



Community Advisory Committee and Technical Advisory Committee - Meeting #6

Thursday, June 20, 2019

6:00 – 9:00 PM

Happy Valley City Hall – Council Chambers

16000 SE Misty Drive, Happy Valley, OR

ITEM	TIME
Urban Renewal District Update – Jason Tuck, Happy Valley City Manager	6:00-6:15 PM
Welcome and Introductory Items	6:15-6:25 PM
<ul style="list-style-type: none"> a. Welcome and introductions - Michael Walter, all b. Approval of Meeting #4 (1/24/19) minutes and Meeting #5 (3/7/19) minutes (CAC: see p.44; TAC: see p. 51) c. Where we are in the process and today's agenda – Jamin Kimmell, APG and Jeanne Lawson, JLA 	
Workshop Recap and Review of Plan Refinements for Land Use and Streets (see memo, p. 4 for background)	6:25-7:15 PM
<ul style="list-style-type: none"> a. Workshop Recap – Jamin Kimmell, APG b. Plan Refinements for Land Use and Streets – briefing, discussion and direction for each subarea <ul style="list-style-type: none"> 1. Northern boundary to SE Hemrich Road 2. SE Hemrich to SE Damascus Parkway 3. SE Damascus Parkway to Hwy 212 4. South of Hwy 212 	
Employment Areas (see memo, p. 8 for background)	7:15-7:55 PM
<ul style="list-style-type: none"> a. Briefing – Jamin Kimmell, APG and Todd Chase, FCS b. Discussion and direction 	
Pleasant Valley Downtown District and North Carver Waterfront (see memo, p. 15)	7:55-8:15 PM
<ul style="list-style-type: none"> a. Downtown District – briefing, discussion, direction b. North Carver Waterfront – briefing, discussion, direction 	

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.

Trails and Bikeways and Foster Parkway Design (see memo, p. 19)

8:15 – 8:30 PM

- a. Trails and Bikeways – briefing, discussion, direction
- b. Foster Parkway Design – briefing, discussion, direction

Public Comment, CAC Direction Closure, and Next Steps

8:30 – 9:00 PM

- a. Public Comment
 - b. CAC Direction Closure – refine lists and recommendations if needed, vote to direct staff to proceed with Preliminary Plan for the purpose of transportation and infrastructure analysis
 - c. Next steps
-



MEMORANDUM

Plan Concept Refinements Pleasant Valley/North Carver Comprehensive Plan

DATE June 14, 2019
TO Pleasant Valley/North Carver TAC and CAC
FROM Joe Dills and Jamin Kimmell, APG

Introduction

The purpose of this memorandum is to summarize public comments and feedback received on the initial plan concepts for the Pleasant Valley/North Carver Comprehensive Plan, and to identify recommended refinements to the plan concepts as a result of this feedback. Community members participated in two in-person workshops and an online workshop in April of 2019. For a more detailed summary of the workshop process and outcomes, see the Workshop Summary Memo.

The memo is generally organized by topic area as the topics were presented in the workshops. However, discussion of the residential land use concepts and street network concepts are broken down into four subareas and presented together.

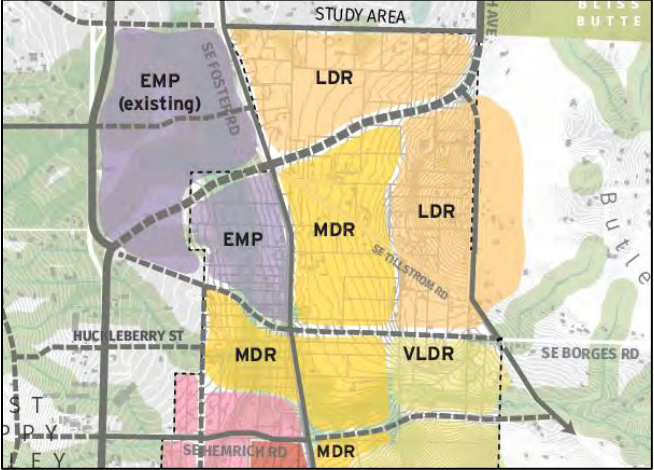

- Residential Land Uses and Streets – By Subarea
- Employment Areas
- Pleasant Valley Downtown District
- North Carver Waterfront District
- Trails and Bikeways
- Foster Parkway Design

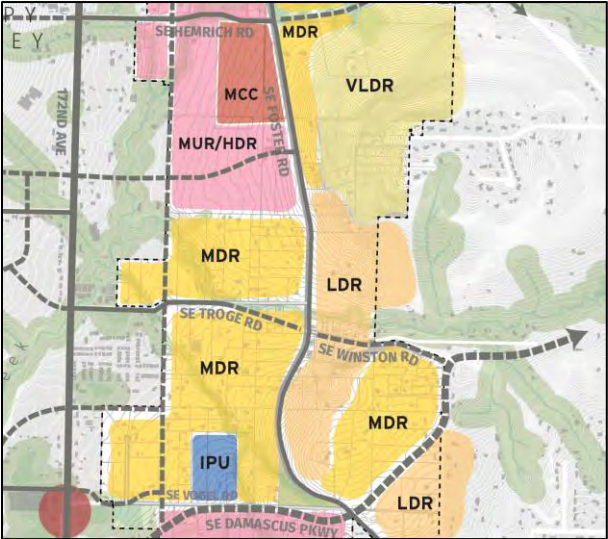
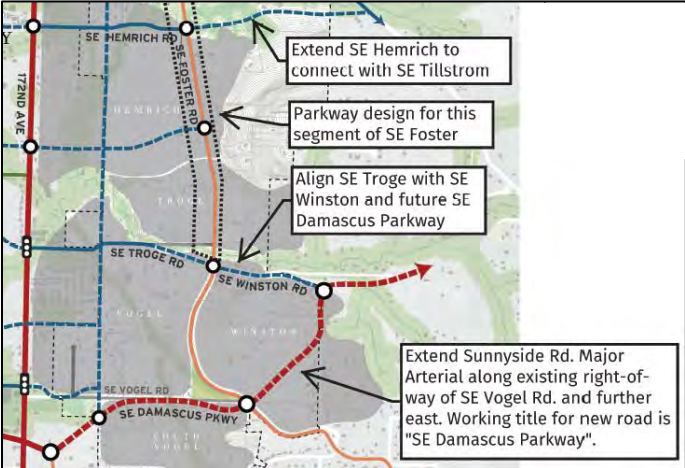
Within each topic, we provide a summary of key themes, suggestions, and concerns. Recommended updates and refinements to each plan concept are also identified.

