Pleasant Valley North Carver
COMPREHENSIVE PLAN

AGENDA

Community Advisory Committee – Meeting #5

Thursday, March 7, 2019
6:00 – 8:30 PM
Happy Valley City Hall – Council Chambers
16000 SE Misty Drive, Happy Valley, OR

ITEM	TIME
Welcome and Introductory Items a. Welcome and introductions - Michael Walter, all b. Where we are in the process - Joe Dills, APG	6:00-6:10 PM
Land Use Plan Concepts (see memo, p. 2 for background) a. Land Use Districts – Jamin Kimmell, APG b. Conceptual Land Use Map - Joe Dills, APG c. Preliminary Land Use Analysis - Jamin Kimmell, APG	6:10-7:15 PM
Transportation Plan Concepts (see memo, p. 2 for background) a. Street Network Map – Joe Dills and Carl Springer, DKS b. Bikeway Network Map – Joe Dills and Carl Springer, DKS c. Trail Network Map – Jamin Kimmell, APG d. Foster Road Parkway Design – Joe Dills, APG	7:15-8:20 PM
Next Steps a. Public Comment b. Community workshops: April 18 and April 25 at City Hall c. Next Committee meeting – June 13	8:20-8:30 PM

The meeting location is accessible to persons with disabilities. To request accommodations, please contact the City Recorder at (503) 783-3836 48 hours before the meeting.

Pleasant Valley North Carver
COMPREHENSIVE PLAN

MEMORANDUM

Land Use and Transportation Concepts
Pleasant Valley/North Carver Comprehensive Plan

DATE February 28, 2019

TO PV/NC TAC and CAC

FROM Joe Dills and Jamin Kimmell, APG

The purpose of this memorandum is to introduce preliminary land use and transportation concepts for the Pleasant Valley/North Carver Comprehensive Plan. The project team has drafted an initial set of concepts for the project advisory committees to review at their March 7th meetings. The concepts will be revised, where necessary, and presented for public input at the community workshops on April 18th (Pleasant Valley Workshop) and April 25th (North Carver Workshop). This memo summarizes the draft land use and transportation concepts and is a guide for reviewing the materials.

Land Use Concepts

Land Use Districts

A set of ten land use districts has been defined in order to map a conceptual land use pattern for the plan area. The land use districts are based on existing policies and definitions of the City of Happy Valley Comprehensive Plan. These policies describe the purpose and appropriate locations for each district. The land use districts are related to the City's zoning districts but are less specific; within most land use districts, several different zones could be used to implement the overall concept for the district. In some cases, a land use district may correspond directly to one of the city's zoning districts. The ten land use districts are:

- Residential Districts:
    - Very Low Density Residential (VLDR)
    - Low Density Residential (LDR)
    - Medium Density Residential (MDR)
    - High Density Residential (HDR)
    - Mixed Use Multi-Family Residential (MUR)
- Commercial and Employment Districts:
    - Community Commercial Center (CCC)
    - Mixed Commercial Center (MCC)

    - Employment (EMP)
- Institutional District: Institutional and Public Use (IPU)

Each land use district is described in more detail in the attached concept sheets. The sheets also include images of common building types and an existing development or neighborhood that is representative of the district.

Conceptual Land Use Map

The project team has drafted an initial, conceptual land use map for the plan area. The map represents the "first cut" at locating and shaping land use districts to fit the plan area, taking in to account the plan's vision and guiding principles, topography, existing development, transportation, and other considerations. The land use map was designed to address the following goals and considerations:

- **Walkable neighborhoods.** The walkable neighborhood areas were used to shape boundaries of land use districts, helping to reinforce the natural and physical elements—stream corridors, major streets, buttes—that contribute to the identify of each neighborhood.
- **Projected employment and housing land needs.** The land use map designates sufficient buildable land to each category of land need, including employment/industrial, commercial, and a range of residential lands that allow for a diverse set of housing types.
- **Higher densities near mixed use centers.** Higher density residential districts are located in close proximity to existing and proposed mixed use centers. This pattern supports walkability by allowing more people to live near commercial destinations and supports economic vitality by bringing more households close to businesses. It also sets the stage for the land use supporting future transit service to these areas.
- **Lower densities in constrained areas**. Radiating out from mixed use centers, residential densities gradually decrease in areas that have steep slopes, sensitive environmental resources, or are further from existing or planned mixed use centers.
- **Transitions to, and incremental growth in, existing neighborhoods.** The land use map provides transitions from new residential growth to existing, lower density neighborhoods. Within existing lower density neighborhoods, an incremental increase in density is envisioned which would allow for infill development. A plan policy may allow for future zone changes in specific areas to increase density as part of proposed development, but for this first concept map, infill in existing neighborhoods is assumed to be at the City's Very Low Density Designation.

Preliminary Land Use Analysis

The conceptual land use map was analyzed to estimate the amount of buildable land designated for each land use district, density levels, and projected mix of housing types. A summary of this analysis is provided below:

- Net buildable acres
    - Residential: 901 acres

    - Commercial: 20 acres
    - Employment: 108 acres
- Density (overall average)
    - Maximum: 8.0 units per net acre
    - Projected (80% of maximum): 6.3 units per net acre
- Housing types
    - Single-family detached: 3,770 units (51%)
    - Multi-family or single-family attached: 3,407 units (47%)

The conceptual land use plan generally provides for the amount of land needed for residential, commercial, and employment uses in the plan area. The conceptual plan also meets the minimum allowable density requirement of the Metropolitan Housing Rule (MHR), which requires the City of Happy Valley to allow for at least 6 units per net acre in plans for new growth areas.[1] The conceptual plan very nearly meets the housing mix standard of the MHR, which requires that zoning provide the opportunity for at least 50% of the newly constructed housing units in the plan area to be multi-family or single-family attached housing. The plan would meet this requirement with minor modifications to the map to designate more lands to the MDR, HDR, or MUR district; the modification can be done in a future version of the map.

Transportation Concepts

Street Network

The street network map lays out the basic framework for the transportation system in the plan area. The map identifies proposed extensions of the existing network of arterial, collector, and neighborhood streets. The map also identifies preliminary intersection types (roundabout or signalized). The classification and spacing of streets are consistent with the policies of the City's Transportation System Plan (TSP). A summary of the function and typical design of each type of street is provided in the attached concept sheets. Annotations are provided on the street network map to identify key changes.

Bikeway Network

The bikeway network map lays out a preliminary system of on-street bike facilities and off-street trails/paths that will function together to create an integrated bikeway network to serve the plan area. Bike facilities are planned for all arterial, collector, and neighborhood streets.

