map X-CRC-3, *Clackamas Regional Center Area Design Plan, Urban Design Element.* The urban design elements are described in the Clackamas Regional Center Area Design Plan in Chapter 10 of the Comprehensive Plan.
1. Urban design elements provided in a development may be used to reduce gross site area for calculating minimum density requirements in Section 1009.
 2. For phased development approved through a master plan, requirements for the urban design elements may be roughly proportional to the amount of the master planned approved development being developed in any one phase.
- C. Parking Structure Orientation: Entrances for ground-level retail uses in parking structures located within 20 feet of a street shall be oriented to a street.
- D. Corner Lot Buildings:
1. A corner lot is a lot, parcel, tax lot, or land area created by a lease agreement at the intersection of two streets.
 2. Buildings on street corners shall have corner entrances or other architectural features to enhance the pedestrian environment at the intersection.

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3. Development on lots at a Gateway intersection as shown on Comprehensive Plan Map X-CRC-3, and Comprehensive Plan Figure X-CRC-7, *Clackamas Regional Center Area Design Plan, Gateway Intersection (Boulevard and Main Street)*, shall be designed to accommodate future Gateway improvements.
- E. Drive-Thru Window Service Facilities: Outside the Regional Center boundary shown on Comprehensive Plan Map X-CRC-1, drive-thru window service facilities are allowed, except for Main Streets designated on Comprehensive Plan Map X-CRC-3, or where otherwise limited in the underlying zoning district, subject to the following standards:
1. When drive-thru window service facilities are oriented toward front yards or street corners, pedestrian areas shall be buffered from the noise and exhaust of drive-thru vehicles.
 2. When building entrances are separated from sidewalks by drive-thru window service facilities, special design features may be required to ensure safe, direct, and convenient crossings and to screen pedestrian areas from drive-thru window service facilities. These may include different paving types, raised elevation, warning signs, landscaping, walls, bollards, or other similar methods.
- F. Building Setbacks from Private Streets: Where a setback from a private street, as defined in Subsection 1700.03(I)(1), is required by the standards of the underlying zoning district, the setback shall be measured from the back edge of the sidewalk.
- G. Pedestrian Amenities: The following guidelines apply to pedestrian amenities used to meet the minimum landscaping area standard, as allowed by Section 1009:
1. Pedestrian areas include plazas, courtyards, outdoor seating areas for restaurants, pocket parks, and atriums when there is direct access for pedestrians. Pedestrian areas in front of buildings should be visible from the street.
 2. Pedestrian areas must include planters and at least two of the following amenities for every 100 square feet of pedestrian area: lawn areas with trees and seating; awnings or other weather protection; kiosks; outdoor eating areas with seating; water features with sitting areas; and drinking fountains.
- H. Parking Structures: If a parking structure, including understructure parking, abuts a street, appropriate features shall be provided to create a transition between the parking structure, or the entrance to understructure parking, and the abutting street. Examples of appropriate features include, but are not limited to, landscape planters and trellises, awnings, canopies, building

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ornamentation, and art. As used in Subsection 1700.03(H), a parking structure “abuts a street” if no other building is sited between the parking structure and the street.

- I. Roads and Circulation: Roads and circulation shall comply with Section 1007 and the following:
 1. Private Streets: Private streets used to meet the building orientation and/or setback standards shall include:
 - a. Sidewalks or raised walking surfaces on both sides;
 - b. Curbs;
 - c. Street trees, pursuant to Subsection 1007.08; and
 - d. Pedestrian-scale lighting.
 - e. Private streets may also provide on-street parking and at-grade loading zones, as applicable.
 2. Internal Streets
 - a. Internal streets may be required to connect to adjacent properties to increase connectivity and provide grid patterns that allow for future development.
 - b. Internal streets shall be designed to allow for future development when applicable.
 - c. Development shall provide, when applicable, direct street and pedestrian connections between developments and schools, parks, open space, shopping areas, employment areas, and transit stops.
 - d. To provide connectivity, existing platted roads within proposed developments shall not be vacated unless similar access is provided on the site.
 3. Boulevards: The following streets are designated Regional Boulevards, are shown on Comprehensive Plan Map X-CRC-3 and are subject to the design standards in Comprehensive Plan Figures X-CRC-1 through X-CRC-4:
 - a. Harmony Road;
 - b. Sunnyside Road;
 - c. Sunnybrook Boulevard; and
 - d. 82nd Avenue, between Causey and Sunnybrook.
 4. Regional Street: **McLoughlin Boulevard (OR 99E) in the Park Avenue Station Community is designated a Regional Street and is subject to the design standards in Comprehensive Plan Figure X-MC-4,**

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McLoughlin Corridor and Park Avenue Station Community Design Plan, Street Cross Section, Multi-way Boulevard.

5. Pedestrian and Bicycle Facilities: Pedestrian and bicycle circulation connections shall be provided as shown on Comprehensive Plan Maps X-CRC-3, *Clackamas Regional Center Area Design Plan, Urban Design Elements*, and X-CRC-7, *Clackamas Regional Center Area Design Plan, Bikeway and Path Network*.

J. Master Plan: A master plan for sites capable of future development shall be submitted for design review pursuant to Section 1102 with the application for the first phase of development. The master plan shall address standards and requirements of this Ordinance, and should include:

1. General location of all proposed uses and improvements;
2. General building dimensions, number of stories, square footage of commercial uses, and number of dwelling units of residential uses;
3. Internal circulation, including that for auto, transit, pedestrian, and freight service;
4. Transportation connections to the external street system, including off-site circulation and site access;
5. Open space and natural features to be protected;
6. Urban design elements shown on Comprehensive Plan Map X-CRC-3 that are required on the subject property;
7. A demonstration that proposed street layout will accommodate future growth; and
8. General location of public facilities and private utilities.

[Renumbered and amended by Ord. ZDO-226, 3/7/11; Amended by Ord. ZDO-224, 5/31/11]

1700.04 REGIONAL CENTER DESIGN STANDARDS

Subsection 1700.04 applies in the Regional Center, as shown on Comprehensive Plan Map X-CRC-1, *Clackamas Regional Center Area Design Plan, Regional Center, Corridors, and Station Community*.

"Regional center" design standards in 1700.04 are not applicable in Park Avenue Station Community.

[Moved from Subsection 1700.01 (renumbered as 1700.03) and amended by Ord. ZDO-226, 3/7/11, Amended by Ord. ZDO-224, 5/31/11]

1700.05 FULLER ROAD STATION COMMUNITY AND PARK AVENUE STATION COMMUNITY DIMENSIONAL AND DESIGN STANDARDS

Subsection 1700.05 applies in the Fuller Road Station Community, shown on Comprehensive Plan Map X-CRC-1, *Clackamas Regional Center Area Design Plan, Regional Center, Corridors, and Station Community*, and in the SCMU zoning

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Add Park Ave Station Community to ZDO Section 1700

district within the Park Avenue Station Community, shown on Comprehensive Plan Map X-MC-3, *McLoughlin Corridor and Park Avenue Station Community Design Plan, Land Use Plan*. If the text of Subsection 1700.05 is unclear as applied to a specific development, Figures 1700-1 through 1700-11, as applicable, may be used to resolve the ambiguity.

- A. Subsections 1700.05(B) through (M) do not apply in Sectors 1 and 2, as shown on Map 1700-1, until:
Subsections 1 through 4 apply only to the Sectors in Fuller Station Area.
- B. Minimum Building Height: 20 feet, measured to top of parapet or roof.
- C. Minimum Side and Rear Yard Setbacks: Five feet, except a zero setback is allowed for attached structures **from the common property line**. (See Figure 1700-1.)
- D. Maximum Driveway Width: The maximum width of a curb cut for a driveway is 24 feet (not including sidewalks or landscaping) unless otherwise required by the Clackamas County Roadway Standards or applicable fire district. (See Figure 1700-1.)
- E. Regulating Plan: A Regulating Plan identifies existing and planned streets, and labels each street type in a design area. As established by Subsections 1700.05(G) and (L), the building frontage and landscape screening regulations are applied by street type and are thereby “keyed” to the relevant Regulating Plan:
 - 1. Map 1700-1 is the regulating plan for the Fuller Road Station Community. It identifies each existing or planned street as one of four street types, Type A, B, C or D.
 - 2. **Map 1700-3 is the regulating plan for the Park Avenue Station Community. It identifies the existing and planned streets in the SCMU zoning district in the Park Avenue Station Community as one of three street types: Corridor Design Frontage, Mixed Design Frontage, or Residential Design Frontage.**
- F. Streets: Street improvements are required as follows:
 - 1. Except as set forth in Subsection 1700.05(F)(3), the locations of required new streets are shown on Map 1700-1 **or Map 1700-3**, or will be determined pursuant to Subsection 1700.05(F)(2). New streets shown on Map 1700-1 **or Map 1700-3** are intended to create blocks with a perimeter no greater than 2,200 feet. Exact location of these new streets may vary up to 50 feet, provided the maximum block perimeter standard is met and provided that the new streets create the connections/intersections shown on Map 1700-1 **or Map 1700-3**.