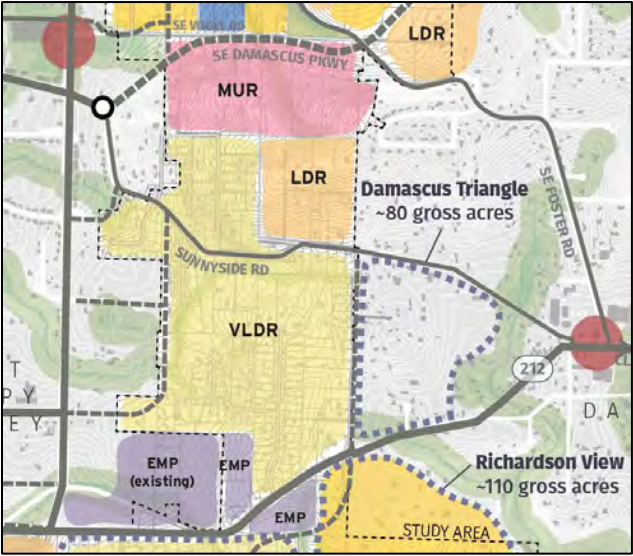
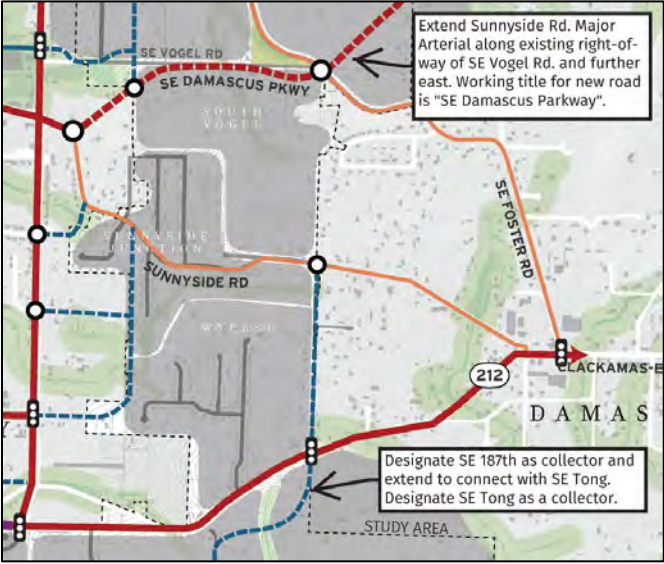
Request to CAC and Intended Next Steps

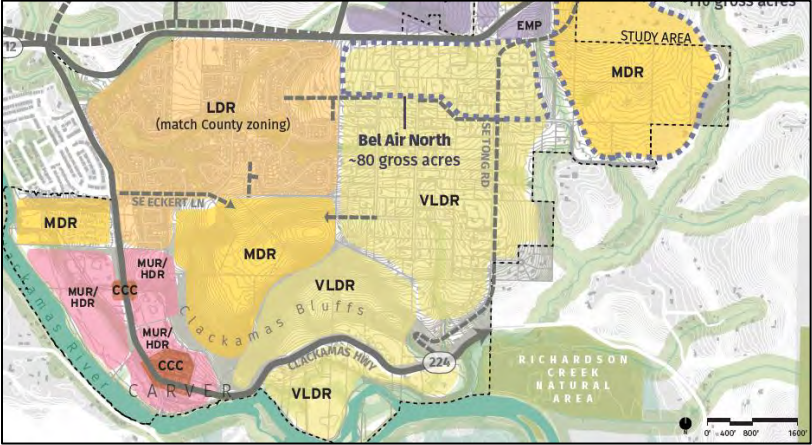

The project team would like the Community Advisory Committee (CAC), with Technical Advisory Committee (TAC) input, to provide feedback and direction on the recommended updates. The team will use that direction to prepare the Preliminary Land Use and Transportation Plan that will be used for transportation modelling, infrastructure (water, sewer, storm water) review, and estimates of needed parks and schools. The results of these analyses will be presented at the September 19th advisory committee meetings.