[1] OAR 660-007-0000

Trail Network

The trail network map illustrates a set of off-street trails to provide access to natural areas, parks, schools, and other destinations in the plan area. The trail network connects to existing and planned trails and proposes refined alignments of Metro regional trails.

Foster Road Parkway Design

A special "parkway" street design treatment is proposed for Foster Road from the intersection with the 172nd Ave. /190th Drive connector south to the intersection with Troge Road. The goal of the parkway design is to leverage Foster Road's role as a gateway into the Pleasant Valley area and a special street that connects the neighborhoods in the area. The design would create a comfortable environment for walking, a safe facility for biking, and an aesthetically appealing experience for drivers. The parkway can also help to contribute to a unique identity for the Pleasant Valley area.

Land Use Districts

Pleasant Valley North Carver
COMPREHENSIVE PLAN

Land Use District	Zone(s)	Density Range
Very Low Density Residential (VLDR)	R-20, R-15	2-3 units/ac
Low Density Residential (LDR)	R-10, R-8.5, R-7	3-5 units/ac
Medium Density Residential (MDR)	R-5, MUR-S	6-9 units/ac
High Density Residential Attached (HDR)	SFA, MUR-A	10-15 units/ac
Mixed Use Residential – Multi-Family (MUR)	MUR M1-M2, MUR-X	15-30 units/ac
Community Commercial Center (CCC)	CCC	10-15 units/ac
Mixed Commercial Center (MCC)	MCC	15-30 units/ac
Employment (EMP)	EC, IC	N/A
Institutional and Public Use (IPU)	IPU	N/A

Very Low Density Residential

Pleasant Valley North Carver
COMPREHENSIVE PLAN

Housing types

Image Credit: Redfin

Image Credit: Redfin

Purpose: These districts provide for **compatibility with existing large lot residential patterns** in the City. They are also intended to help balance the conservation of resources (e.g. steep slopes, habitat, tree canopy) with low impact development. Clustering and other hillside protection measures may be required to minimize the impact of development.

Locations: These districts may be located where **steep slopes** (generally greater than 15 percent) or other resources are present, and where clustering, transfer and/or limited access require a low base density.

Zones: R-20, R-15

Density (units/net acre)

Min.	Avg.	Max
2	2.5	3

Relative Density Level

Very Low Density Residential

Pleasant Valley North Carver
COMPREHENSIVE PLAN

Precedent neighborhood/development: Deerfield Park

Low Density Residential

Pleasant Valley North Carver
COMPREHENSIVE PLAN

Housing types

Single-Family Detached, Standard Lot (10,000)

Image Credit: Redfin

Single-Family Detached, Standard Lot (7,000)

Image Credit: Redfin

Purpose: These districts provide for a **variety of single family lot sizes** and building types in neighborhood settings. They also allow attached housing as part of PUDs. They provide transition between very low density residential districts and high density districts.

Locations: These districts are applied throughout the City generally on **slopes less than 15 percent**. They should be located to **promote compatibility and transition** from higher to lower density within neighborhoods.

Zones: R-10, R-8.5, R-7

Density (units/net acre)

Min.	Avg.	Max
3	4	5

Relative Density Level

Low Density Residential

Pleasant Valley North Carver
COMPREHENSIVE PLAN

Precedent neighborhood/development: Jackson Hills

Medium Density Residential

Pleasant Valley North Carver
COMPREHENSIVE PLAN

Housing types

Single-Family Detached, Small Lot

Image Credit: Redfin

Corner Duplex or Triplex

Image Credit: Walker Macy

Purpose: These districts provide for **smaller lot and attached housing** choices in the City of Happy Valley. The smaller lots, duplexes and triplexes permitted are intended to help broaden the variety of housing choices in the City, promote compact form in appropriate areas, and assist in meeting Metro requirements.

Locations: These districts may be located in **transitional areas between high density residential attached and lower density single family** districts. They may also be part of master planned developments, where greater flexibility in their location may be considered.

Zones: R-5, MUR-S

Density (units/net acre)

Min.	Avg.	Max
6	8	9

Relative Density Level

Medium Density Residential

Pleasant Valley North Carver
COMPREHENSIVE PLAN

Precedent neighborhood/development: Sunrise Heights

High Residential - Attached

Pleasant Valley North Carver
COMPREHENSIVE PLAN

Housing types

Image Credit: Google Street View

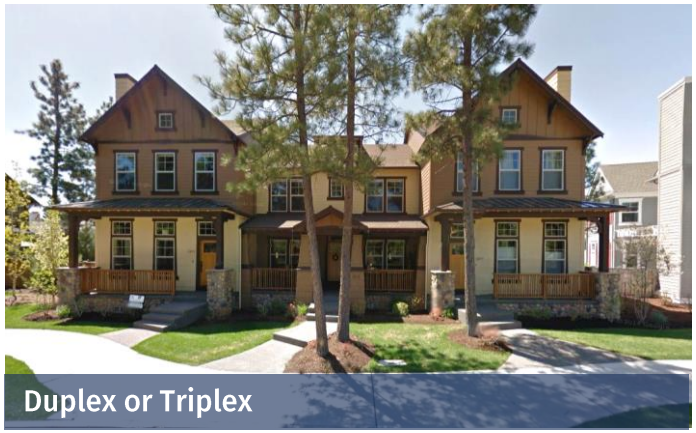


Image Credit: Walker Macy

Purpose: These districts provide for a **variety of attached housing** and neighborhood commercial uses. They are intended to make efficient use of land and public services, accommodate a range of housing needs, provide for compatible design at neighborhood scale, reduce reliance on the automobile for neighborhood travel, provide for walking, bicycling and transit use, and provide direct and convenient access to schools, parks and neighborhood services.

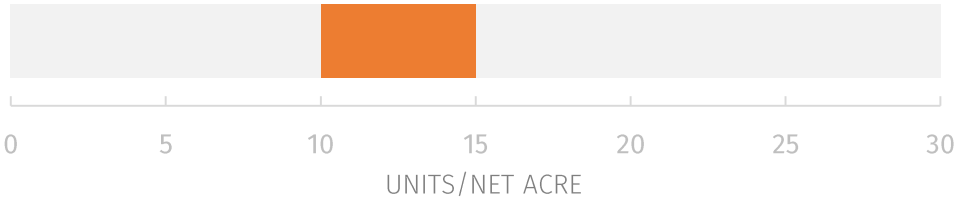
Locations: These districts may be applied **near (generally within ¼ mile) of mixed use centers** and districts, along collector and arterial streets, and within a block of streets planned for **transit**. They may also be part of master planned developments, where greater flexibility in their location may be considered.