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2. In addition to the mapped streets (existing and new) illustrated on Map 1700-1 **or Map 1700-3**, a through-block connection is required for any block face longer than 450 feet. (See Figure 1700-2.)
 - a. “Block face” means the curb to curb distance between any two streets, including Type E pedestrian/bicycle connections.
 - b. These additional connections shall:
 - i. Have a Type D cross section or a Type E pedestrian/bicycle connection cross section;
 - ii. Be located no closer than 100 feet to an adjacent street intersection, whether existing or planned; and
 - iii. Align with other existing or planned streets or Type E pedestrian/bicycle connections where possible.
3. Subsections 1700.05(F)(1) and (2) do not apply in Sectors 1 and 2 shown on Map 1700-1. Instead, compliance with either Subsection 1700.05(F)(3)(a) or Subsections 1700.05(F)(3)(b) and (c) is required.
 - a. Development shall not occur until. .
 - b. In lieu of compliance with Subsection 1700.05(F)(3)(a), . . .
 - c. Once an alternative connectivity plan is approved:
Subsection 3, connectivity plan, is not applicable to Park Avenue Station Community, so that text is not included here.
4. Street **Types B, C and D**, and Type E pedestrian/bicycle connections shall be designed in conformance with the design standards shown in Comprehensive Plan Figures X-CRC-8 through X-CRC-11, unless an alternative design is required pursuant to the Clackamas County Roadway Standards or to accommodate fire access, necessary truck circulation, or other engineering factors. An alternative design shall not change the designated street type for purposes of applying the building frontage and landscape screening regulations.
5. Cross section designs for SE Johnson Creek Boulevard and SE 82nd Avenue shall be determined by Clackamas County and the Oregon Department of Transportation.
6. **Street Type “Corridor Design Frontage” (McLoughlin Boulevard) in the Park Avenue Station Community, shall be designed in conformance with the design standards shown in Comprehensive Plan Figure X-MC-3, *McLoughlin Corridor and Park Avenue Station Community Design Plan, Street Cross Section, Multi-Way Boulevard***
7. **Street Types “Mixed Design Frontage” and “Residential Design Frontage,” and the “Multi-Use Path” shall be designed in conformance with the design standards shown in Comprehensive Plan Figure X-MC-4,**

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McLoughlin Corridor and Park Avenue Station Community Design Plan, Street Cross Sections, Two-Lane Street, Skinny Street, and Multi-use Path

- G. **Building Frontage Types:** Four building frontage types are established, each of which is allowed on one or more of the street types allowed in the Fuller Road Station Community **or in the SCMU zoning district in the Park Avenue Station Community**. Subsection 1700.05(G) applies to existing or future Type A, B, C, and D streets, regardless of whether they are shown on Map 1700-1. Table 1700-1 establishes which building frontage types are permitted on each street type. Figure 1700-3 summarizes the four building frontage types.

Table 1700-1: Permitted Building Frontage Type by Street Type

Permitted Building Frontage Type:	Fuller Road Station Community Street Type:	Park Avenue Station Community, SCMU Zoning District Street Type
Landscape	A Street	Corridor Design Frontage
Linear	A, B, C, and D Streets	Corridor Design, Mixed Design and Residential Design Frontages
Forecourt	A, B, C, and D Streets	Corridor Design, Mixed Design and Residential Design Frontages
Porch/Stoop/Terrace	B, C, and D Streets	Mixed Design and Residential Design Frontages

1. Buildings, except parking structures, located wholly or partially within 40 feet of a Type A, B, C, or D street, **or the Corridor Design, Mixed Design or Residential Design Frontages**, are required to comply with the standards for a building frontage type permitted on the applicable street type.
2. The entire length of street frontage designated as “building frontage required” **on Map 1700-1** or as “required retail opportunity area” **on Map 1700-1 or Map 1700-3**, excluding walkway cuts with a maximum width of eight feet and driveway cuts, shall be developed with one or more buildings that comply with the standards of a building frontage type permitted on the abutting street type.
 - a. Except along Otty Road, where the building frontage requirement extends the entire length of the street, the “building frontage required” designation extends a distance of 60 feet from the street intersection, and the “required retail

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opportunity area” designation extends a distance of 100 feet from the street intersection. The beginning point for measurement is the outside edge of the right-of-way, or in the case of a private street, the outside edge of the improved street surface, including any landscape strip or sidewalk.

3. A minimum of 50 percent of the length of street frontage not designated as “building frontage required” or “required retail opportunity area” shall be developed with one or more buildings that comply with the standards of a building frontage type permitted on the abutting street type. The 50-percent building frontage requirement is calculated for each lot individually, rather than in the aggregate for an entire street.
 - a. If part of the street frontage is designated as “building frontage required” or “required retail opportunity area,” buildings developed pursuant to Subsection 1700.05(G)(2) may be counted toward meeting the 50-percent requirement for the entire street frontage.
4. If a lot has street frontage on more than one street:
 - a. Compliance with Subsection 1700.05(G)(2) is required for all street frontage designated as “building frontage required” or “required retail opportunity area.”
 - b. Compliance with Subsection 1700.05(G)(3) is required for only one street frontage.
5. Lots developed solely with parks and open space uses are exempt from Subsection 1700.05(G)(2) and (3).

H. Landscape Building Frontage Type: Landscape Building Frontage, which is permitted on Type A Streets **and Corridor Design Frontages**, shall comply with the following standards (see Figure 1700-4):

1. Front Yard Setback: **For development in the Clackamas Regional Center area**, the street-facing facade of the building shall be set back a minimum of 10 feet and a maximum of 15 feet. **For development in the Park Avenue Station Community, the street-facing façade of the building shall be set back 15 feet.**
 - a. If it is not possible for a development to comply with the maximum setback standard and the intersection sight distance and roadside clear zone standards of the County Roadway Standards, the setback may be increased to the minimum extent necessary.
 - b. The front yard setback area shall be landscaped with plants, or paved with masonry pavers or stamped concrete.

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- c. No parking, storage, or display of motorized vehicles or equipment is allowed in the front yard setback area.
- d. Building service and utility equipment and outdoor storage of garbage or recycling is not permitted along the street-facing building facade or in the front yard setback area, except:
 - i. Garbage and recycling receptacles for public use are permitted, provided that they do not exceed 35 gallons in size and are clad in stone or dark-colored metal.
- e. Fences: Fences and walls are permitted in the front yard setback area, subject to the following standards:
 - i. The fence or wall shall be a maximum of three feet high.
 - ii. A fence shall be wrought iron, steel, or a similar metal and shall be dark in color. Chain-link fences are prohibited.
 - iii. A wall shall be wood, masonry, concrete, or a combination thereof.
 - iv. A fence shall be a minimum of 20 percent transparent. The transparent portions of the fence shall be distributed along the length of the fence in a recognizable pattern (e.g., two-inch gaps alternating with eight-inch solid sections).
- 2. Minimum Ground Floor Height: The ground floor of the building shall measure a minimum of 15 feet from floor to ceiling.
- 3. Minimum Building Depth: Buildings shall be a minimum of 40 feet deep.
- 4. Building Entrances: Building entrances shall either be covered by an awning or canopy, or be covered by being recessed behind the front building facade. If an awning or canopy is provided, it shall have a minimum vertical clearance of eight feet and a maximum vertical clearance of 13 ½ feet. If only a recessed entry is provided, it shall be recessed behind the front facade a minimum of three feet.
- 5. Primary Building Entrances: Each building shall have at least one building entrance that faces the street and is directly connected to a public sidewalk by a walkway that is a minimum of five feet wide.
 - a. If the entrance serves a business (other than a home occupation), the entrance must be open to the public during regular business hours.
 - b. If a fence or wall is within the front yard setback as provided in Subsection 1700.05(H)(1)(e), a pedestrian opening a minimum of five feet wide shall be provided for the walkway.
- 6. Windows: Transparent ground-floor windows shall be provided along a minimum of 60 percent of the ground-floor, street-facing facade area.

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7. Building Materials: Exterior building materials and finishes shall be high-image, such as masonry, architecturally treated tilt-up concrete, glass, wood, or stucco. Metal siding is prohibited, except as approved through design review pursuant to Section 1102 for specific high-image materials, canopies, awnings, doors, screening for roof-mounted fixtures, and other architectural features.

I. Linear Building Frontage Type: Linear Building Frontage, which is permitted on all street types, shall comply with the following standards (see Figure 1700-5):

1. Front Yard Setback: **For development in the Clackamas Regional Center area**, the street-facing facade of the building shall be set back a maximum of five feet. **there is no minimum front yard setback. For development along the Corridor Design Frontage in the Park Avenue Station Community, the street-facing facade of the building shall be set back 15 feet.**
 - a. If it is not possible for a development to comply with the maximum setback standard and the intersection sight distance and roadside clear zone standards of the County Roadway Standards, the setback may be increased to the minimum extent necessary.
 - b. The front yard setback area, if any, shall be landscaped with plants, or paved with masonry pavers or stamped concrete.
 - c. No parking, storage, or display of motorized vehicles or equipment is allowed in the front yard setback area.
 - d. Building service and utility equipment and outdoor storage of garbage or recycling is not permitted along the street-facing building facade or in the front yard setback area, except:
 - i. Garbage and recycling receptacles for public use are permitted, provided that they do not exceed 35 gallons in size and are clad in stone or dark-colored metal.
 - e. Fences: Fences and walls are permitted in the front yard setback area, subject to the following standards:
 - i. The fence or wall shall be a maximum of three feet high.
 - ii. A fence shall be wrought iron, steel, or a similar metal and shall be dark in color. Chain-link fences are prohibited.
 - iii. A wall shall be wood, masonry, concrete, or a combination thereof.
 - iv. A fence shall be a minimum of 20 percent transparent. The transparent portions of the fence shall be distributed along the length of the fence in a recognizable pattern (e.g., two-inch gaps alternating with eight-inch solid sections).