Residential Land Uses and Streets – By Subarea

Topic and Subarea	Summary of Comments	Recommended Updates
<p>Residential Land Uses: Northern Boundary to Hemrich Rd.</p> 	<ul style="list-style-type: none"> Generally, there was broad support for the residential land use designations in this area. Some participants suggested LDR designation along 190th Drive. was too dense given slopes and existing character and would prefer VLDR. Suggestion for a park just northwest of intersection of Foster Rd. and Hemrich Rd. in the natural area, stream corridor. 	<ul style="list-style-type: none"> Retain the LDR designation for the area west of 190th Drive. Only a small portion of the area west of 190th Drive has slopes over 15%. Slopes are much steeper east of 190th Drive, but that area is outside the study area. The area is also adjacent to a future collector street. It is the City's policy to allow for relatively higher densities adjacent to collector streets in order to support the cost of needed street improvements. Consider the natural area northwest of intersection of Foster Rd. and Hemrich Rd. in future parks plan concept.
<p>Street Network: Northern Boundary to Hemrich Rd.</p> 	<ul style="list-style-type: none"> Broad support for realignment of Tillstrom Rd. with Borges Rd. Concerns about traffic levels at intersections northwest of Foster Rd. and 172nd/190th Connector Rd. Concerns that three-lane design for Foster Rd. will not be sufficient for future traffic volumes Some have preference for signals instead of roundabouts on major roads, such as Foster Rd. and 172nd Ave. Support for 177th Ave. as a parallel route to Foster Rd. and 172nd Ave. Concern about speeds on the portion of 190th Drive that is a Collector Questions as to if the extension of Hemrich Rd. is necessary, given environmental issues. 	<ul style="list-style-type: none"> Projected traffic volumes on Foster Rd. and the intersections of concern in the area will be determined by traffic modeling in the next phase of the project. If traffic conditions do not meet City standards, then alternative approaches will be considered. Traffic modeling will also help to inform whether the Hemrich Rd. extension is necessary. The City's TSP policy prioritizes the use of roundabouts over signals wherever feasible. PV/NC intersection types will be evaluated individually, based on traffic model data. Concerns about speeds on 190th Drive can be addressed with future street design.

Topic and Subarea	Summary of Comments	Recommended Updates
<p>Residential Land Uses: Hemrich Rd. to Damascus Pkwy.</p> 	<ul style="list-style-type: none"> Generally, a high level of support for the residential land use concept. Support for MDR designation between Trogue Rd. and Vogel Rd. Concerns about the compatibility of VLDR area on the buttes east of Foster Rd. and MDR area adjacent to the road. 	<ul style="list-style-type: none"> Retain the MDR designation along the foot of the butte east of Foster Rd. The area is directly adjacent to the proposed Pleasant Valley Downtown District, so it is appropriate to allow for relatively higher densities close to this center. Additionally, a large portion of this area is relatively flat. The width and shape of this zone may be adjusted to ensure it allows for a viable site plan and local street layout. Update IPU area to reflect accurate boundaries of school district property.
<p>Street Network: Hemrich Rd. to Damascus Pkwy.</p> 	<ul style="list-style-type: none"> Broad support for the collector street network. Mix of support and opposition to Damascus Blvd. concept. Some agreed it is a needed connection in the arterial network and it may improve safety compared to Vogel Rd. Others were concerned about the impacts of a major roadway running through the Winston area. A few noted concerns about impacts on elementary school. Concern about high speeds on Foster Rd., particularly near downtown district, and concerns about safety on portion that curves around buttes Suggestion to straighten Foster Rd. where it curves. Suggestion to extend Foster Rd. parkway treatment to Damascus Blvd. Suggestion to extend the collector street between Trogue Rd. and Vogel Rd. that currently ends at 177th Ave. (Vogel Ct.) as a potential alternative to Winston Rd. collector. 	<ul style="list-style-type: none"> Retain alignment of Damascus Blvd. and assess need for the route through traffic modeling. Coordinate with school district to address safety concerns at the school. Extend “parkway” on Foster Rd. to Damascus Blvd. to help with reducing speeds. Modify design for hillside condition. Straightening Foster Rd. and aligning with 187th Ave. was identified in Damascus TSP. This was evaluated and it was determined that the benefits would likely not outweigh the significant costs. Straightening curves would likely increase speeds. It is not recommended. The collector at Trogue Rd. provides needed spacing for collector streets, so extending Vogel Ct. is likely unnecessary. This will be confirmed through traffic modeling.

Topic and Subarea	Summary of Comments	Recommended Updates
<p>Residential Land Uses: Damascus Pkwy. to Hwy 212</p> 	<ul style="list-style-type: none"> Broad support for VLDR designation in Wyeast neighborhood, but some prefer R-40 zoning to maintain consistency with current character Concerns about compatibility and transitions between EMP areas and VLDR areas in Wyeast neighborhood Generally high support for MUR designation along Damascus Parkway but some concern about visual impact of apartment buildings on hilltops 	<ul style="list-style-type: none"> Retain VLDR designation in Wyeast and consider most appropriate zone designation in future proposed zone map. Address compatibility/transitions between EMP areas and VLDR area through design standards implemented during development review. More information on setbacks, buffering, and screening standards will be presented at the next TAC/CAC meeting. Retain MUR designation along Damascus Blvd. The City's current design standards for multi-family and townhome developments address issues related to bulk and scale of buildings. The standards require pitched roofs, breaks and offsets in the façade, and other detailed design elements.
<p>Street Network: Damascus Pkwy. to Hwy 212</p> 	<ul style="list-style-type: none"> Suggestion to designate Wyeast Ave. as a collector street, extend south across Highway 212 to connect to Tong Rd. and north to connect to Sunnyside Rd. Support for designating 187th Ave. as a collector, suggestion to extend 187th Ave. north to connect between Sunnyside Rd. and Damascus Parkway Concerns about traffic levels on 187th. Questions about the need for a collector street along 187th if the surrounding land use is VLDR. If the surrounding land use was MDR or higher, then may be more necessary. Concern about traffic volumes on Highway 212 and need to expand and improve roadway Suggestion to extend 177th south of Damascus Blvd. to connect to proposed collector along same alignment at Sunnyside Rd. 	<ul style="list-style-type: none"> Use traffic modeling to evaluate need for additional collectors along alignment of Wyeast Ave., extension of 187th Ave. collector north to intersection with Damascus Parkway, and extension of collector along alignment of 177th Ave. Improving Wyeast Ave. to a collector street standard is challenging due to existing fronting single family homes and narrow right-of-way. Coordinate with Sunrise Phase II project and Rock Creek Employment Infrastructure and Funding Plan to understand planned improvements to Highway 212 and evaluate impacts on planned streets or land uses.

