

**TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM
GRANT APPLICATION FORM
2010**

Type of Grant:

Please indicate Category 1 Category 2
or Category 2

PROJECT TITLE:

Rock Creek Comprehensive Plan/Town Center Update

**PRIMARY APPLICANT
JURISDICTION:**

City of Happy Valley

**MAILING ADDRESS:
CITY:
ZIP:**

16000 SE Misty Drive
Happy Valley
97015

CONTACT PERSON:

Michael D. Walter, AICP

**OTHER JURISDICTIONS
INVOLVED IN THE
PROJECT**

MATCH?

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

**TELEPHONE:
FAX:
EMAIL:
ODOT REGION (1 - 5):**

503-783-3839
503-658-5214
michaelw@ci.happy-valley.or.us
1

SUMMARY DESCRIPTION OF PROJECT: This section must be completed. Do not refer to text within the application form. In 2 or 3 sentences, explain what will be done and what the expected outcome is. (For example: The project will result in an access management plan for Black Spot Highway. The plan will be developed in partnership with ODOT based on an analysis of needs, along with input from community workshops and one-on-one contact with property owners along the highway.)

Update City's Rock Creek Comprehensive Pland and coordinate any necessary changes in the TSP to accommodate a future change of the City's Town Center designation (Metro) from King Road (129th Ave. to 145th Ave.) which has no commercial zoning, to the east end of Sunnyside Road (157th Ave. to 172nd Ave. area), which has a mixture of residential, commercial and employment zones.

SUMMARY OF PROJECT BUDGET

Jurisdiction: City of Happy Valley

Project Title: Rock Creek Comprehensive Plan/Town Center Update

	TGM Funds Requested	Local Match*	Total Project Cost
Eligible Grantee Expenses [Labor (salary plus benefits) and Direct Expenses]	\$800	\$200	\$1,000
Consultant Personal Services	\$47,000	\$8,300	\$55,300
TOTAL	\$47,800	\$8,500	\$56,300

* This amount should be a minimum of 11 percent of the total project budget.

I understand that, if used, consultant selection will follow the policies and requirements of the ODOT Procurement Office: <http://www.oregon.gov/ODOT/CS/OPO/>

Initial MDW

Initial one of the following statements.

This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions listed on page 1.

Initial MDW

This application was prepared by the following compensated consultant:

Consultant Name _____

Initial _____

Michael D. Walt

Authorized Signature

PLANNING DIRECTOR

Title

MICHAEL D. WALTER

Printed Name



TRANSPORTATION GROWTH MANAGEMENT (TGM) GRANT APPLICATION FORM

Please read the Application Packet carefully before completing this application.

Sample applications and application tips are available on the TGM Grants and Incentives page on the Web: egov.oregon.gov/LCD/TGM/grants.shtml.

Complete this application (please limit to 8 pages), print it out, sign, and then submit by postal mail.

The answer fields below will expand as you type.

ORGANIZATION NAME City of Happy Valley		503-783-3839
CONTACT PERSON NAME AND TITLE Michael D. Walter, AICP (Planning Director)		CONTACT PERSON E-MAIL michaelw@ci.happy-valley.or.us
PROJECT TITLE ROCK CREEK COMPREHENSIVE PLAN/TOWN CENTER UPDATE		

Section 1: Project description and background

1. Provide a brief statement of project purpose and transportation relationships and benefits:

The project is to have consultant assistance to establish a new Metro-designated “Town Center” with associated land uses, transportation and urban design regulations and incentives to create a dense, compact town center dependent on walking, biking and transit. Through a public process, the City’s existing Town Center, would no longer be designated “Town Center”. The current “Town Center” is a rectangular shaped area with no commercial zoning along King Road (between 129th Ave. and 145th Ave.) King Road is currently primarily a residential and institutional use area and the area is unlikely to change from residential and institutional use. The current land uses for this area would remain. The “Town Center” would instead be located to where the New Seasons grocery store and the new City Hall are located along Sunnyside Road roughly between 157th Ave. to 172nd Avenue. This area is approximately 230 acres in size and has emerged as a mixed-use, pedestrian and transit-oriented area that also has a health club, retail shops, offices and apartment complexes. The TGM project would increase densities and intensities to reach a typical 14-hour district envisioned by the Metro “Town Center” designation and State of the Centers program.