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2. **Minimum Ground Floor Height:** The ground floor of the building shall measure a minimum of 15 feet from floor to ceiling, except when the building is designed to accommodate residential uses, in which case the minimum floor-to-floor height shall be 12 feet.
3. **Ground Floor Construction Type:** In areas designated “required retail opportunity area” on Map 1700-1 or Map 1700-3, the ground floor construction type shall meet at least the minimum requirements for a commercial use, as set forth in the current edition of the Oregon Structural Specialty Code.
4. **Minimum Building Depth:** In areas designated “required retail opportunity area” on Map 1700-1, buildings shall be a minimum of 40 feet deep.
5. **Weather Protection:** Awnings or canopies shall be provided for a minimum of 50 percent of the linear distance of the street-facing building facade and shall comply with the following:
 - a. Awnings and canopies shall project a minimum of five feet and a maximum of eight feet over the sidewalk.
 - b. Awnings and canopies shall have a minimum vertical clearance of eight feet and a maximum vertical clearance of 13 ½ feet.
6. **Building Entrances:** Building entrances shall either be covered by an awning or canopy, or be covered by being recessed behind the front building façade. If an awning or canopy is provided, it shall have a minimum vertical clearance of 8 feet and a maximum vertical clearance of 13 ½ feet. If only a recessed entry is provided, it shall be recessed behind the front façade a minimum of three feet.
7. **Primary Building Entrances:** Primary building entrances shall face the street and be a minimum of 40 percent transparent. The minimum amount of transparency is measured as a percentage of the total area of the entrance.
 - a. Primary building entrances shall open onto an abutting public sidewalk, or be directly connected to a public sidewalk by a walkway that is a minimum of five feet wide.
 - b. If the entrance serves a business (other than a home occupation), the entrance must be open to the public during regular business hours.
 - c. If a fence or wall is within the front yard setback as provided in Subsection 1700.05(I)(1)(e), a pedestrian opening a minimum of five feet wide shall be provided for the walkway.
8. **Windows:** Transparent ground-floor windows shall be provided along a minimum of 60 percent of the ground-floor, street-facing façade area.
9. **Building Materials:** Exterior building materials and finishes shall be high-image, such as masonry, architecturally treated tilt-up concrete, glass, wood, or stucco. Metal siding is prohibited, except as approved through design

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review pursuant to Section 1102 for specific high-image materials, canopies, awnings, doors, screening for roof-mounted fixtures, and other architectural features.

- J. Forecourt Building Frontage Type: Forecourt Building Frontage, which is permitted on all street types, shall comply with the following standards (see Figure 1700-6):
1. Front Yard Setback: **For development in the Clackamas Regional Center area, the street-facing facade of the building shall be set back a maximum of five feet; there is no minimum front yard setback. For development along the Corridor Design Frontage in the Park Avenue Station Community, the street-facing façade of the building shall be set back 15 feet.** Except for the portion of the façade located behind a recessed courtyard, as required by Subsection 1700.05(J)(2), the street-facing façade of the building shall be built to the chosen setback line.
 - a. If it is not possible for a development to comply with the maximum setback standard and the intersection sight distance and roadside clear zone standards of the County Roadway Standards, the setback may be increased to the minimum extent necessary.
 - b. No parking, storage, or display of motorized vehicles or equipment is allowed in the front yard setback area or in the required courtyard. Bicycle parking may be permitted in the courtyard, subject to compliance with Section 1015.
 - c. Building service and utility equipment and outdoor storage of garbage or recycling is not permitted along the street-facing building façade, in the front yard setback area, or in the required courtyard, except:
 - i. Garbage and recycling receptacles for public use are permitted, provided that they do not exceed 35 gallons in size and are clad in stone or dark-colored metal.
 2. Courtyard: A recessed courtyard is required and shall comply with the following standards:
 - a. The courtyard shall be set back from the street-facing building façade a minimum of 10 feet and a maximum of 30 feet.
 - b. The courtyard shall not be covered.
 - c. The courtyard shall be landscaped with plants, or paved with masonry pavers or stamped concrete.
 - d. The courtyard shall span a minimum of 20 feet along the street-facing building façade and a maximum of 50 percent of the street-

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facing building facade. As a result, the building must have a street-facing building façade of at least 40 feet wide.

3. Incorporation of Linear Building Frontage Type: The street facing-building façade not located behind a recessed courtyard shall comply with the standards for the Linear Building Frontage Type in Subsection 1700.05(I).
4. Minimum Ground Floor Height: The ground floor of the building shall measure a minimum of 15 feet from floor to ceiling, except when the building is designed to accommodate residential uses, in which case the minimum floor-to-floor height shall be 12 feet.
5. Ground Floor Construction Type: In areas designated “required retail opportunity area” on Map 1700-1 or Map 1700-3, the ground floor construction type shall meet at least the minimum requirements for a commercial use, as set forth in the current edition of the Oregon Structural Specialty Code.
6. Primary Building Entrances: Primary building entrances shall face the street or the courtyard and be a minimum of 40 percent transparent. The minimum amount of transparency is measured as a percentage of the total area of the entrance.
 - a. Primary building entrances facing the street shall open onto an abutting public sidewalk, or be directly connected to a public sidewalk by a walkway that is a minimum of five feet wide.
 - b. If the entrance serves a business (other than a home occupation), the entrance must be open to the public during regular business hours.
7. Windows: Transparent ground-floor windows shall be provided along a minimum of 50 percent of the ground-floor, courtyard-facing façade area. See the Linear Building Frontage Type for window requirements for the street-facing façade.
8. Building Materials: Exterior building materials and finishes shall be high-image, such as masonry, architecturally treated tilt-up concrete, glass, wood, or stucco. Metal siding is prohibited, except as approved through design review pursuant to Section 1102 for specific high-image materials, canopies, awnings, doors, screening for roof-mounted fixtures, and other architectural features.
9. Fences: Fences and walls are permitted in the courtyard setback area, subject to the following standards:
 - a. The fence or wall shall be a maximum of three feet high.
 - b. A fence shall be wrought iron, steel, or a similar metal and shall be dark in color. Chain-link fences are prohibited.
 - c. A wall shall be wood, masonry, concrete, or a combination thereof.

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- d. A fence shall be a minimum of 20 percent transparent. The transparent portions of the fence shall be distributed along the length of the fence in a recognizable pattern (e.g., two-inch gaps alternating with eight-inch solid sections).
 - e. A minimum of one pedestrian opening per courtyard street frontage shall be provided in the fence or wall. Required pedestrian openings shall be a minimum of five feet wide.
- K. Porch/Stoop/Terrace Building Frontage Type: Porch/Stoop/Terrace Building Frontage, which is permitted on Type B, C, and D Streets in the Fuller Road Station Community, and on Mixed Design Frontage and Residential Design Frontage in the SCMU zoning district in the Park Avenue Station Community, shall comply with the following standards (see Figure 1700-7):
- l. Front Yard Setback: The street-facing facade of the building shall be set back a minimum of five feet and a maximum of 15 feet. Entry thresholds, including roofs over the thresholds and steps to the thresholds, may extend to the front property line.
 - a. If it is not possible for a development to comply with the maximum setback standard and the intersection sight distance and roadside clear zone standards of the County Roadway Standards, the setback may be increased to the minimum extent necessary.
 - b. The front yard setback area shall be landscaped with plants. Hardscaping is permitted only to provide access to the threshold and shall consist of masonry pavers or concrete.
 - c. No parking, storage, or display of motorized vehicles or equipment is allowed in the front yard setback area.
 - d. Building service and utility equipment and outdoor storage of garbage or recycling is not permitted along the street-facing building facade or in the front yard setback area, except:
 - i. Garbage and recycling receptacles for public use are permitted, provided that they do not exceed 35 gallons in size and are clad in stone or dark-colored metal.
 - e. Fences: Fences and walls are permitted in the front yard setback area, subject to the following standards:
 - i. The fence or wall shall be a maximum of three feet high.
 - ii. A fence shall be wrought iron, steel, or a similar metal and shall be dark in color. Chain-link fences are prohibited.
 - iii. A wall shall be wood, masonry, concrete, or a combination thereof.

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- iv. A fence shall be a minimum of 50 percent transparent. The transparent portions of the fence shall be distributed along the length of the fence in a recognizable pattern (e.g., two-inch gaps alternating with two-inch solid sections).
- 2. **Entry Threshold:** An entry threshold, such as a porch, stoop, terrace, patio, or light court, is required and shall comply with the following standards:
 - a. The entry threshold shall have a minimum depth of five feet from the street-facing building façade to the front of the threshold.
 - b. The entry threshold height shall be no more than six feet above finished grade. An additional threshold may be provided to access a lower level and shall be no more than five feet below finished grade.
 - c. The entry threshold may be covered by a roof no larger than the threshold.
- 3. **Primary Building Entrances:** Primary building entrances shall face the street and be a minimum of 10 percent transparent. The minimum amount of transparency is measured as a percentage of the total area of the entrance. Each ground-floor dwelling unit, if any, shall have an individual entrance that complies with this requirement.
- 4. **Windows:** Transparent windows shall be provided along a minimum of 20 percent of the street-facing façade area. Windows shall be vertically oriented, but vertical windows may be grouped together to create square or horizontally-oriented rectangular windows.
- 5. **Building Materials:** Exterior building materials and finishes shall be high-image, such as masonry, architecturally treated tilt-up concrete, glass, wood, or stucco. Metal siding is prohibited, except as approved through design review pursuant to Section 1102 for specific high-image materials, canopies, awnings, doors, screening for roof-mounted fixtures, and other architectural features.
- L. **Landscape Screening Types:** Street frontage not developed with a building compliant with one of the four building types established by Subsections 1700.05(H) through (K), a walkway cut with a maximum width of eight feet, or a driveway cut, shall be developed with one of three landscape screening types, each of which is allowed on one or more of the street types allowed in the Fuller Road Station Community **or the SCMU zoning district in the Park Avenue Station Community**. Table 1700-2 establishes which landscape screening types are permitted on each street type. Figure 1700-8 summarizes the three landscape screening types. If the subject property abuts an existing or future Type A, B, C, or D Streets, regardless of whether it is shown on Map 1700-1, **or abuts an existing or future Corridor Design, Mixed Design or Residential Design Frontage shown on Map 1700-3**, compliance is required with the standards for a landscape screening type permitted on the applicable street type.