Topic and Subarea	Summary of Comments	Recommended Updates
<p>Residential Land Uses: South of Hwy 212</p> 	<ul style="list-style-type: none"> Concerns about the impact of MDR or MUR zoning on mobile home properties, displacement of current residents Broad support for VLDR designation in Bel Air neighborhood, but some prefer R-40 zoning to maintain consistency with current character. Suggestion to coordinate with school district about potential school site on Stone bluff. Concerns about visual impact of higher density, larger buildings at the top of bluff. Broad support for CCC designations in Carver Some concern about traffic impacts of MDR densities in Stone Bluff and Richardson View 	<ul style="list-style-type: none"> If mobile home parks are proposed to redevelop, the park owners would need to meet state requirements associated with eviction of mobile home owners from a park. Retain VLDR designation in Bel Air and consider most appropriate zone designation in future proposed zone map. Coordinate with school district about property on bluff. Evaluate traffic impact of MDR densities as part of traffic modeling.
<p>Street Network: South of Hwy 212</p> 	<ul style="list-style-type: none"> Broad support for realignment of Tong Rd. to align with 187th Ave. Many were concerned about neighborhood streets in the Bel-Air neighborhood and how they would be implemented. Some suggested proposed neighborhood streets could be trails/bikeways instead. Concerns about the ability to construct a collector road at the south end of Tong Road along steep slopes down to Highway 224, potential landslide issues Concerns about safety of Tong Rd./Highway 224 intersection Suggestion to make it safer and easier to access bus stop at Highway 212/224 intersection for pedestrians coming from the east on Highway 212 	<ul style="list-style-type: none"> Replace the identified neighborhood streets in Bel Air with arrows that indicate the general location of streets. This would more accurately reflect the intent of the plan concept as it is not necessary to propose a specific alignment for neighborhood streets at this time. Propose a plan policy statement that says that improved street connectivity is a long-term goal for the area. Continue to emphasize that these streets will only be constructed if there is substantial redevelopment of the area. Evaluate hillside conditions at south end of Tong Rd. to determine if upgrading the road to collector standards will be a major challenge. Identify potential safety improvements to Tong Rd./Highway 224 intersection.

Employment Areas

Why employment land is needed in the plan area

Employment areas are needed in the PV/NC plan area to: (1) meet requirements set by Metro, which are intended to ensure there is a sufficient supply of employment land throughout the region; and, (2) provide local jobs to support a complete community and reduce reliance on out-commuting for work.

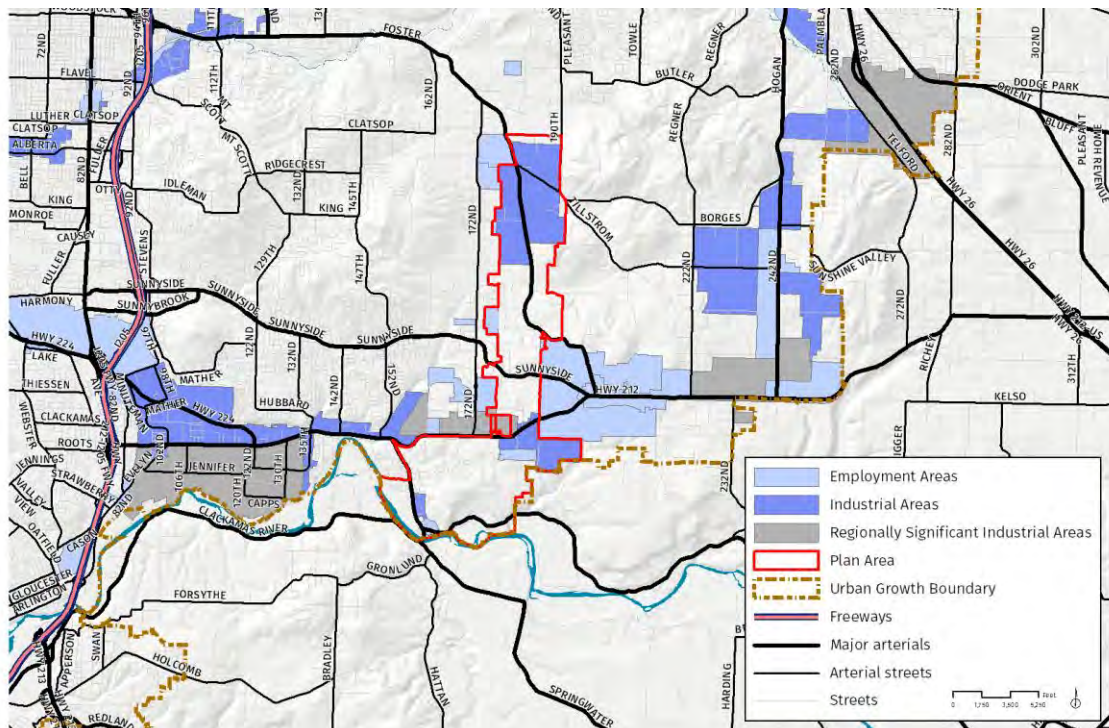
Metro Requirements

The Metro Urban Growth Management Functional Plan implements the Regional Urban Growth Goals and Objectives, including the Metro 2040 Growth Concept and the Regional Framework Plan. The Functional Plan requires that city comprehensive plans include specific elements to achieve regional goals and policies. Key areas of the Functional Plan are Titles 3/13, Title 4, and Title 11.