The new center area includes portions of the Rock Creek Comprehensive Plan (RCCP) and the East Happy Valley Comprehensive Plan (EHVCP). The RCCP area is proposed to be updated to better fit with the EHVCP area, providing the base zoning for the new Town Center area. In addition, the updated plan would further continue the Happy Valley Town Center area development pattern of mixed-use and “Happy Valley Style” (Cascadia-type architecture).

This area is approximately 25 percent developed, 65 percent undeveloped and 15 percent “under-developed”. Fundamentally, residential densities would be increased from the current plan, and the most appropriate commercial/employment zoning for a “Town Center” designation would be studied and implemented. The changes to this land use plan would be analyzed against the TPR subsection 060 using the existing Transportation System Plan (TSP) adopted in 2009, and the TSP within the greater geographic area would be updated to reflect the increased densities and trip generation. This work will help “set the stage” and contribute to the eventual, revisions to the TSP to be in compliance with the Regional Transportation Plan (RTP). This grant does not seek funding for an RTP-compliant TSP update.

In addition, the city wants consultants’ assistance to develop development incentives and regulations that will provide a vibrant, multi-modal, town center area characterized by mixed land uses, expanded commercial

opportunities, and varied residential densities supported by transportation patterns that allow easy walking, biking and transit connections. The development incentives and regulations may include (but are not limited to):

- Parking Management Strategies to help reduce congestion and demand for parking and improve the urban design of a center or corridor;
- Transit-oriented tax exemptions to promote transit-oriented, multiple-unit housing developments in the town centers to improve the balance between the residential and commercial nature of those areas,
- Vertical housing incentives to encourage dense, mixed-use projects in specific areas through the provision of targeted tax abatements, density and use transitions to allow the city to better integrate mixed-use in centers and corridors and,
- Impact-based system development charges to accurately reflect the costs of infrastructure development, to determine charges based on the impact of different development patterns, and serve as a financial incentive for more effective provision of facilities and services.

The land use and transportation relationships and benefits that would result due to these proposed changes are many. Increased residential densities and commercial/employment along Sunnyside Road, combined with the local transportation network envisioned in the TSP, will allow pedestrian, bicycle and vehicular traffic to travel in a compact area. This will reduce outside trips for goods and services resulting in a reduction in transportation related emissions. Sunnyside Road is a Metro-designated major transit street and has sidewalks and bike lanes. In addition, the city has coordinated and will continue to coordinate with the Clackamas County Main Street Program in implementation of the program's objectives within this geographic area.

2. List the key project objectives and expected outcomes and relate them to TGM objectives:

Key project objectives and expected outcomes include:

1. To relocate "Town Center" designation to area along regional transit corridor while simultaneously, increase land use densities and intensities in new town center area. Expected outcome is compact, mixed-use area that is supported primarily by walking, biking, transit while accommodating vehicle use. Residents and workers will be able to get services and goods in close proximity to home and jobs. The greater mix of land uses with higher density/intensities will take advantage of the multi-modal transportation system allowing area residents and workers to walk, bicycling or use transit. Over time, as the Town Center residents and workers travel behaviors change to alternative modes, this behavior change may influence longer distance transit trips effectively shifting SOV trips to transit, helping to preserve area state highways (OR 212 and I-205, OR 224) for the "through movement". This project will allow more residents and workers per acre; effectively increasing the area land use efficiency. Allowing people to live more compactly with convenient access to needed services via walking, biking and transit will reduce automobile vehicle miles and the amount of emissions that contribute to climate change. Together, this project objective addresses TGM Objective A, by providing a transportation system/development pattern that results in a balanced, multi-modal transportation system and that enhances opportunities for walking, bicycling or using transit in areas planned for transit service; TGM Objective C, by increased convenience or availability of alternative modes of transportation; TGM Objective F, due to increased efficiency in the use of land, including an area planned for future urban development; and, TGM Objective G, by reduced emissions that contribute to climate change through changes to transportation or land use plans that reduce expected automobile vehicle miles traveled.
2. Amend the RCCP area land use plan. This is a desirable and necessary "house cleaning" step to achieve land uses, densities and urban design objectives and minimize confusion. This project objective addresses TGM Objective F, due to increased efficiency in the use of land, including areas planned for future urban development.