Table 1700-2: Permitted Landscape Screening Type by Street Type

Permitted Landscape	Fuller Road Station	Park Avenue Station
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Screening Type:	Community Street Type:	Community, SCMU Zoning District Street Type
Low Wall and Trellis	A, B, C, and D Streets	Corridor, Mixed and Residential Designs
Urban Fence or Wall	A, B, C, and D Streets	Corridor, Mixed and Residential Designs
Landscaped Setback	A, B, and C Streets	Corridor, Mixed and Residential Designs

1. Low Wall and Trellis Landscape Screening Type: Low Wall and Trellis Screening, which is permitted on all street types, shall comply with the following standards (see Figure 1700-9):
 - a. The low wall and the support structure for the trellis shall be set back a maximum of five feet from the front lot line. The trellis itself may extend to the front lot line, or may overhang an abutting sidewalk or walkway if permitted by the County Engineering Division.
 - b. Any area between the back edge of the sidewalk or walkway and the low wall shall be planted with ground cover or shrubs, or paved with masonry pavers or stamped concrete. Shrubs at maturity shall not exceed the height of the low wall.
 - c. The underside of the trellis portion of a Low Wall and Trellis shall be a minimum of eight feet above grade and a maximum of 13½ feet above grade.
 - d. The trellis shall be heavy timber or steel (or a similar metal) and shall consist of an open structure with no decking or awning material. The trellis shall have masonry, heavy timber, or steel (or similar metal) supporting columns spaced no more than 30 feet on center.
 - e. The low wall portion of a Low Wall and Trellis shall be a minimum of 18 inches high and a maximum of three feet high and have a minimum depth of 16 inches. The low wall shall be wood, masonry, concrete, or a combination thereof.
 - f. Surface parking and loading areas shall be set back a minimum of five feet from the Low Wall and Trellis. Low shrubs, groundcover, and climbing plants shall be provided in this setback area, in lieu of trees ordinarily required pursuant to Section 1009 for perimeter surface parking and loading area landscaping. Climbing plants shall be planted at each support column.

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- a. A continuous row of shrubs shall be planted at the inside edge of the landscape strip. The shrubs shall be a minimum of three feet high, and shall be mostly opaque year round.
 - b. One large tree is required a minimum of every 30 linear feet except where a waiver is necessary to comply with the intersection sight distance and roadside clear zone standards of the County Roadway Standards. The required shrub row may be interrupted with a gap of up to two feet wide, in order to accommodate each tree.
 - c. Ground cover plants must fully cover any remaining area at maturity.
 - d. A three-foot-high masonry wall may be substituted for the shrub row, but the trees and groundcover plants are still required.
 - e. Openings in the Landscaped Setback Screening are permitted for plazas that comply with Subsection 1700.05(M).
- M. Plazas: Openings in required landscape screening are permitted for plazas, subject to the following standards:
1. The plaza shall be permanent space open to the public.
 2. The plaza shall be integrated in the development and be accessible from and visible from the street(s) upon which it fronts.
 3. The plaza shall be surfaced with masonry pavers or stamped concrete.
 4. Ten percent of the total plaza area shall be landscaped. Landscape planters may count toward this requirement.
 5. If the plaza abuts a surface parking or loading area, it shall be separated from that area by a landscape strip that complies with Subsection 1009.04(C).

[Added by Ord. ZDO-226, 3/7/11, Amended by Ord. ZDO-224, 5/31/11]



REGULATING PLAN

- | | | | | |
|------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|
|  "A Street" |  "C Street" |  Multi-use Path |  Building Frontage Required |  Station Area Boundary |
|  "B Street" |  "D Street (Future Streets & Battin Road)" |  Multi-use Path Access Point |  Required Retail Opportunity Area |  Sector 1 and Sector 2 |
| | | |  Required Retail Opportunity Area |  Light Rail Plan Line |





CONCEPTUAL STREET GRID

- CONCEPTUAL STREET GRID
- ACCESS AREA

MAP 1700-2



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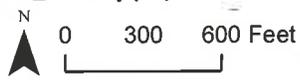


Urban design elements and frontages identify the types of uses and densities of development within the PASA by frontage type. Figures 6 illustrates the street frontages, and development densities proposed.

- Corridor Design
- Mixed Design
- Residential Design
- Trolley Trail/Trail Connection
- School
- Station Area Boundary
- Retail Corners

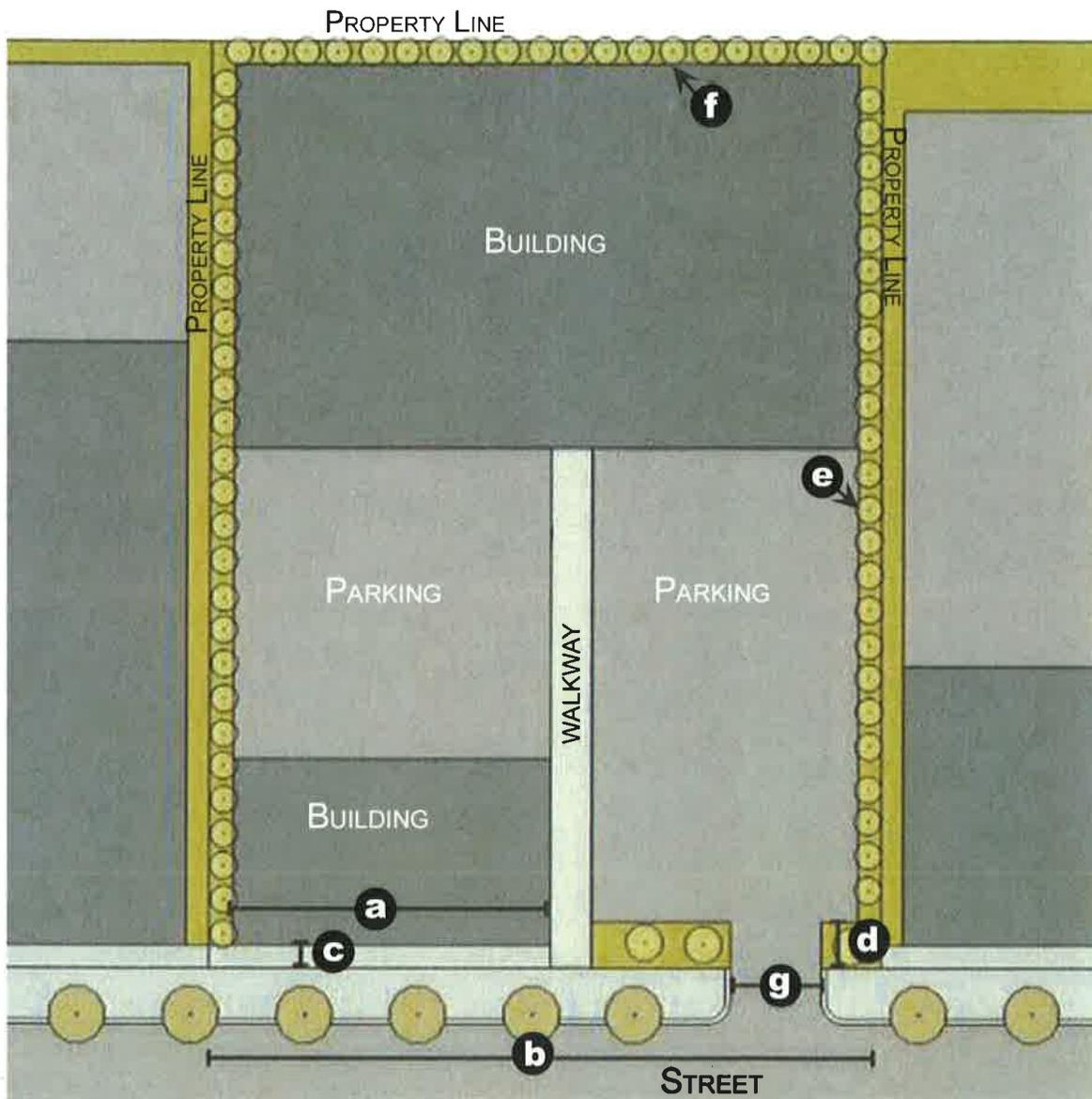
Map 1700-3 Regulating Plan Map

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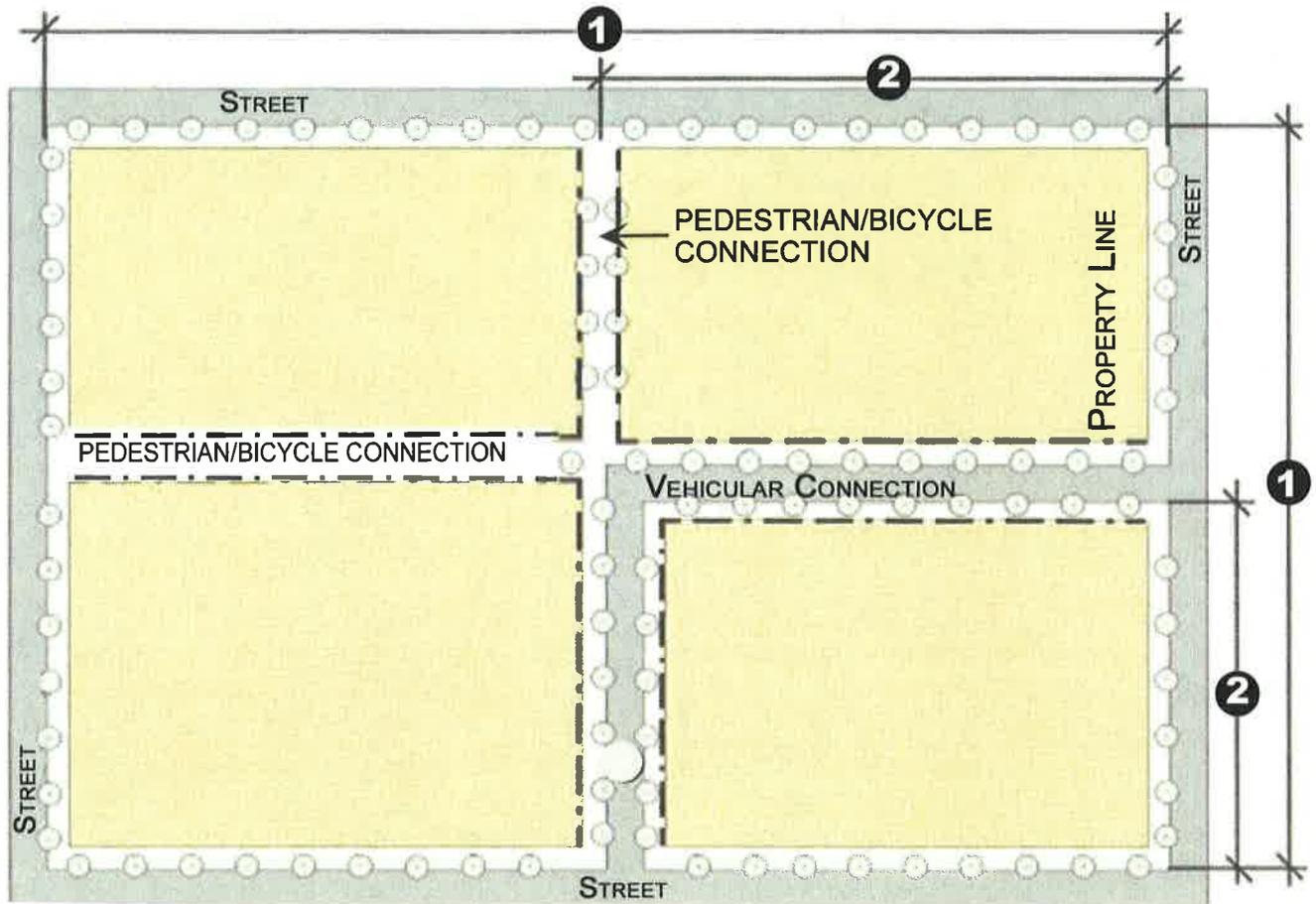
Date: 1/6/2012