Zones: SFA, MUR-A

Density (units/net acre)

Min.	Avg.	Max
10	12.5	15

Relative Density Level



High Residential - Attached

Pleasant Valley North Carver
COMPREHENSIVE PLAN

Precedent neighborhood/development: Sunnyside Village

Mixed Use Residential Multi-Family

Pleasant Valley North Carver
COMPREHENSIVE PLAN

Housing types

Image Credit: Redfin

Image Credit: Acadia Apartments

Purpose: These districts provide for a **variety of attached housing** and neighborhood commercial uses. They are intended to make efficient use of land and public services, accommodate a range of housing needs, provide for compatible design at neighborhood scale, reduce reliance on the automobile for neighborhood travel, provide for walking, bicycling and transit use, and provide direct and convenient access to schools, parks and neighborhood services.

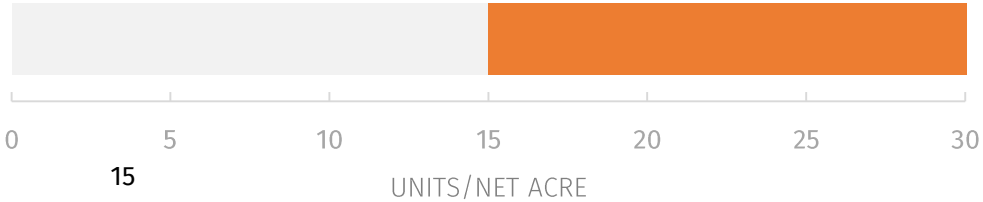
Locations: These districts may be applied **near (generally within ¼ mile) of mixed use centers** and districts, along collector and arterial streets, and within a block of streets planned for **transit**. They may also be part of master planned developments, where greater flexibility in their location may be considered.

Zones: MUR-M1, MUR-M2, MUR-X

Density (units/net acre)

Min.	Avg.	Max
15	22.5	30

Relative Density Level



High Residential - Attached

Pleasant Valley North Carver
COMPREHENSIVE PLAN

Precedent neighborhood/development: Sunridge Terrace Apartments

Commercial Center (CCC and MCC)

Pleasant Valley North Carver
COMPREHENSIVE PLAN

Development types

MCC – Happy Valley Crossroads

Image Credit: Gramor Development

CCC – Sunnyside Family Dental

Image Credit: Google Street View

Mixed Commercial Center (MCC) District

Purpose: The MCC district is intended to establish locations for the development of general commercial centers providing a broad range of shopping and service requirements to meet city-wide needs.

Locations: MCC districts are located at the intersections of two arterial streets or an arterial and collector streets. They are planned to be well served by transit and be integrated with mixed use and higher density housing – thus supporting less auto-dependent lifestyles. Their design is intended to be highly pedestrian-oriented.

Community Commercial Center (CCC) District

Purpose: The CCC district is intended to provide locations or "nodes" for a range of small businesses and services adjacent to residential areas as a convenience to nearby residents. Mixed use is allowed and encouraged.

Locations: CCC districts are located at the intersection two arterial streets, an arterial and collector, or two collector streets. Access to these centers is provided by well-connected local streets and safe bicycle and pedestrian routes. Their design is intended to be highly pedestrian-oriented.

Allowed Uses (both districts): Retail, medium to high density residential, offices, some institutional uses.

Employment (EMP)

Pleasant Valley North Carver
COMPREHENSIVE PLAN

Development types

Flex/light industrial

Image Credit: P&C Construction

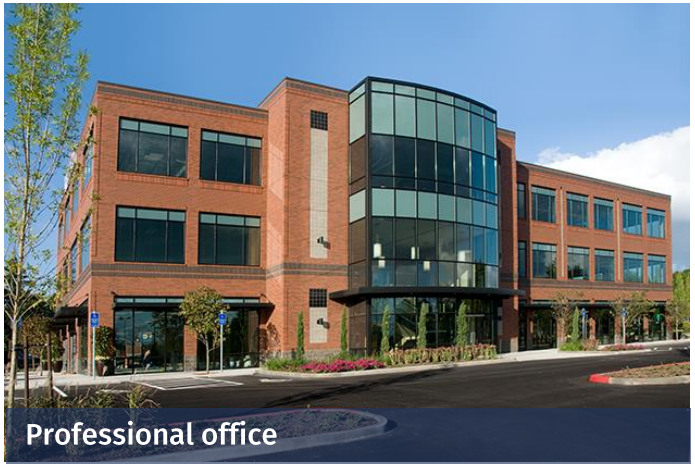

Professional office

Image Credit: R&H Construction

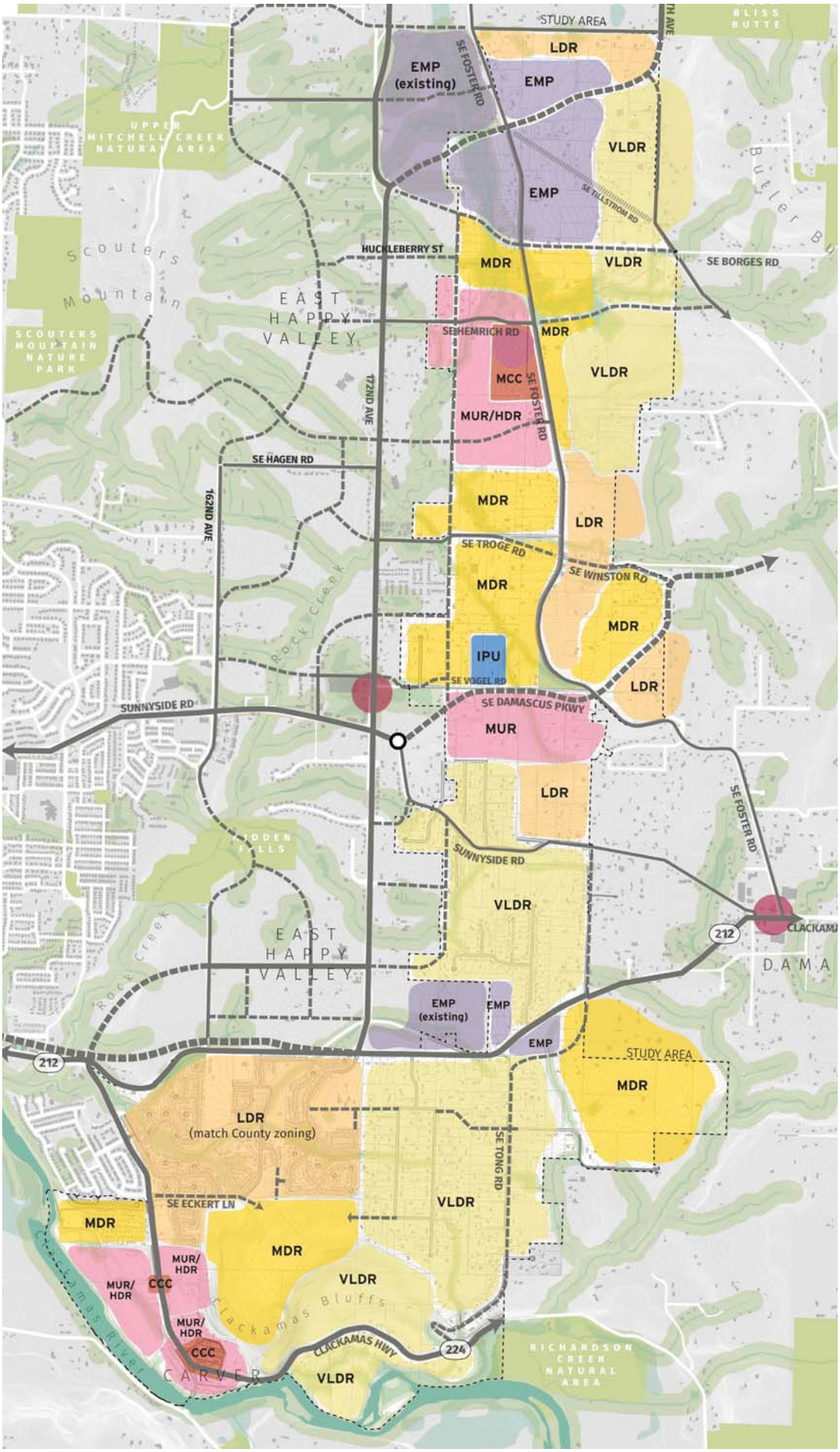
Purpose: The purpose of the Employment (EMP) District is to provide for a mix of employment opportunities. Quality design and the walkable character of the surrounding urban environment is a defining element. These areas promote economic development, job creation, sustainable businesses and green building practices, jobs-housing balance, land optimization and freight mobility by preserving large contiguous areas for industrial clusters.