3. Update TSP to coincide with land use changes, to provide desired street and trail connections, and to support network development. TSP work would incorporate identified area Active Transportation Corridors and area existing and planned trail and bike system. This project objective addresses TGM Objective A, by providing a transportation system/development pattern that results in a balanced, multi-modal transportation system and that enhances opportunities for walking, bicycling or using transit in areas planned for transit service; TGM Objective C, by increased convenience or availability of alternative modes of transportation; TGM Objective F, due to increased efficiency in the use of land, including an area planned for future urban development; and, TGM Objective G, by reduced emissions that contribute to climate change through changes to transportation or land use plans that reduce expected automobile vehicle miles traveled.
4. Prepare adoption-ready policies, regulations and incentives to achieve/incent desired “Town Center” densities and urban design. Objectives include applying transportation and land use strategies and incentives developed under the Oregon Main Streets Program. Expected outcomes are a increased densities, a greater mix of land uses and a pedestrian-scale, compact land use and transportation pattern that gives attention to urban design making walking, biking and transit use logical and appealing. This set of policy and plan changes would contribute to the continued and future development of a “twenty-minute” community reducing the auto trips and increasing the walk, bike and bus trips. This project objective addresses TGM Objective A, by providing a transportation system/development pattern that results in a balanced, multi-modal transportation system and that enhances opportunities for walking, bicycling or using transit in areas planned for transit service; TGM Objective C, by increased convenience or availability of alternative modes of transportation; TGM Objective F, due to increased efficiency in the use of land, including an area planned for future urban development; and, TGM Objective G, by reduced emissions that contribute to climate change through changes to transportation or land use plans that reduce expected automobile vehicle miles traveled.

3. List the final products that will be prepared for adoption and which government agencies (e.g., city, county, state agency, transit district, etc.) will need to take action in order for each to be adopted:

Rock Creek Comprehensive Plan Land Use Plan Amendments, TSP Update, Comprehensive Plan Policy Amendments, and Development Code Text Amendments. All adoption actions by the City of Happy Valley (Planning Commission recommendation to City Council).

Coordination with ODOT for Highway 212 impacts and coordination with DLCD for ultimate, plan amendment acknowledgement.

4. Address the timeliness award criteria: explain why this is the right time for the project. Identify ongoing initiatives or actions to be completed that may affect the project timeline:

The project is timely because of the recent completion of:

- Sunnyside Road into a 5-lane facility and major transit corridor;
- “Happy Valley Town Center” consisting of a 120,000 square-foot retail center anchored by New Seasons;
- Construction of the new 25,000 square-foot Happy Valley City Hall with Cascadia architecture (see attached photo);
- 3-story, 30,000 square-foot Providence Medical Office Building;
- First phase of the “Taron” , a mixed-use community by Newland Communities with 228-unit Hawks Ridge Apartment Complex; plus
- major areas of commercially zoned property purchased by Gramor Development indicating future development within the project area, particularly between 162nd Ave. and Rock Creek to the east; and

- 70-acre parcel to the south owned by Providence planned to accommodate a future 500-bed hospital campus

The proposed TGM project changes will enable the city to ensure transportation and development patterns that support mixed-use, compact development. It will also allow transportation planning to ensure readiness of local transportation projects for funding (through development and SDC collection) or through coordination and leveraging of other local, regional and state planning efforts (including Metro Town Center designation and the State's Main Street Program).

5. Provide additional background and context for the project that will help us understand your project:

The proposed project is really an update and amendment to the 1990 Rock Creek Comprehensive Plan (RCCP), that addressed a portion of the UGB expansion area that was later further expanded to include the East Happy Valley-Damascus/Boring area in 2002, of which approximately 2,400 acres of which was planned for in the East Happy Valley Comprehensive Plan (EHVCP) and TSP Update. In the time that has passed since the adoption of these two comprehensive plans, the City has experienced tremendous growth, increasing in population from 5,600 to 11,500, and constantly tried to "catch up" in regard to outdated plans and issues such as the inadequate current Town Center designation on King Road. Thus, updating this area of the RCCP to have it "meld" with the recently adopted EHVCP, providing the minor TSP amendment, and implementing the land use/transportation regulations and incentives, including parking management strategies within a re-defined Town Center in a centralized, increased density geographic area of the city will provide a number of transportation benefits as described above.