Figure 1700-1 Illustration of Development Standards



- a** Minimum building frontage (50%)
- b** Total street frontage
- c** Required building setback from front property line (determined by Building Frontage Type)
- d** Landscape screening/front setback for surface parking areas (determined by Landscape Screening Type)
- e** Side yard setback: 5 ft. min. 0 ft. allowed for attached buildings
- f** Rear yard setback: 5 ft. min. 0 ft. allowed for attached buildings
- g** Maximum driveway width (24 ft.)

Figure 1700-2 Illustration of Through-Block Connection



- ❶ Additional "D" Street or "E" Pedestrian/Bicycle connection required on block faces longer than 450 linear feet.
- ❷ New connection no closer than 100 feet to an adjacent street intersection (existing or planned)

Figure 1700-3 Overview of Building Frontage Types

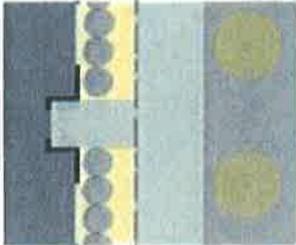
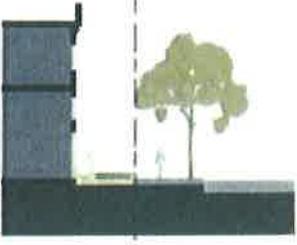
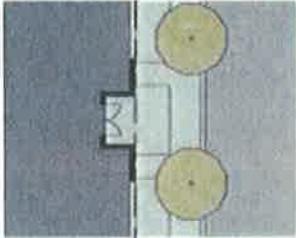
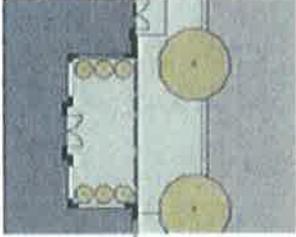
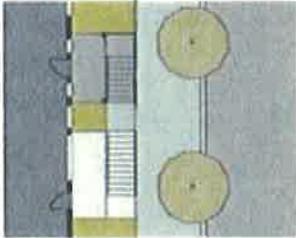
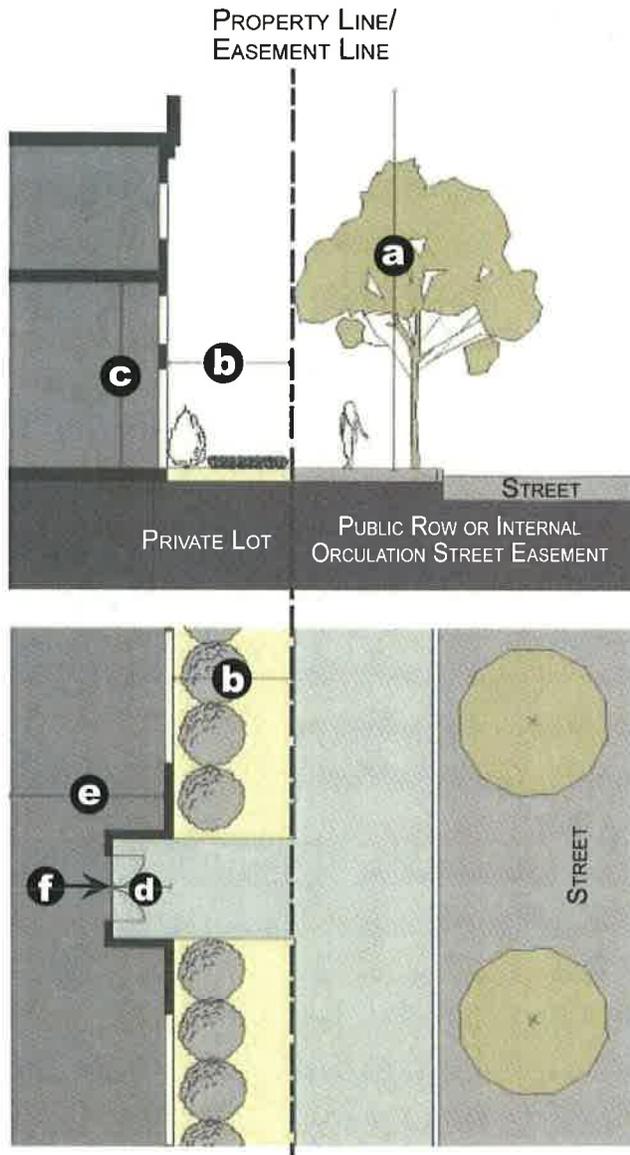
Building Frontage Description	Example	Plan	Section
<p>Landscape Building Frontage Landscape Building Frontage is set back from the front property line by a wide, landscaped strip between the building and the sidewalk. This frontage type is appropriate along streets where the existing streetscape may not be conducive to pedestrian-oriented, ground floor retail, such as where there is no on-street parking or where streets are very wide. Ground floor entries must still be provided along and connected to the sidewalk.</p>			
<p>Linear Building Frontage Linear building Frontage is characterized by a façade which is built up to the property line. And the building entrance at sidewalk grade. Linear Building Frontages have substantial glazing on the ground floor and often provide awnings/ canopies over the sidewalk. Building entries must provide a canopy or awning an/or be recessed behind the front building façade.</p>			
<p>Forecourt Building Frontage A forecourt Building Frontage is created by recessing a portion of the façade for a portion to the building frontage. The Forecourt Building Frontage is used in conjunction with the Linear Building Frontage and it may be suitable for gardens and/or outdoor dining.</p>			
<p>Porch/Stoop/Terrace Building Porch/Stoop/Terrace Frontage is characterized by a façade, which is set behind the property line and a building entry threshold, such as a porch or terrace, set between the building and the property line. The threshold may be elevated above or sunken below grade. The building entry is accessed from this threshold. Landscaping shall be provided in the setback area between the building and the sidewalk.</p>			

Figure 1700-4 Landscape Building Frontage

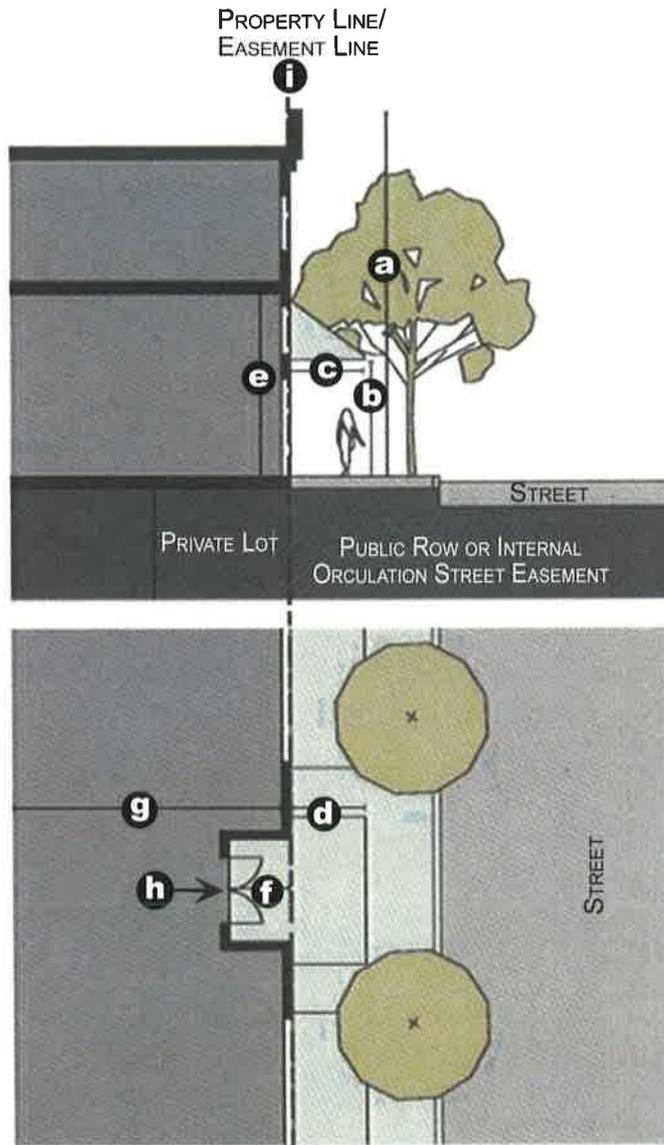


- a** Building height = 20 ft. min.
- b** Front setback = 10 ft. min/15 ft. max.
- c** Ground floor height = 15 ft. min. floor-to-ceiling.
- d** Entry recess (if no awning/canopy is present) = 3 ft. min.
- e** Building depth = 40 ft. min.
- f** Building entry (facing and directly connected to sidewalk)