Title 4 (Industrial and Other Employment Lands) facilitates economic development and a strong regional economy by designating sites for employment and industrial uses, clustering industries together, and encouraging a diversity of employment opportunities. The Employment and Industrial Areas Map identifies areas in the UGB for employment uses (see Figure 1).

Title 11 (Planning for New Urban Areas) requires that the City adopt comprehensive plan designations that are generally consistent with these employment area designations. In the PV/NC process, there is an understanding that the map can be refined in concert with updated forecasts for future employment land needs in Happy Valley.

Figure 1. Metro Employment and Industrial Areas Map



Local Jobs and Commutes

Office and industrial developments in the PV/NC plan area are also needed to foster local jobs and economic development and allow for shorter commute distances for local residents. Today, most Happy Valley residents must travel outside the City, and perhaps for long distances, to access employment centers in other parts of the region. This commuting pattern contributes to traffic congestion and can reduce livability for local residents. By designating land in the PV/NC plan area for employment uses, it will eventually provide more opportunities for residents to find employment near where they live, which can reduce commute distances and associated traffic volumes.

Land need projection

The PV/NC Employment Land Needs Projection—completed by FCS Group and discussed at the advisory committee meetings on December 13, 2018—presented three scenarios for projected demand for employment land in the plan area through 2040. The scenarios represented a range of growth rates in local employment, from 3.9% under Scenario A, 7% under Scenario B, and 10.1% under Scenario C.

Scenario B, the midpoint of the range, was selected by the Community Advisory Committee as a planning target for the PV/NC plan on the recommendation of FCS group. Scenario B is most consistent with emerging market conditions, due to increasingly limited industrial development opportunities in Clackamas County and other employment areas. Scenario B reflects enhanced business attraction that would be afforded by completion of the Sunrise Expressway Phase 2 improvements to Highway 212.

The Scenario B growth projection equates to a need for approximately 133 net buildable acres of employment land in the PV/NC plan area (see Table 1, employment uses correspond to “General Industrial & Flex”). A minor adjustment is necessary to account for a change in the boundary of the plan area that occurred after the land needs projection. Accordingly, the remaining need for employment land in the plan area is approximately 116 net buildable acres.

Table 1. Employment Land Needs Projections

Land Use Classification	Scenario A	Scenario B	Scenario C
Commercial (retail, office, lodging)	23.7	27.2	39.5
General Industrial & Flex	33.0	133.6	193.5
Public & Education (excl. open space & parks)	23.0	41.8	60.3
Total (unconstrained acres)	79.7	202.6	293.4

Source: FCS Group, Employment Land Needs Projections Memo (December 5, 2018)

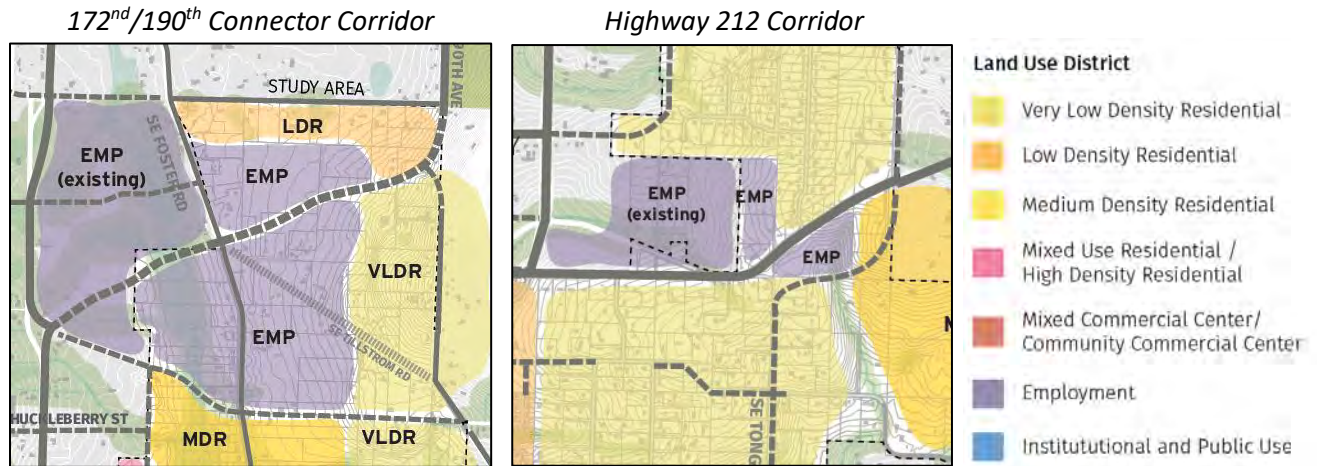
Alternative employment areas considered to date

The project team has worked with the advisory committees to identify potential employment areas in the PV/NC plan area, guided by the Metro Title 4 map, the land need projection, and consideration for the features that make lands suitable for employment development.