6. If the project addresses a TGM focus area, describe how:

The subject project area is less than one mile away from the Providence site and surrounding Employment Center and Industrial Center zoned areas that are part of Metro's mapped Regionally Significant Industrial Area (RSIA). As such, the project area will provide housing, goods and services in a nearby location to this planned employment area, reducing the need to travel for the workforce. This addressed TGM Focus Area A, Contribution to Economic Revitalization by assisting with transportation and land use related issues necessary to make key industrial/employment centers function within the greater city area. Second, as described in the response to question No. 5, above – although this geographic area is not the most recent UGB expansion area, it is part of the greater UGB expansion in this area. From this perspective, the proposed project can be seen to address TGM Focus Area B, Urban Growth Area Planning Focus Area, as the proposed project will assist in transportation planning for needs in an area that has been added to the UGB. Third, the project area is also less than one mile away from the newly opened Verne Duncan Elementary School and the planned Rock Creek Middle School, providing transportation and land use improvements in this area can contribute to Focus Area C, Safe Routes to School. Finally, the proposed revisions to the RCCP and TSP (and "densification" within the revised Town Center area) will assist in the reduction of transportation related emissions that contribute to climate change, thus addressing TGM Focus Area D, Climate Change.

Section 2: Project specifics

1. Will a consultant be used on the project? Yes

If yes, describe the expected roles of consultant and local staff:

Planning Consultant: Update Rock Creek Comprehensive Plan Map & Text, provide Development Code and Comprehensive Policy language or other implementing mechanisms for parking management strategies that can help reduce congestion and demand for parking and improve the urban design of a center or corridor, transit-oriented tax exemptions that promote the construction of transit-oriented, multiple-unit housing developments in town centers in order to improve the balance between the residential and commercial nature of those areas, vertical housing incentives that encourage development of dense, mixed-use projects in specific areas through the provision of targeted tax abatements, density and use transitions that allow the city to better integrate mixed-use in centers and corridors and, impact-based system development charges that can more accurately reflect the costs of infrastructure development, determine charges based on the impact of different development patterns, and serve as a financial incentive for more effective provision of facilities and services as well as any applicable goals and policies from the State's Main Street Program.

Transportation Consultant: Review and update City's TSP to assure cohesion and balance between the updated land use plan and the existing TSP and continue to support and promote transportation efficient development patterns that enable compact, mixed-use, ped-friendly development. Review of parking management strategies and other transportation related design incentives/regulations.

2. Outline the major project tasks, expected timeline, and general methods. Include a discussion of data and analysis needs and an overview of the expected public involvement process (e.g., technical and citizen committees, workshops, surveys, project Web page):

RCCP Land Use Plan Amendments: Develop land use plan amendments within greater geographic area. Data and analysis will include map amendments. Expected timeline to draft product is May 2011.

TSP Update: Based on the amended RCCP, analyze the existing TSP for cohesion, level of service, any necessary updates to Policies, and TPR compliance. Expected timeline to draft product is July 2011.

Comprehensive Plan Policy Amendments: Develop Comprehensive Plan text amendments to reflect amendments to RCCP, new Town Center designation, Main Street goals & policies and related parking management, etc. incentives and regulations. Expected timeline to draft product is August 2011.

Development Code Text Amendments: Development Land Development Code text amendments to reflect amendments to RCCP, new Town Center designation, Main Street goals & policies and related parking management, etc. incentives and regulations. Expected timeline to draft product is November 2011.

Public Involvement Process: Form Technical Advisory and Citizen Advisory Committees, schedule meetings. Hold one Planning Commission Open House, and have subsequent Planning Commission and City Council public hearings. Expected timeline to adoption is January/February 2012.

- In addition to data and analysis that will be gathered or performed as part of the project, list any, such as mapping, traffic counts, or buildable lands inventory that must be completed *before* the project can begin. Include who will be responsible for completing them, and an estimate for when they will be completed:

It is anticipated that the data and analysis envisioned within the proposed project (for example, the RCCP land use plan map amendments are “mapping” changes) will be part and parcel of the data and analysis described within the project.