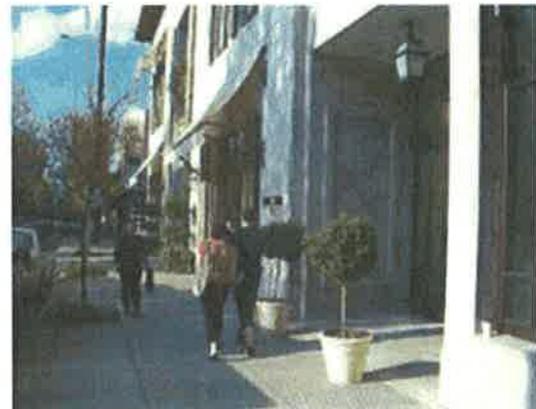


Example of Landscape Building Frontage Above. Retail setback with landscaping

Figure 1700-5 Linear Building Frontage

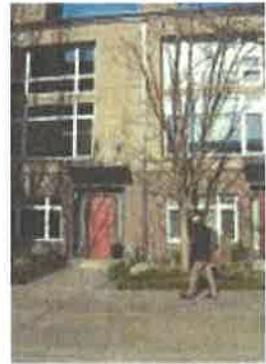
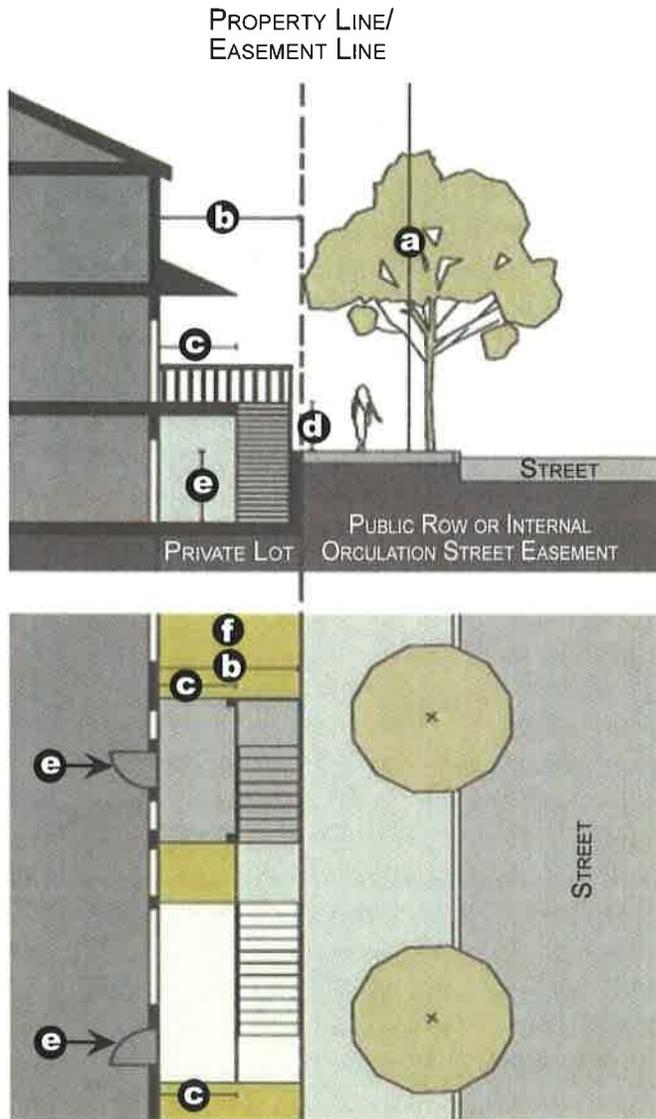


- a** Building height = 20 ft. min.
- b** Awning/canopy vertical clearance = 8 ft. min/13.5 ft. max.
- c** and **d** Awning/canopy projection over sidewalk = 5 ft. min/8 ft. max.
- e** Ground floor height = 15 ft. min. floor-to-ceiling or 12 ft. min floor-to-floor for residential.
- f** Entry recess (if no awning/canopy is present) = 3 ft. min.
- g** Building depth = 40 ft. min.
- h** Primary entry
- i** Front setback of 0 ft. illustrated.



Examples of Linear Building Frontage:
 (Top row) Retail on ground floor with awnings;
 (middle row, from left) building entry with awning,
 glass canopy along retail storefront provides
 protection from rain but lets light into stores;
 (bottom row) canopy over retail windows with
 recessed building entry.

Figure 1700-7 Porch/Stoop/Terrace Building Frontage



Examples of Porch/Stoop/Terrace Building Frontage: (Top row) Ground level stoops and landscaping for townhouse units; (middle row, from left) raised terrace in front of live/work units, porch and light court combination on residence converted to retail uses; (bottom row, from left) individual porches for townhouse units, stoop entries off of street for ground floor units; (below) front stoops on townhouse units.

- a** Building height = 20 ft. min
- b** Front setback = 5 ft. min/15 ft. max
- c** Threshold depth (clear) from building façade = 5 ft. min
- d** Threshold height above grade = 6 ft. max
- e** Primary entry
- f** Required landscaping is setback



Figure 1700-8 Overview of Landscape Screen Types

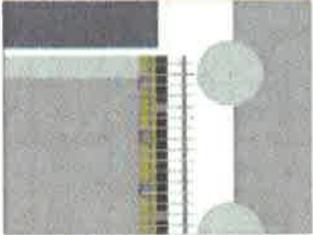
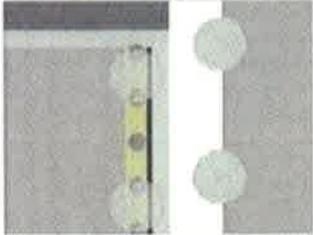
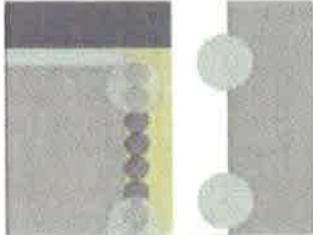
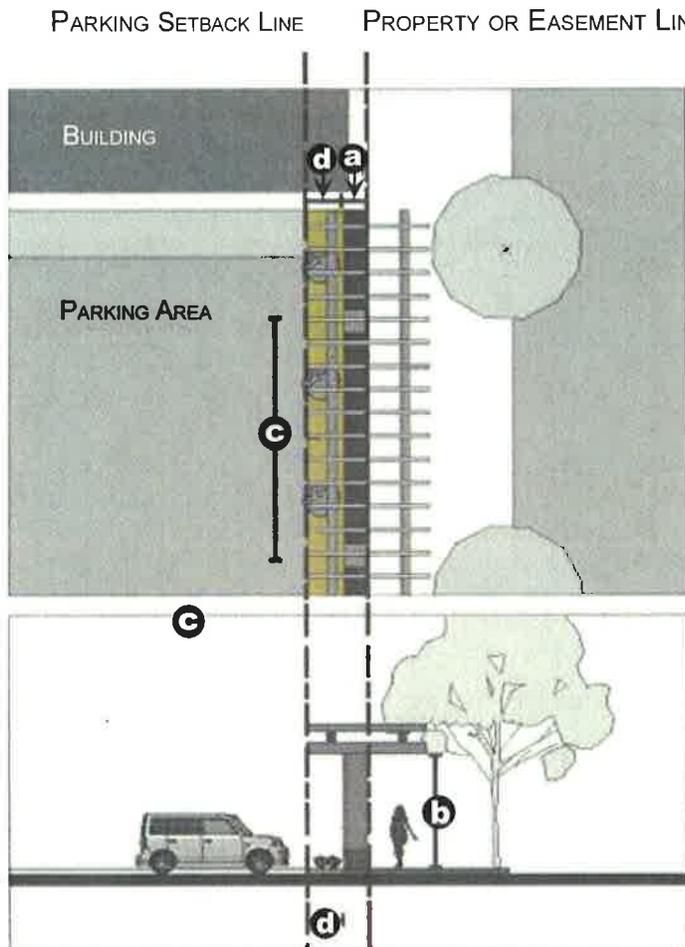
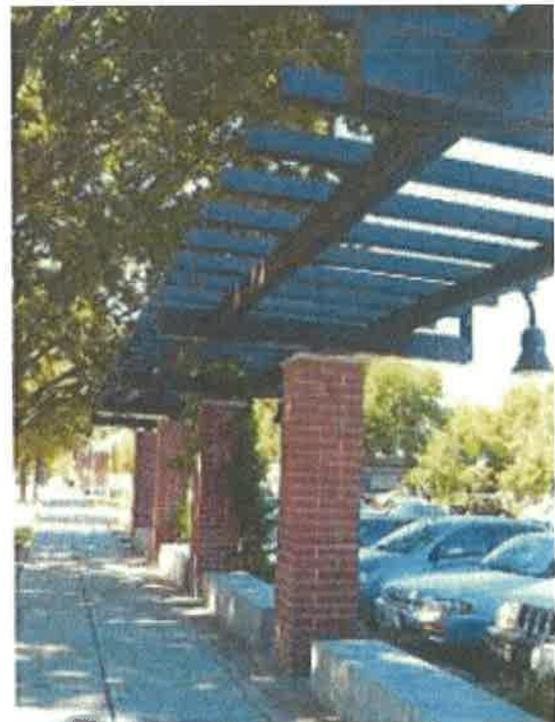
Landscape Screening Description	Example	Plan	Section
<p>Landscape Screening Type, Low Wall & Trellis</p> <p>Front property lines not occupied by buildings, driveways or walkways must be screened with a low wall and overhanging trellis structure.</p>			
<p>Landscape Screening Type, Urban Fence or Wall</p> <p>Front property lines not occupied by building, driveways or walkways must be screened with a fence or wall along the sidewalk with additional landscaping.</p>			
<p>Landscape Screening Type, Landscaped Setback</p> <p>Front property lines not occupied by buildings, driveways or walkways must have a planted landscape screen consisting of trees, shrubs (or a masonry wall) and groundcover plants.</p>			