An initial employment area alternative was presented to the advisory committees at the March 7, 2019 meetings (Figure 2). This alternative designated the majority of the employment areas in the northern portion of the plan area, centered on the future 172nd/190th connector corridor. A small amount of

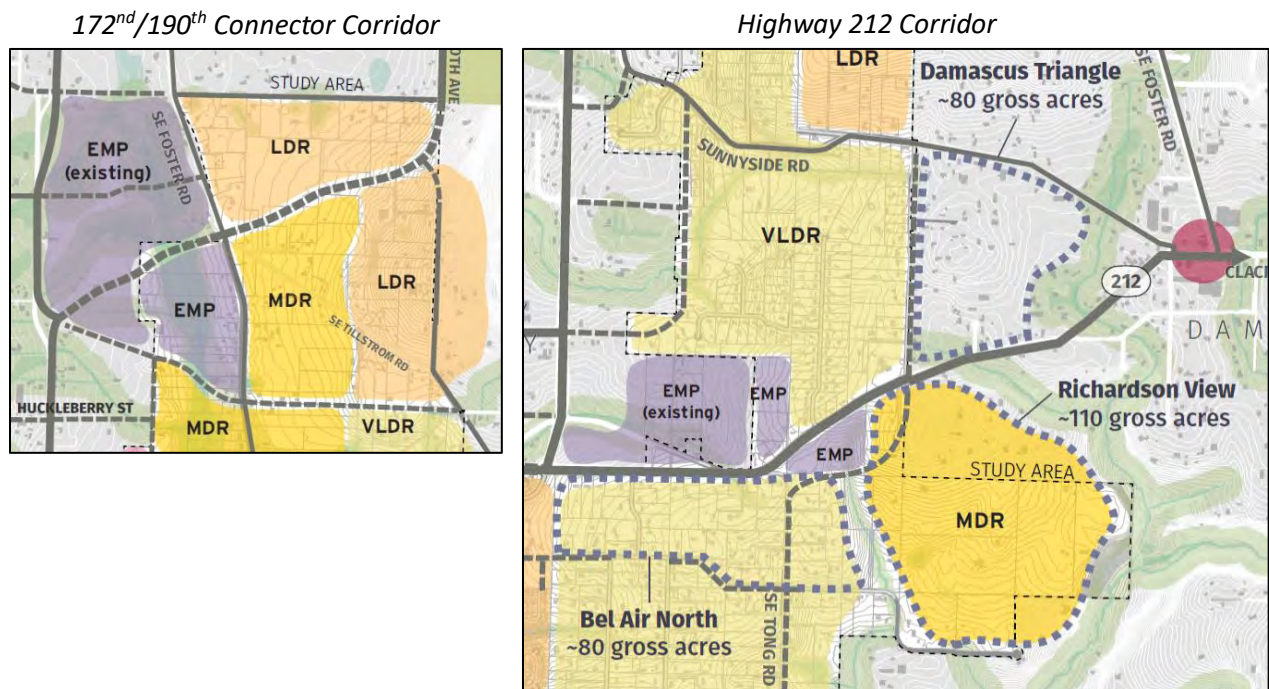
employment land was designated along the Highway 212 corridor to the south. The consensus of the CAC was that the area around 172nd/190th and Foster Road was less suitable for employment uses than areas to the south, which had better transportation access from Highway 212. The direction was to prepare a revised alternative that focused on areas to the south with access to Highway 212.

Figure 2. Alternative 1 - Northern Area Focus (March 2019)



A revised alternative was presented to the community at the public workshops and online workshops in April of 2019 (Figure 3). This alternative included a smaller employment area in the north and identified three options for a larger employment area in the south along Highway 212.

Figure 3. Alternative 2 – Southern Area Focus (April 2019)



Workshop participants were asked about their level of support for each of the three options for employment areas in the Highway 212 corridor. At the in-person workshops, there was the highest level of support for the Damascus Triangle area, followed by Richardson View. The Bel Air North area had the least support among workshop participants. The majority of respondents to the online workshop opposed employment uses in any of the three areas. Among those who did support employment uses in one of the three areas, the support was relatively evenly divided among the three options.

Options for CAC Consideration

The project team has considered the feedback from the public workshops and created two options for the CAC to consider related to employment lands.

Option A

Option A proposes to designate a total of approximately 150 gross acres of employment land, with 120 acres along the 172nd/190th Connector and 20 acres along Highway 212 (Figure 5). This option is similar to the option proposed at the March 7th committee meetings, but the northern area is slightly smaller and focused on the 172nd/190th Connector corridor.

Option B

Option B proposes to designate a total of approximately 150 gross acres of employment land, with 85 acres along the 172nd/190th Connector and 65 acres along Highway 212 (Figure 6). This option involves expanding the plan area boundary to include a portion of the Damascus Triangle area. As illustrated in Figure 4, the employment area is shaped to apply to lands that are (1) relatively flat and less constrained by stream corridors or wetlands and (2) concentrated into larger parcels, which make the land more likely to develop for employment uses.

Figure 4. Proposed Damascus Triangle Employment Area (Option B)