Locations: EMP districts are located where they are accessible by a variety of transportation modes, including transit services, and safe and convenient pedestrian connections.

Zones: Employment Center (EC), Industrial Campus (IC)

Allowed Uses:

- Business and office parks
- Professional and corporate offices
- Light industrial uses
- Manufacturing and production uses
- Research and development laboratories
- Medical offices and clinics
- Tech/flex businesses, creative arts and services
- Technical/vocational schools and other related businesses
- Warehouse and distribution (may be limited to accessory use)
- Residential and retail uses allowed on a limited basis.



Pleasant Valley North Carver
COMPREHENSIVE PLAN

LAND USE PLAN CONCEPTS

- Streets (Existing)
- Streets (Proposed)
- Town Center (Existing)

Land Use District

- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- Mixed Use Residential / High Density Residential
- Mixed Commercial Center/ Community Commercial Center
- Employment
- Institututional and Public Use

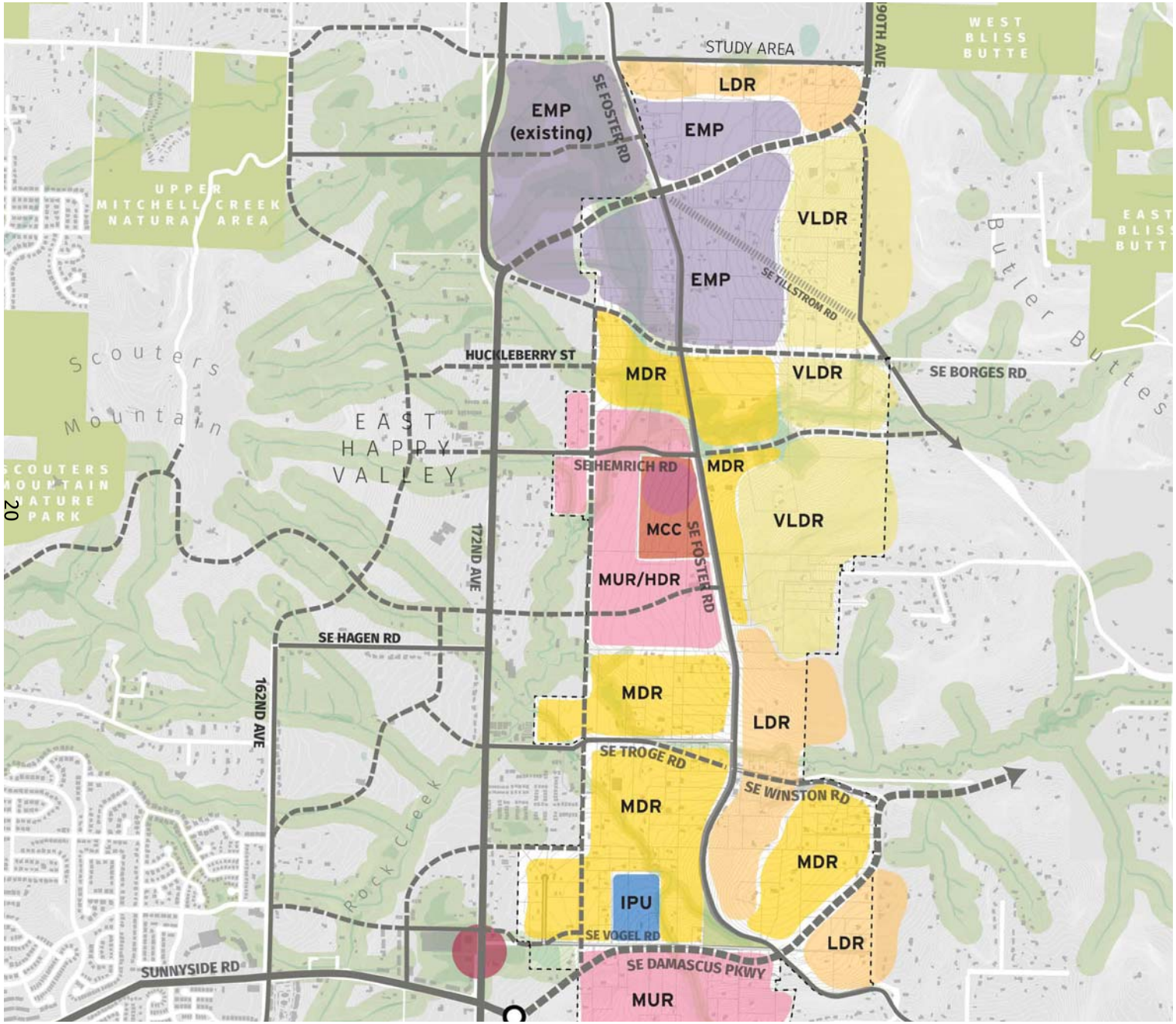
N 0' 400' 800' 1600'