- Provide an estimated budget breakdown for the major tasks. If a consultant will be used, separate the costs for local staff and consultant:

Budget breakdown:

TASK	LOCAL COSTS	CONSULTANT COSTS
1. RCCP Land Use Plan Amendments	\$1,000	\$5,000
2. TSP Update	\$1,000	\$10,000
3. Comprehensive Plan Policy Amendments	\$1,000	\$8,000
4. Development Code Text Amendments	\$4,000	\$25,000
5. Planning Commission Open House	\$300	\$1,000
6. Planning Commission & City Council Hearings	\$1,000	\$3,000
Totals:	\$8,300	\$47,000

- Describe the experience and capability of the proposed project manager to manage the project.

The city’s Project Manager (Michael D. Walter, AICP) has 17 years experience as a professional planner and has written and managed several prior TGM grants, including significantly more complex TGM funded projects in former biennium(s), as well as multiple Technical Assistance Grant projects. Specific TGM projects include a 2003-2005 biennium Transportation System Plan (adopted) and the 2005-2007 Coordinated Land Use and Transportation Plan for the East Happy Valley Comprehensive Plan and TSP Update (adopted).

- Project Area

8.5-by-11-inch map of the project area Map attached

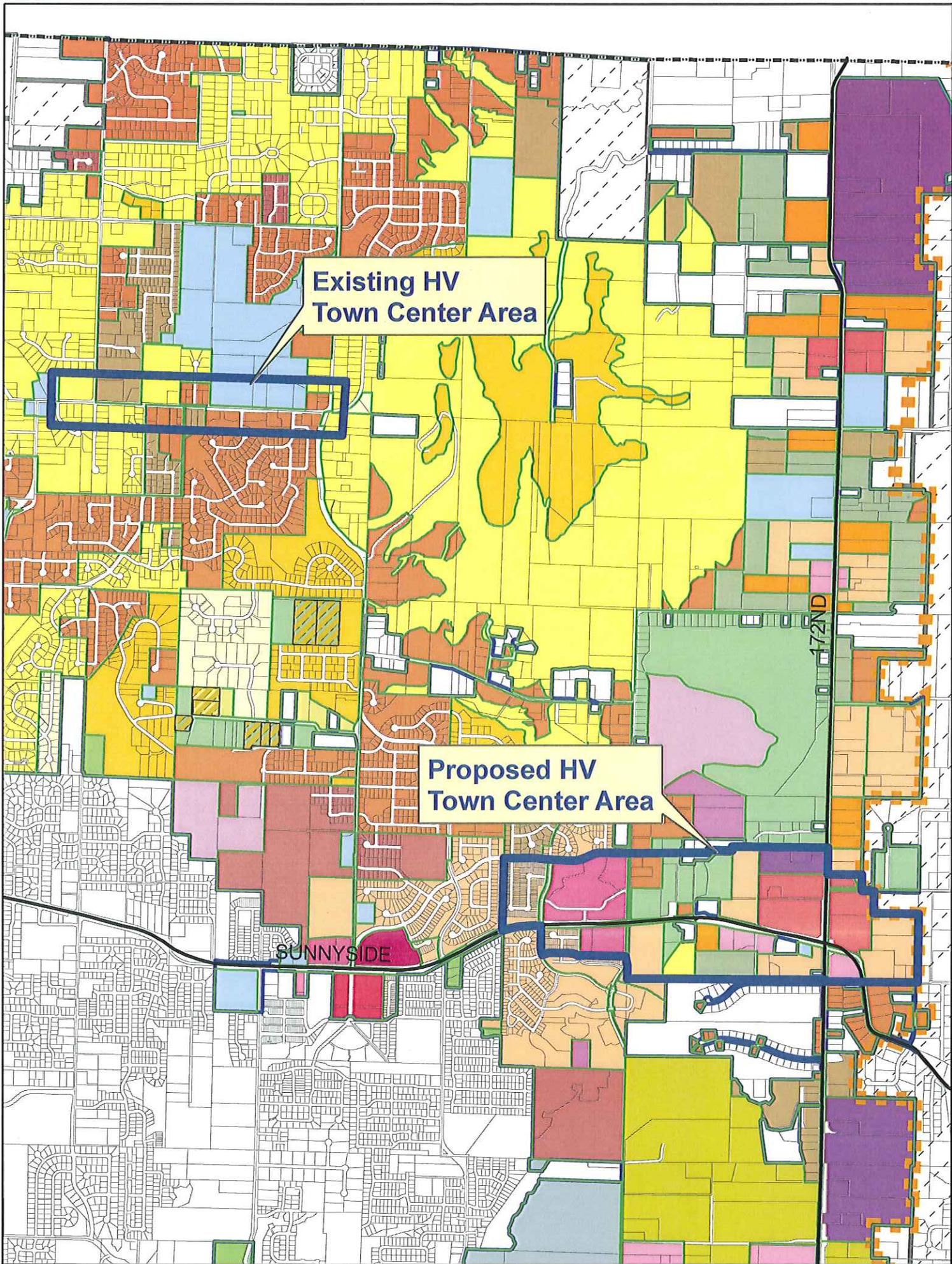
Description:

There are two attached maps – one illustrates the smaller geographic area of the RCCP land use plan to be amended and the other illustrates the existing and conceptualized Town Center Areas.

7. Submit letters or resolutions of support for the project from local officials that clearly indicate an understanding of the intended project outcomes and support of the project objectives. Submit letters of support from other interested parties as appropriate. *Note: these may be submitted separately from the application. Letters and resolutions of support may be submitted through April 1, 2010. Those submitted after March 12, 2010 must be submitted electronically to cindy.l.lesmeister@odot.state.or.us.*

List letters and resolutions attached and expected:

SOURCE	ATTACHED	EXPECTED
1. City of Happy Valley City Council	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Metro Staff or Council	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Clackamas County Business & Economic Development Dept.	<input type="checkbox"/>	<input checked="" type="checkbox"/>



**Existing HV
Town Center Area**

**Proposed HV
Town Center Area**

SUNNYSIDE

172ND



CITY OF HAPPY VALLEY, OREGON

Resolution No. 10-04

**A RESOLUTION IN SUPPORT OF A CITY OF HAPPY VALLEY ROCK CREEK
COMPREHENSIVE PLAN UPDATE/TOWN CENTER REDESIGNATION FOR TGM
FUNDING**

WHEREAS, the City of Happy Valley, is interested in redefining and re-designating its current "Town Center" area from the King Road area between 129th Ave. and 145th Ave. to the eastern Sunnyside Road area from 157th Ave. to 172nd Ave.; and,

WHEREAS, said redefinition and re-designation will require an update to city's Rock Creek Comprehensive Plan (RCCP) in order to meld the land use designations in the RCCP with the 2009 East Happy Valley Comprehensive Plan and Transportation System Plan (TSP) Update; and

WHEREAS, proposed changes to said land use designations will require a review and potential minor update to the 2009 TSP both of which will take considerable financial resources currently without the budget of the City of Happy Valley; and

WHEREAS, the City of Happy Valley is interested in a variety of transportation, land use and development incentives and regulations that will provide for a vibrant, multi-modal, town center area with a variety of mixed uses, commercial opportunities and variety of residential densities, that may include (but are not limited to): parking management that can help reduce congestion and demand for parking and improve the urban design of a center or corridor, transit-oriented tax exemptions that promote the construction of transit-oriented, multiple-unit housing developments in town centers in order to improve the balance between the residential and commercial nature of those areas, vertical housing incentives that encourage development of dense, mixed-use projects in specific areas through the provision of targeted tax abatements, density and use transitions that allow the city to better integrate mixed-use in centers and corridors and, impact-based system development charges that can more accurately reflect the costs of infrastructure development, determine charges based on the impact of different development patterns, and serve as a financial incentive for more effective provision of facilities and services.

WHEREAS, the City of Happy Valley is interested in ongoing public involvement and citizen participation in the development of RCCP/TSP Updates necessary to accommodate a new Town Center designation;

NOW THEREFORE, BE IT RESOLVED by the City Council for the City of Happy Valley that:

Section 1. The City supports a detailed, comprehensive and integrated RCCP/TSP Update, including elements of the transportation and land use initiatives listed above,, and supports an application for Category 2 funding to the Transportation and Growth Management Program of the State of Oregon.

Section 2. This resolution takes effect upon its adoption.

PASSED AND APPROVED this 2nd day of March, 2010.

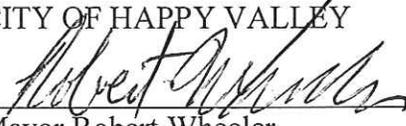
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Section 2. This resolution takes effect upon its adoption.

PASSED AND APPROVED this 2nd day of March, 2010.

CITY OF HAPPY VALLEY



Mayor Robert Wheeler

ATTEST:



Marylee Walden, City Recorder