Figure 1700-9 Low Wall and Trellis Landscape Screening

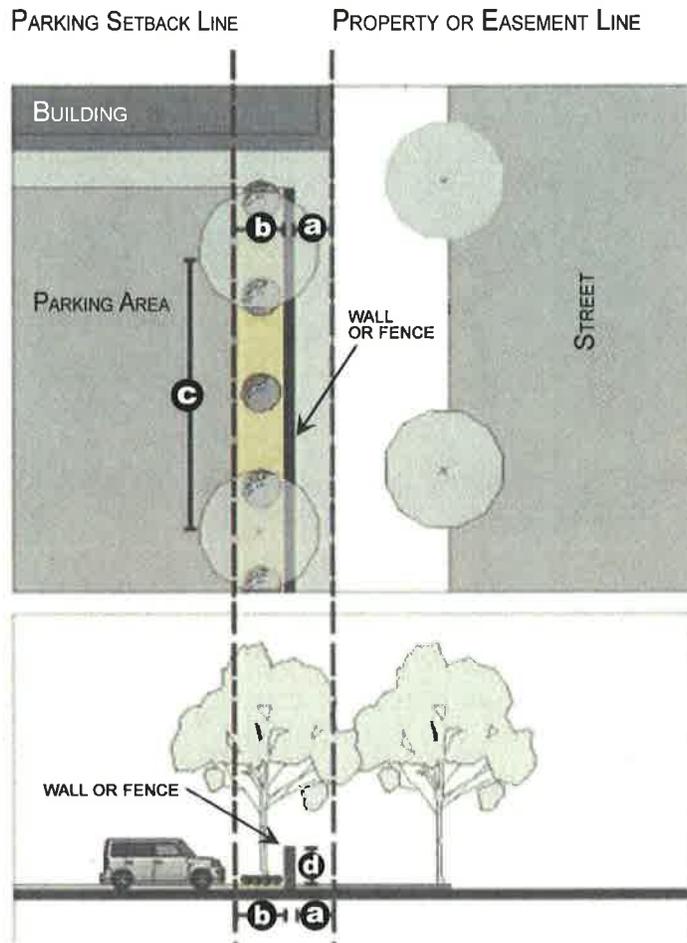


Examples of Low Wall & Trellis Screening:
The trellis portion of the screen provides opportunities for increased shade and extends the feeling of a built edge along the sidewalk. The low wall provides a sense of physical separation from cars and can serve as informal seating.



- a** Front setback = 0 ft. min/5 ft. max
- b** Height of trellis underside = 8 ft. min/13.5 ft. max
- c** Column spacing = 30 ft. max
- d** Parking area setback = 5 ft. min

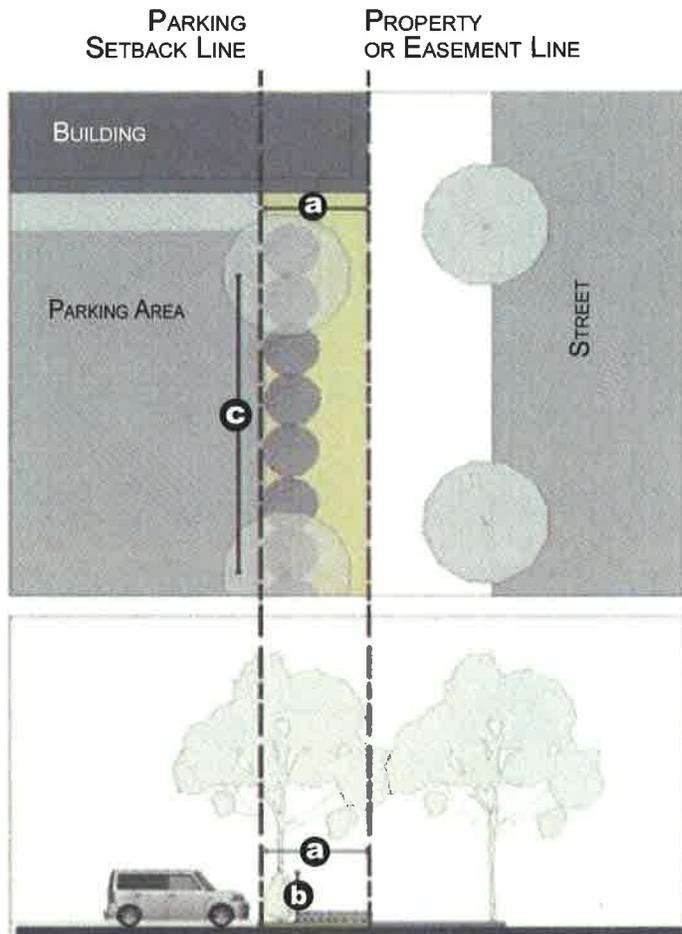
Figure 1700-10 Urban Fence or Wall Landscape Screening



Examples of Urban Fence or Wall Screening

- a** Front setback = 0 ft. min/5 ft. max
- b** Parking area setback = 5 ft. min
- c** Large tree spacing = 30 ft. max
- d** Fence height = 2 ft. min/ 3 ft. max
Wall height= 2 ft. min/3 ft. max

Figure 1700-11 Setback Landscape Screening



Example of Landscape Setback screening. Setback screening provides more room for planted landscaping.

- a** Front setback = 10 ft. min
- b** Shrub/hedge/wall height = 3 ft. min
- c** Large tree spacing = 30 ft. max

SECTION 1700

1707 STATION COMMUNITY MIXED USE DISTRICT (SCMU)

1707.01 PURPOSE

Section 1707 is adopted to implement the policies of the Comprehensive Plan for Station Community Mixed Use areas.

1707.02 AREA OF APPLICATION

Property may be zoned SCMU when the site has a Comprehensive Plan designation of Station Community Mixed Use and the criteria in Section 1202 are satisfied.

1707.03 PRIMARY USES

Except where prohibited by Subsection 1707.05, the following shall be allowed as primary uses:

- A. Residential Uses: Attached single-family dwellings; three-family dwellings; Multifamily dwellings; congregate housing facilities; and nursing homes, subject to Section 810;
- B. Office Uses: These uses are characterized by activities conducted in an office setting and focused on business, government, professional, health, or financial services. Examples include photocopy and mailing services; employment agencies; legal, financial, architectural, and engineering services; banks and credit unions; medical, dental, acupuncture, physical therapy, or similar clinics; and counseling services;
- C. Retail and Personal Service Uses with less than 40,000 square feet of gross leasable ground floor area per building or business: These uses involve the sale, lease or rent of new or used products to the public. They also may provide personal services, hospitality, or product repair or services for consumer and business goods. Examples include retail stores for clothing, furniture, groceries, books, home improvement and home decorating goods, and office or home business supplies; pharmacies; restaurants, cafes, and retail bakeries; and services such as travel agents, barber and beauty salons, and dry cleaners;
- D. Institutional/Civic/Cultural Uses: These uses involve activities of a public, nonprofit, or charitable nature. (For-profit ventures similar to those covered under Subsection 1707.03(D) are not necessarily prohibited in the Station Community Mixed Use District, but would have to be consistent with Subsection 1707.03(C).) They provide the service on the site or have

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employees at the site on a regular basis. The service is ongoing, not just for special events. Examples of permitted Institutional/Civic/Cultural uses include daycare, preschools, and nursery schools; adult daycare; public and private schools and colleges; senior centers; community centers; religious institutions; libraries; postal services; transit facilities and park-and-ride facilities; fire stations, police stations and other structures providing necessary municipal services. Schools are not subject to Section 805, and churches are not subject to Section 804;

- E. Manufacturing uses with less than 10,000 square feet of gross leasable area per building if part of a mixed use development and if the total amount of manufacturing use represents less than 25 percent of the mixed use development: These uses involve the manufacturing, processing, fabrication, packaging, or assembling of goods; natural, man-made, raw, secondary, or partially completed materials may be used. Products are made for the wholesale market, transfer to other plants, or to order for firms or consumers. Examples include ceramics, pottery, stained glass, leatherwork, jewelry, and similar crafts manufacturing; upholstery shops; carpentry, and other woodcraft manufacturing; research offices and laboratories, including testing facilities;
- F. Parks and Open Space Uses: These uses include natural areas with mostly vegetative landscaping or outdoor recreation features or facilities, community gardens, or public squares. These elements are used for public recreation or for preservation or enhancement of areas with scenic or ecological significance;
- G. Wireless telecommunication facilities listed in Subsection 835.04, subject to Section 835; and
- H. Any use that the Planning Director finds to be similar to one or more of those listed in Subsections 1707.03(A) through (H). A request for a determination under Subsection 1707.03(H) shall be processed as an Interpretation pursuant to Subsection 1305.03.

1707.04 ACCESSORY USES

The following shall be allowed as accessory uses:

- A. Uses and structures customarily accessory and incidental to a primary use;
- B. Indoor and outdoor recreational facilities, such as swimming pools, saunas, game and craft rooms, exercise rooms, community meeting rooms, lounges, playgrounds, tennis and other courts, bike and walking trails, and pedestrian plazas and courts;
- C. Repair and maintenance services;
- D. Home occupations, subject to Section 822;

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- E. Family daycare providers;
- F. Self-service laundry facilities;
- G. Temporary buildings for uses incidental to construction work. Such buildings shall be removed upon completion or abandonment of the construction work;
- H. The temporary storage within an enclosed structure of source-separated recyclable/reusable materials generated and/or used on-site prior to on-site reuse or removal by the generator or licensed or franchised collector to a user or broker;
- I. Bus shelters, subject to Section 823;
- J. Park-and-ride lots;
- K. Bike racks, street furniture, plazas, drinking fountains, and other pedestrian and transit amenities;
- L. Utility carrier cabinets, subject to Section 830;
- M. Satellite dishes;
- N. Solar collection apparatus; and
- O. Rainwater Collection systems
- P. Electric vehicle charging stations; and
- Q. Parking structures.