2/28/19

Pleasant Valley North Carver
COMPREHENSIVE PLAN

LAND USE PLAN CONCEPTS

PLEASANT VALLEY



Streets (Existing)

Streets (Proposed)

Town Center (Existing)

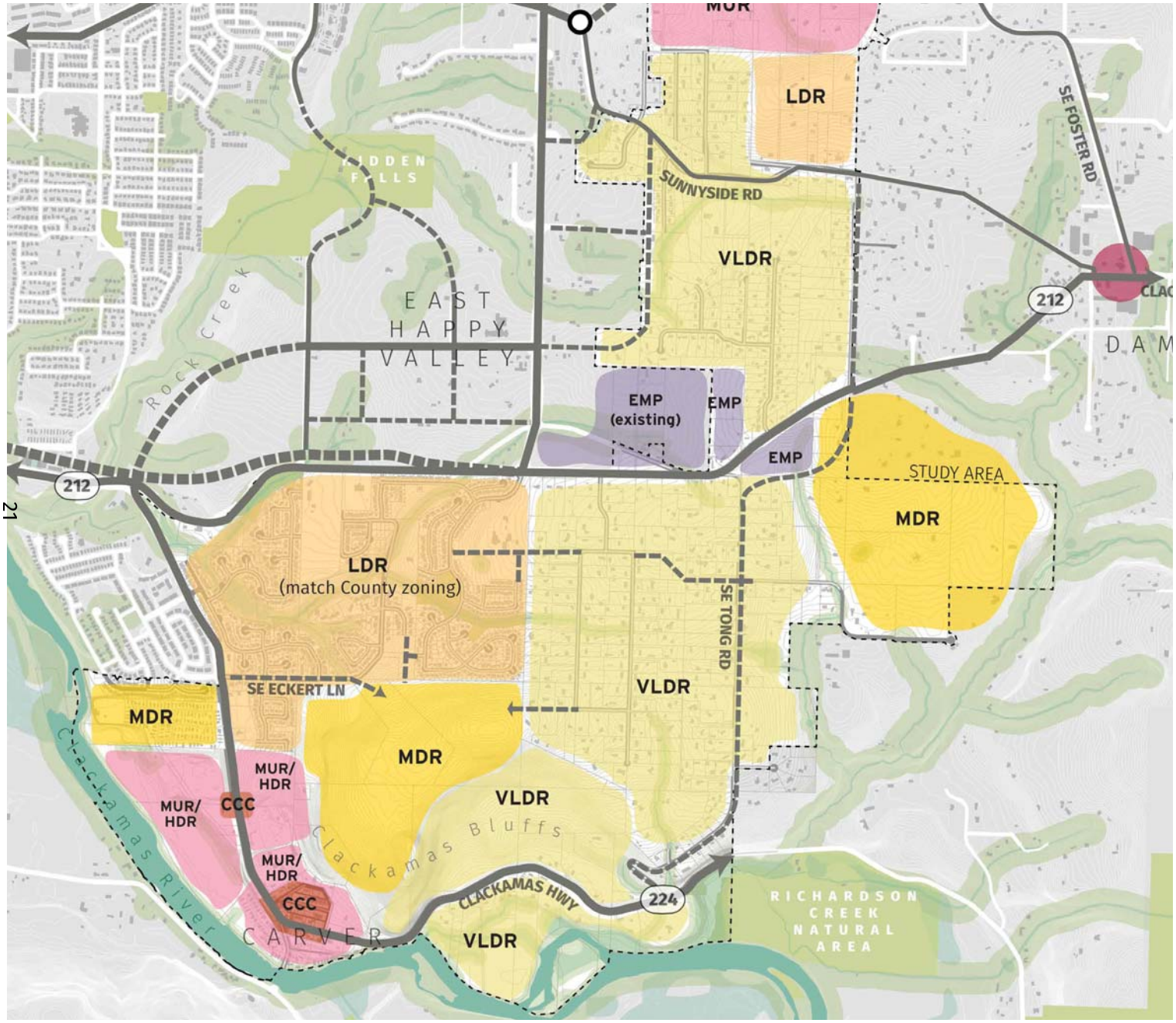
Land Use District

- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- Mixed Use Residential / High Density Residential
- Mixed Commercial Center/ Community Commercial Center
- Employment
- Institututional and Public Use

Pleasant Valley North Carver
COMPREHENSIVE PLAN

LAND USE PLAN CONCEPTS

NORTH CARVER



- Streets (Existing)
- Streets (Proposed)
- Town Center (Existing)

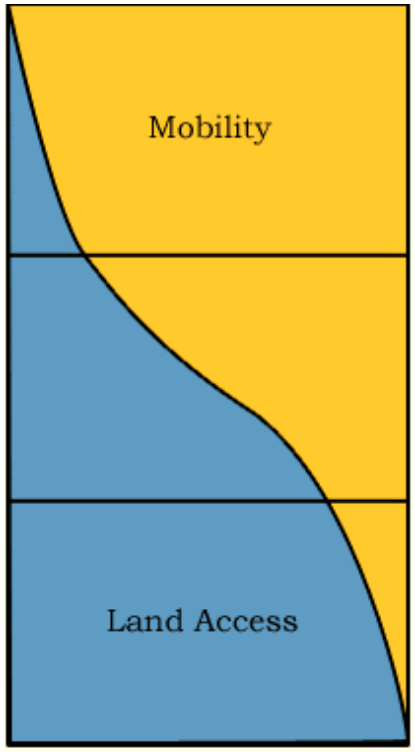
Land Use District

- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- Mixed Use Residential / High Density Residential
- Mixed Commercial Center/ Community Commercial Center
- Employment
- Institututional and Public Use