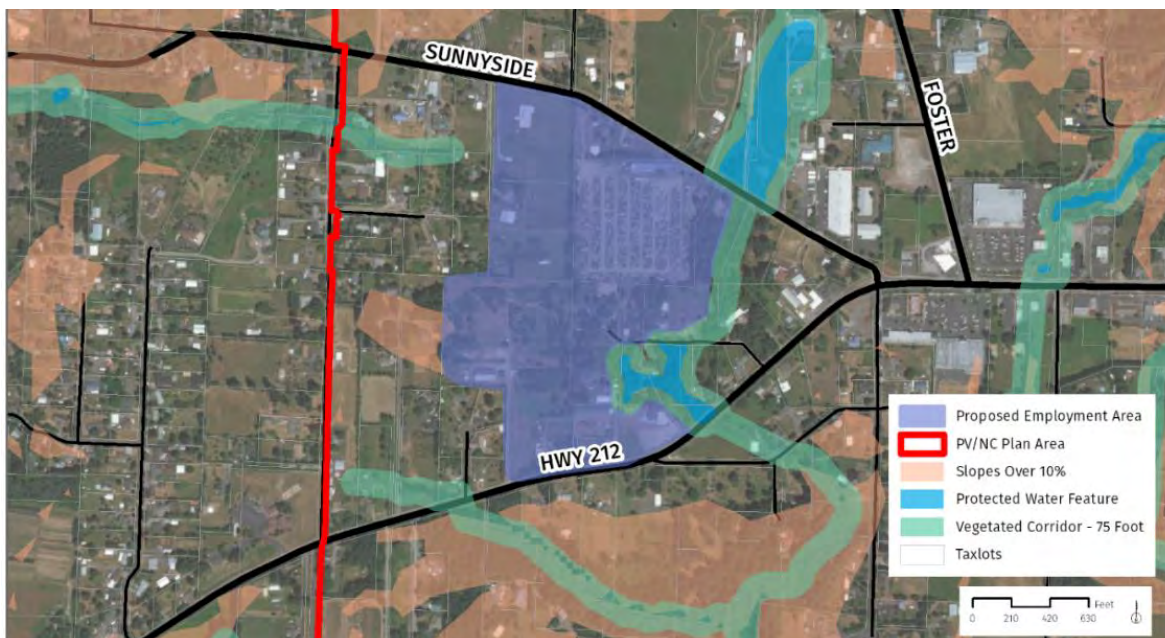


Figure 5. Option A - Proposed Employment Areas

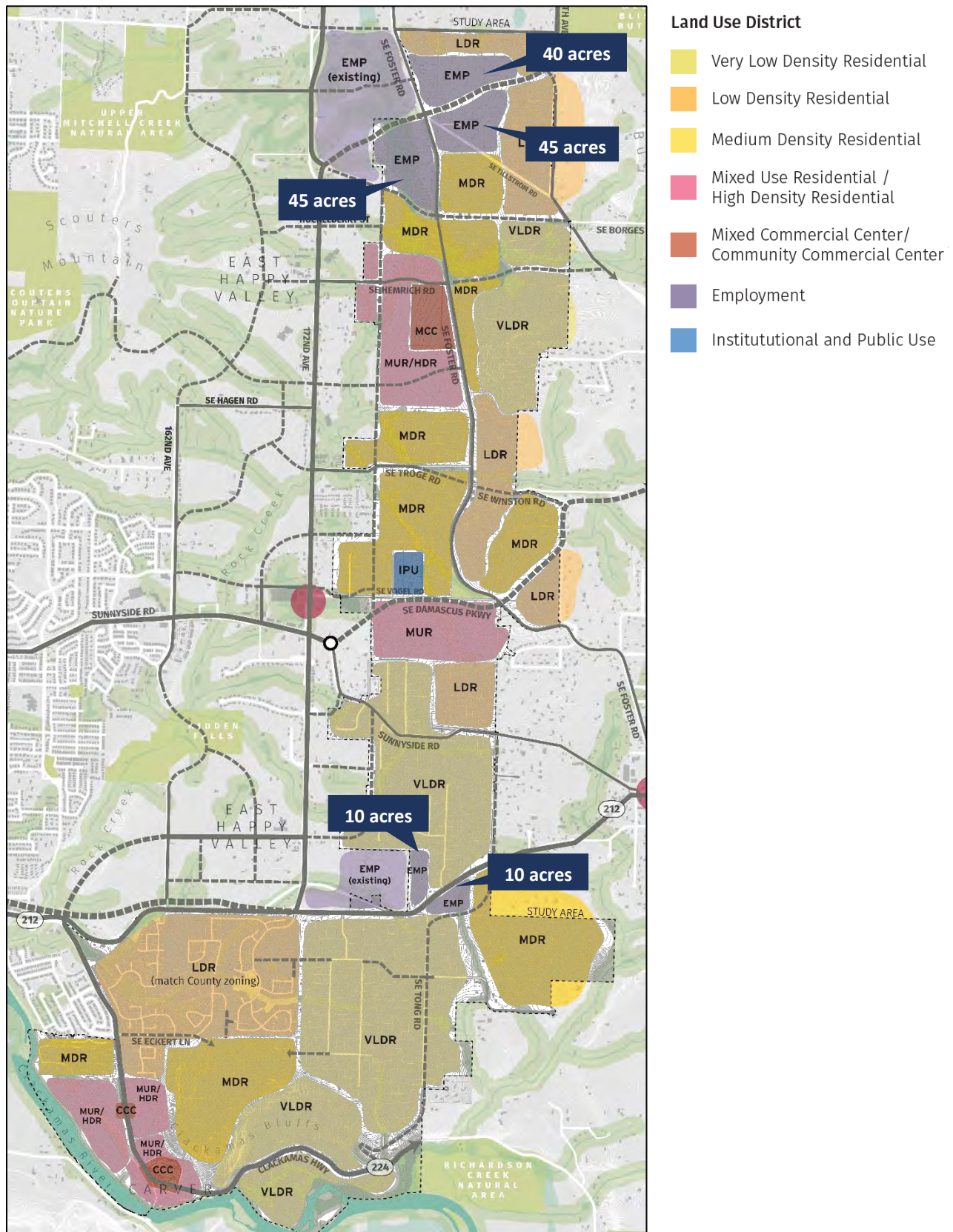
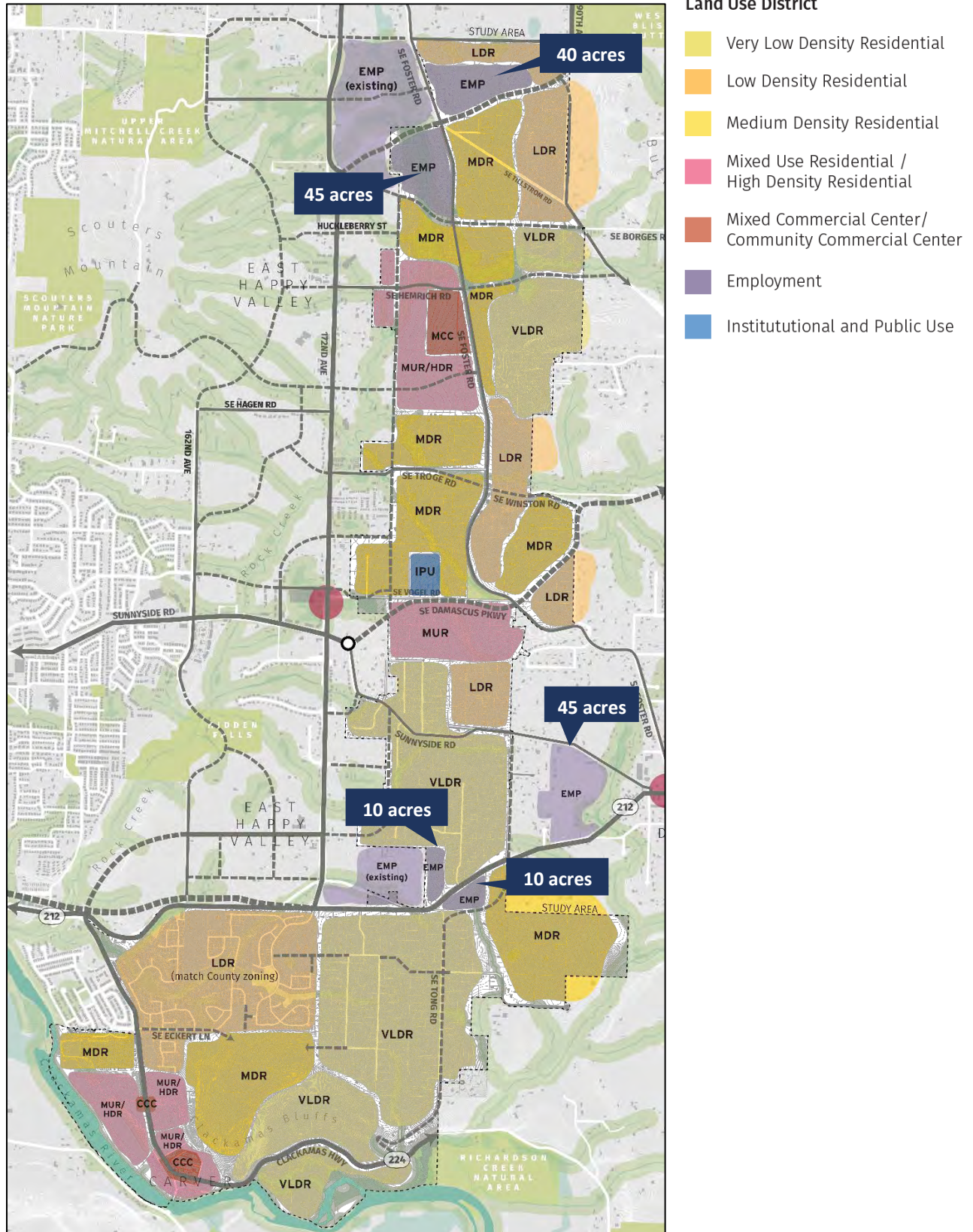