1707.05 PROHIBITED USES

The following uses shall be prohibited:

- A. Uses of structures and land that are not within one of the primary use categories in Subsection 1707.03 or identified as an accessory use in Subsection 1707.04; and
- B. The following uses, even if part of a primary use category in Subsection 1707.03:
 - 1. Detached single-family dwellings;
 - 2. Two-family dwellings;
 - 3. The use of a residential trailer or manufactured dwelling, unless specifically authorized pursuant to Section 1204;
 - 4. Businesses involving storage, display, or sale of explosive or incendiary devices;
 - 5. Drive-through or drive-up facilities;
 - 6. Outdoor displays, processes, or storage, except for the storage of solid waste and recyclables either as required by Section 1021 or as an accessory use to an attached single-family dwelling;
 - 7. Service stations or fuel yards;

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8. Industrial service firms engaged in repair or service of industrial or business machinery, equipment, products, or by-products;
9. Truck stops, including hotels, restaurants, and other services that are part of a truck stop;
10. Mini-storage facilities;
11. Moving equipment rental;
12. Storage, sales, repair, and service of equipment, machinery, and materials associated with farm and forest uses, logging, road maintenance, mineral extraction, construction, or similar activities, and for automobiles, trucks, boats, motorcycles, recreational vehicles, residential trailers, and manufactured dwellings;
13. Commercial parking facilities which are not accessory to a primary use. A facility that provides both accessory parking for a primary use and regular fee parking for people not connected to the use is also classified as a commercial parking facility. Examples include short- and long-term fee parking facilities, commercial shuttle parking, and mixed parking lots (partly for a specific use, partly for rent to others);
14. Sheet metal and machine shops;
15. Warehouse, freight movement, and distribution firms involving the storage or movement of goods for themselves or other firms;
16. Waste-related uses characterized by receiving solid or liquid wastes from others for disposal on the site or for transfer to another location, collection of sanitary wastes, manufacture or production of goods or energy from the biological decomposition of organic material (composting), or receiving hazardous wastes from others subject to regulations of OAR 340.100 through 110, Hazardous Waste Management. Recyclable dropoff sites are included in this category; and
17. Power production facilities, including electrical power cogeneration, or production of renewable fuel resources such as alcohol, methanol, and biomass for retail or wholesale distribution.

1707.06 NONCONFORMING DWELLINGS AND CONVERSION OF DWELLINGS

- A. Dwellings classified as nonconforming uses shall be allowed to remodel or expand without review under Section 1206.
- B. A lawfully established dwelling may be converted to any use permitted in the SCMU district, subject to all requirements of this Ordinance for new development.
- C. All other lawfully established structures and uses not specifically permitted in Section 1707 shall be nonconforming uses subject to Section 1206.

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1707.07 DIMENSIONAL STANDARDS

The following dimensional standards shall apply:

- A. Minimum Lot Size: New lots of record shall be a minimum of one-half acre, except that the minimum shall be 2,000 square feet for a lot developed with an attached single-family dwelling.
- B. Minimum Street Frontage: 100 feet for a new lot of record, except that the minimum for a lot developed with an attached single-family dwelling shall be 20 feet. A new lot of record with frontage on more than one street shall meet the minimum on each street.
- C. Minimum Driveway Spacing: Driveways shall be spaced no closer to one another than 35 feet, measured from the outer edge of the curb cut, unless compliance with this standard would preclude adequate access to the subject property as a result of existing off-site development or compliance with the Clackamas County Roadway Standards.
- D. Minimum Density: The minimum density for residential development shall be 20 dwelling units per net acre. Net acreage shall be determined by completing the steps set forth in Subsections 1012.08(A) and (B). However, there is no minimum density standard applicable to mixed-use development.
- E. Minimum Landscaping: 10 percent of the lot, except that the minimum is 15 percent for developments of three-family or multifamily dwellings, including mixed-use developments that include these uses.

1707.08 DEVELOPMENT STANDARDS

- A. General: Development shall be subject to the applicable provisions of Sections 1000, 1100, and 1700.
- B. Design Plan Areas: Development within the boundary of the Clackamas Regional Center Area shown on Comprehensive Plan Map X-CRC-1, *Regional Center, Corridors and Station Community*, and development within the SCMU district in the Park Avenue Station Community area shown on Comprehensive Plan Map X-MC-3, *McLoughlin Corridor and Park Avenue Station Community Design Plan, Land Use Plan*, shall be subject to Section 1700.
- C. Community and Design Plans: Development within a Community or Design Plan area identified in Chapter 10 of the Comprehensive Plan shall comply with the specific policies and standards for the adopted Community or Design Plan. If there is a conflict between Section 1707 and a Community or Design Plan, the Community or Design Plan shall govern.

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- D. Landscaping: In developments of three-family or multifamily dwellings, including mixed-use developments that include these uses, outdoor recreational areas shall be provided pursuant to Subsection 1009.06.
1. The requirement shall apply only to the first 20 dwelling units per acre, or prorated equivalent thereof.
 2. The amount of required outdoor recreational area may be reduced, to the minimum extent necessary, if—when combined with the minimum landscaping requirements of Subsections 1009.04, 1009.05, and 1700.05(L)—full compliance would result in landscaping more than 15 percent of the lot.

E. Motor Vehicle Parking:

1. **In the SCMU district of the Fuller Road Station Community**, the total amount of parking provided for non-residential development (either onsite or offsite) shall not exceed the parking cap pursuant to Subsection 1707.08(E)(1)(a) and (b), regardless of the size of the proposed development or the number of pre-existing parking spaces.
 - a. The parking cap for a development site shall be based on the gross site size.
 - b. The parking cap shall be determined as follows:

Total gross acres of the development site x 67 parking spaces = Parking Cap

2. On-street parking may be counted toward compliance with the minimum number of parking spaces required pursuant to Subsection 1015.04 or Subsection 1707.08(E), subject to the following standards:
 - a. The following constitutes one on-street parking space:
 - i. Parallel parking, each 22 feet of uninterrupted curb;
 - ii. Diagonal parking (45/60 degree), each 12 feet of uninterrupted curb; or
 - iii. Perpendicular (90 degree) parking, each 12 feet of uninterrupted curb.

An on-street parking space may be counted when it is on the block face abutting the subject development, does not obstruct a required clear vision area, and does not violate any law or street standard.
 - b. On-street parking spaces counted toward meeting the parking requirements of a specific use may not be used exclusively by that use, but shall be available for general public use at all times. Signs or other actions that limit general public use of on-street spaces are prohibited.

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- F. Driveways for new development in the SCMU district of the Park Avenue Station Community:
1. Driveways to the slip lanes along McLoughlin Boulevard shall not be permitted, except a temporary driveway to a slip lane may be approved when a driveway to access development from a planned side street, shown on Map 1700-3 as Mixed Design Frontage streets, is not feasible. When a driveway from a side street is feasible for access to a development, the area approved for the temporary driveway to the slip lane may no longer be used as a driveway.
 2. Driveways to the planned extension of SE 27th Avenue between Park Avenue and Courtney Avenue shall not be permitted. Access to developments along this section of SE 27th shall be located on a planned side street, shown on Map 1700-3 as Mixed Design Frontage streets.
- G. Public Facilities: The County shall require the provision of, or participation in, the development of public facility improvements to implement the McLoughlin Corridor Area Plan. Such improvements include, but are not limited to, the following:
1. Road dedications and improvements;
 2. Traffic signals;
 3. Transit facilities;
 4. Sidewalks, crosswalks, bump-outs, and other pedestrian improvements;
 5. Storm drainage facilities;
 6. Sewer and water service lines and improvements;
 7. Underground utilities;
 8. Street lights;
 9. Street trees and other landscaping; and
 10. Open space, greenways, plazas, and parks.
- H. Hazardous Materials: No hazardous materials in quantities classified under Group H, Division 1 or Division 2 occupancies under the Oregon Structural Specialty Code shall be stored or used on the premises.
- I. Maintenance Mechanisms: The County may require the formation of a maintenance agreement or other suitable mechanism, to be recorded in the deed of the subject property, to ensure that the following maintenance responsibilities are adequately addressed:
1. To improve, operate, and maintain common facilities, including open space, landscaping, parking and service areas, streets, recreation areas, signing, and lighting; and

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2. To maintain landscaping, street furniture, storm drainage, and similar streetscape improvements developed in the public right of way.
- J. Signs: The standards in Section 1010 that apply generally in all zoning districts are applicable in the Station Community Mixed Use Zone. In addition:
1. Attached single-family dwellings and three family dwellings are subject to Subsection 1010.06(A).
 2. Developments of multifamily dwellings are subject to Subsection 1010.06(C).
 3. All other developments, including mixed-use developments, are subject to Subsection 1010.09, except:
 1. Pole signs, electronic message center signs, and other changeable copy signs are prohibited.
 2. Monument signs shall not exceed a height of six feet or an area of 60 square feet, regardless of the number of tenants.
 3. Building signs may be projecting signs, and projecting signs are subject to the following standards:
 - a. A maximum of one projecting sign per entrance per tenant is permitted.
 - b. A projecting sign shall project no more than four feet from the building or one-third the width of an abutting sidewalk or walkway, whichever is less. However, if there is no wall sign on the same building façade, the sign shall project no more than six feet from the building.
 - c. A projecting sign shall not exceed 12 square feet per side, excluding the support brackets. However, if there is no wall sign on the same building façade, the sign shall not exceed 24 square feet per side, excluding the support brackets.