Street Network – Functional Classification

Pleasant Valley North Carver
COMPREHENSIVE PLAN

Functional classification balances mobility and access



Expressway

Major Arterial

Minor Arterial

Collector

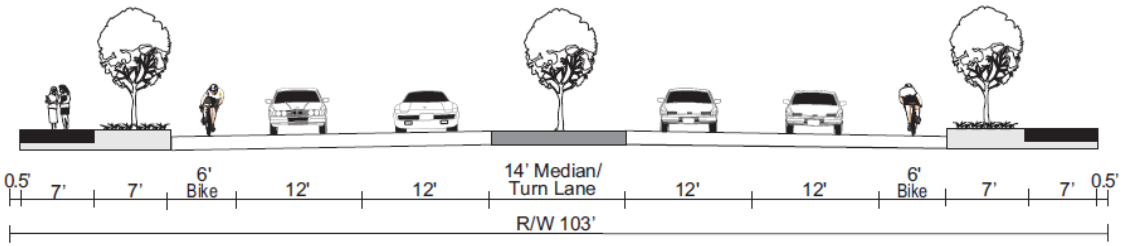
Neighborhood Street

Local Street

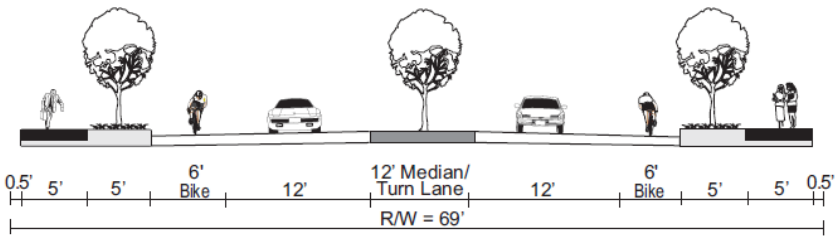
Street Network – Typical Design

Pleasant Valley North Carver
COMPREHENSIVE PLAN

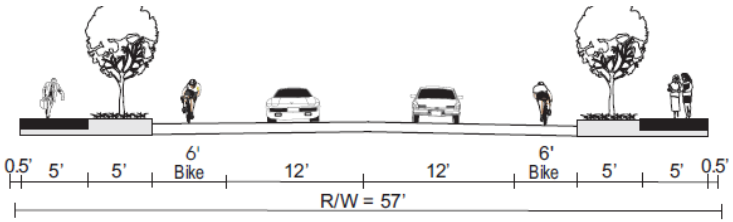
Major Arterial



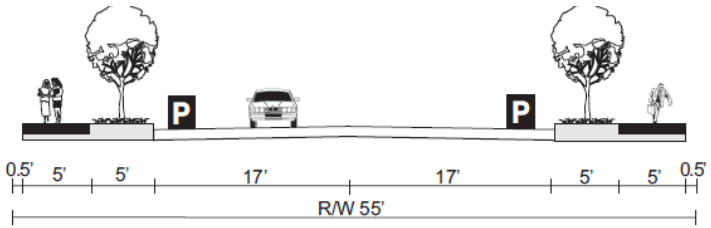
Minor Arterial



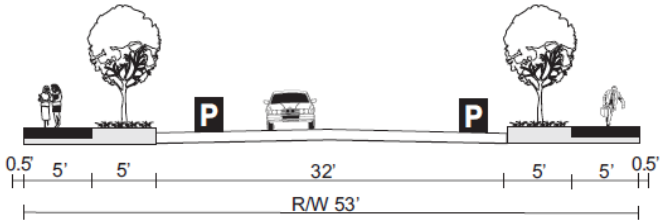
Collector



Neighborhood Street

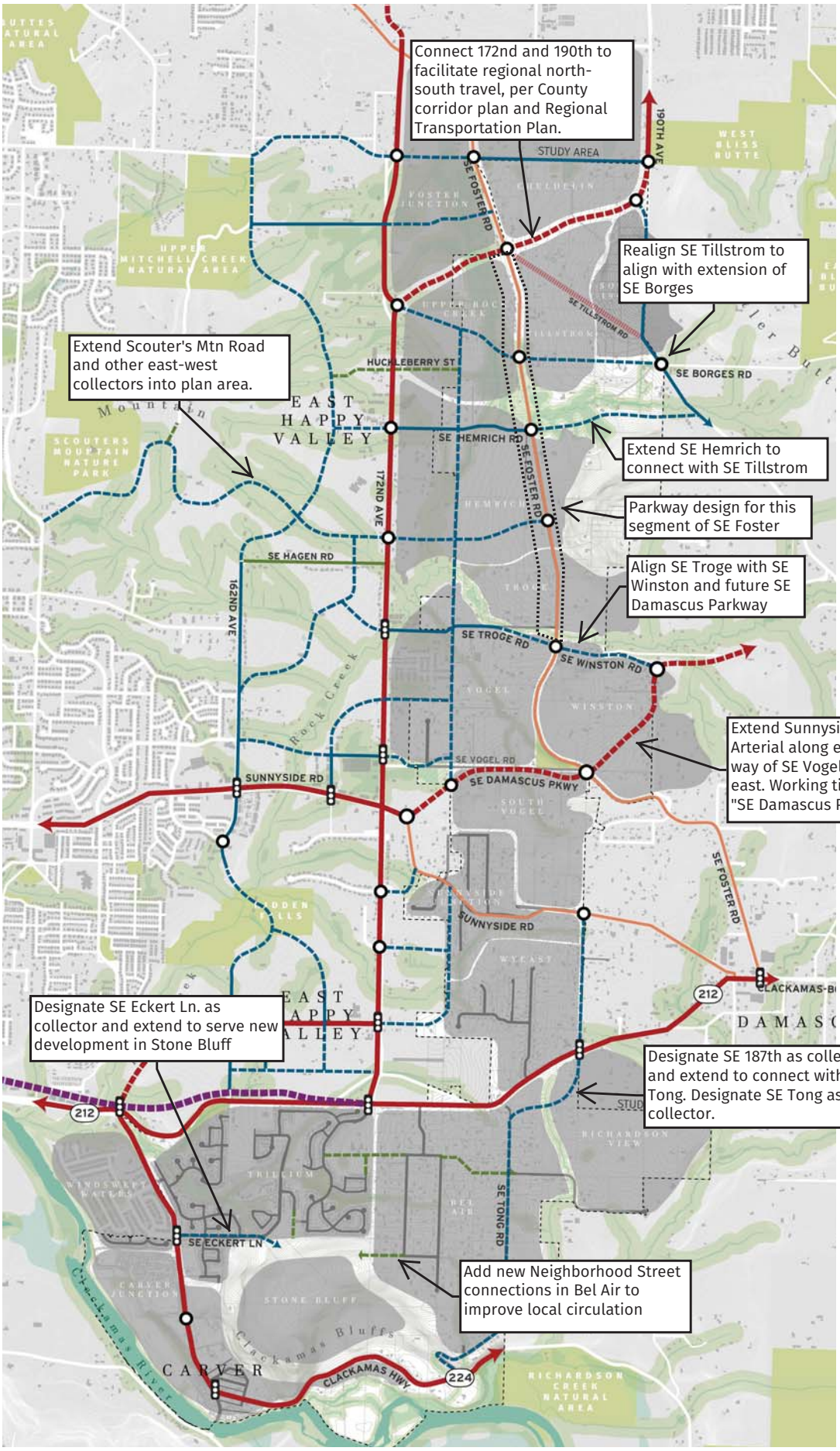


Local Street



Pleasant Valley North Carver
COMPREHENSIVE PLAN

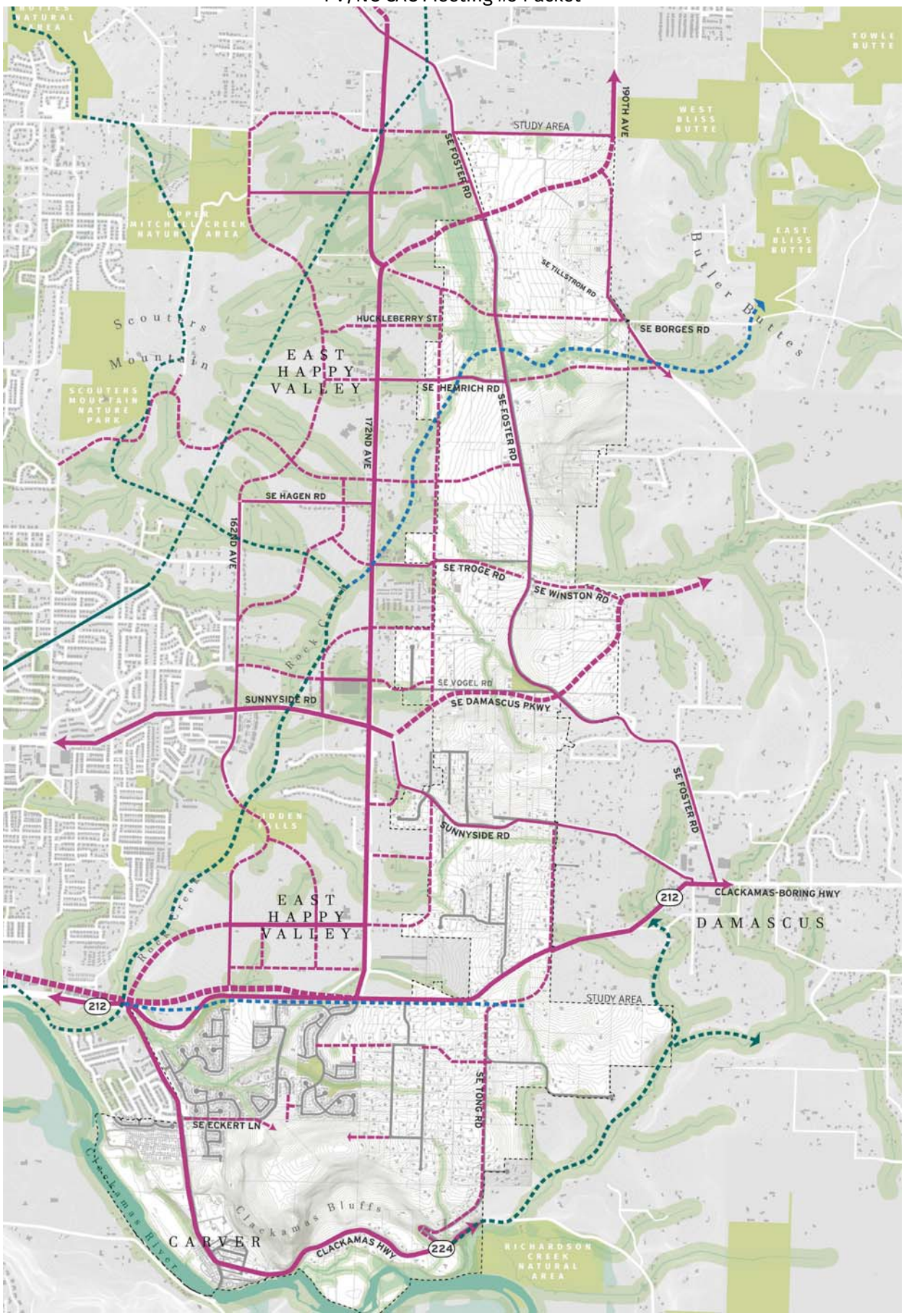
STREET NETWORK CONCEPT



- Expressway (Proposed)
- Major Arterial (Existing)
- Major Arterial (Proposed)
- Minor Arterial (Existing)
- Collector (Existing)
- Collector (Proposed)
- Neighborhood Street (Existing)
- Neighborhood Street (Proposed)
- Existing Local Street
- Remove Roadway
- Signalized Intersection
- Roundabout
- Neighborhoods

N 0' 400' 800' 1600'

2/28/19

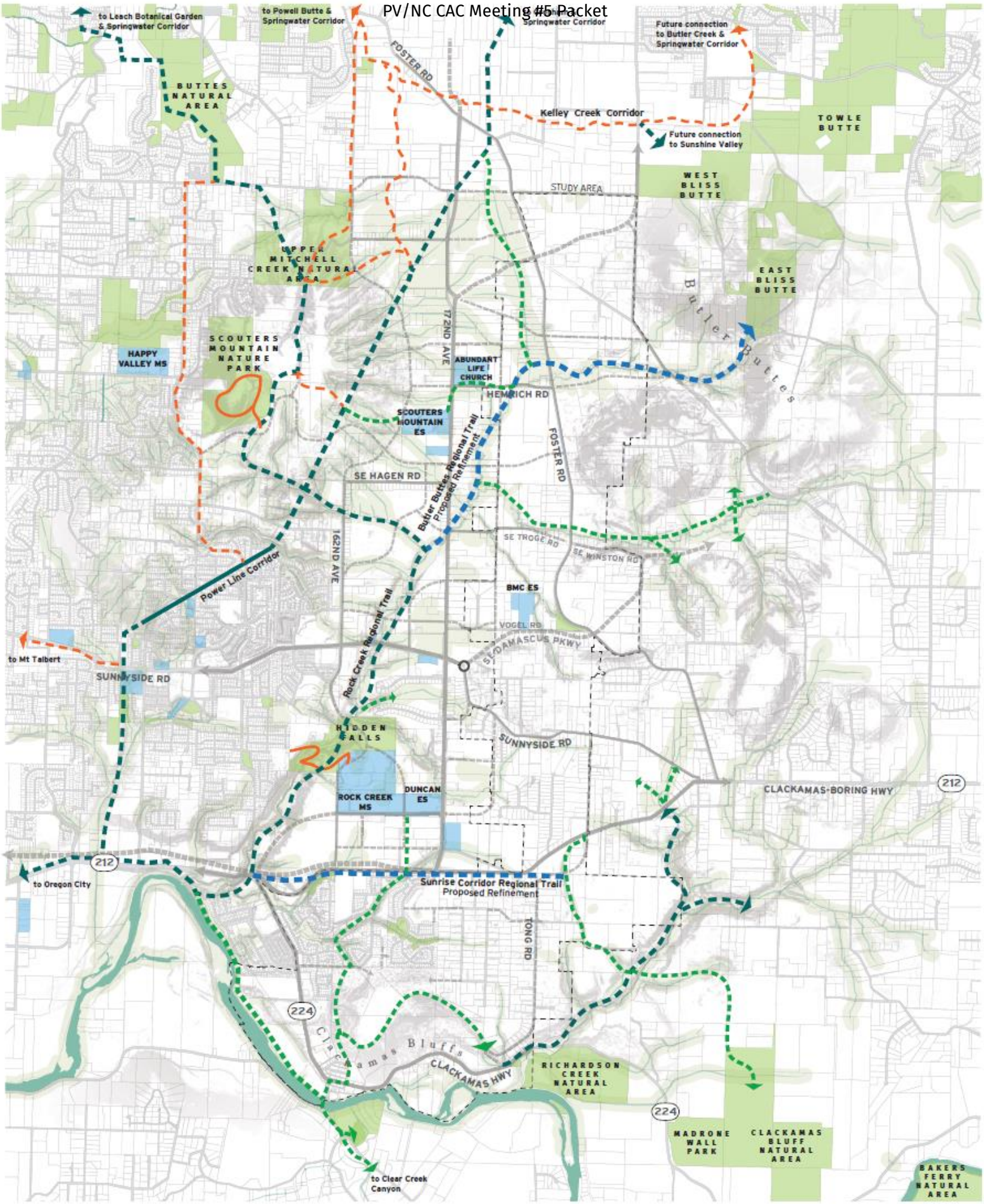


BIKEWAY NETWORK

Pleasant Valley North Carver COMPREHENSIVE PLAN

N

- Built Regional Trails
- Planned Regional Trails
- PV/NC Regional Trail - Proposed Refinement
- Major Arterial (existing/proposed) - with bike facilities
- Minor Arterial, Collector, N-hood Street (existing/proposed) - with bike facilities



Pleasant Valley North Carver COMPREHENSIVE PLAN

Schools, Churches

Parks & Natural Areas

Planned Streets
Planned Local Trails (Metro and City of Happy Valley TSP)
Built Local Trails
Planned Regional Trails
Built Regional Trails
PV/NC Proposed Local Trails
PV/NC Regional Trail - Proposed Refinement

PLEASANT VALLEY/NORTH CARVER COMPREHENSIVE PLAN

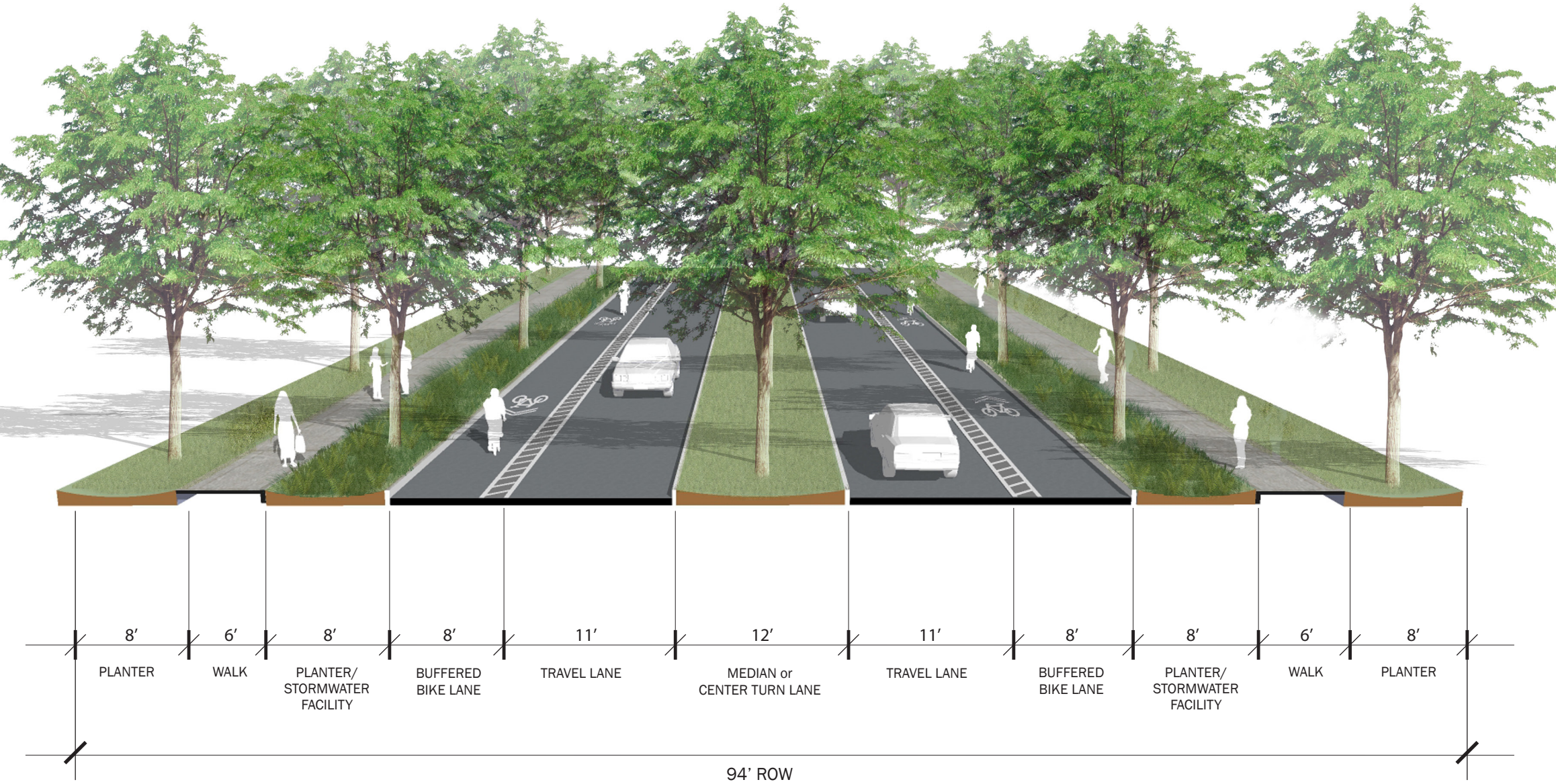
TRAILS CONCEPT

February 2019

8′	12′	8′	11′	12′	11′	8′	6′	8′
PLANTER	MULTI-USE PATH	PLANTER/ STORMWATER FACILITY	TRAVEL LANE	MEDIAN or CENTER TURN LANE	TRAVEL LANE	PLANTER/ STORMWATER FACILITY	WALK	PLANTER

84’ ROW

SE FOSTER ROAD - PARKWAY SECTION
Multi-Use Path Option



SE FOSTER ROAD - PARKWAY SECTION