Figure 6. Option B – Proposed Employment Areas



Assessment

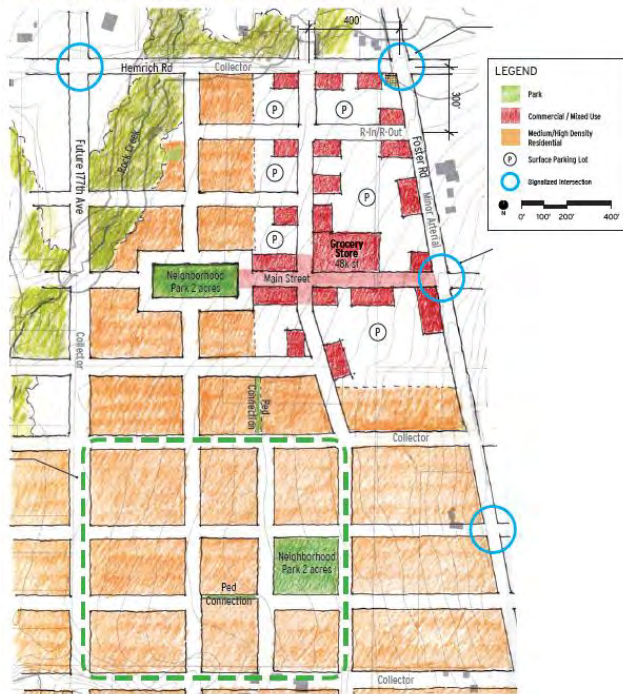
The size of each employment area, in gross acres, is identified in Figure 5 and Figure 6. In total, both options would provide approximately 150 gross acres of employment lands. Considering land that is constrained by natural resources or slopes and land needed for public facilities, we estimate this would provide approximately 90-110 net buildable acres of employment lands. As described above, the planning target for the area, based on the Scenario B growth forecast, was 116 net buildable acres. The project team recommends accepting the acreage under either Option A or Option B as a reasonable fulfillment of this target given the challenges associated with identifying suitable employment lands in the plan area and long-range nature of the employment growth forecast.

The key difference between Option A and Option B is whether 45 acres of employment land is designated in the Damascus Triangle area, outside the current plan area boundary, or along the 172nd/190th Connector, near the current intersection of Foster Rd. and Tillstrom Rd. (we refer to this area as “Tillstrom Area” below). An assessment of the relative advantages and disadvantages of each of these areas is provided in the table below.

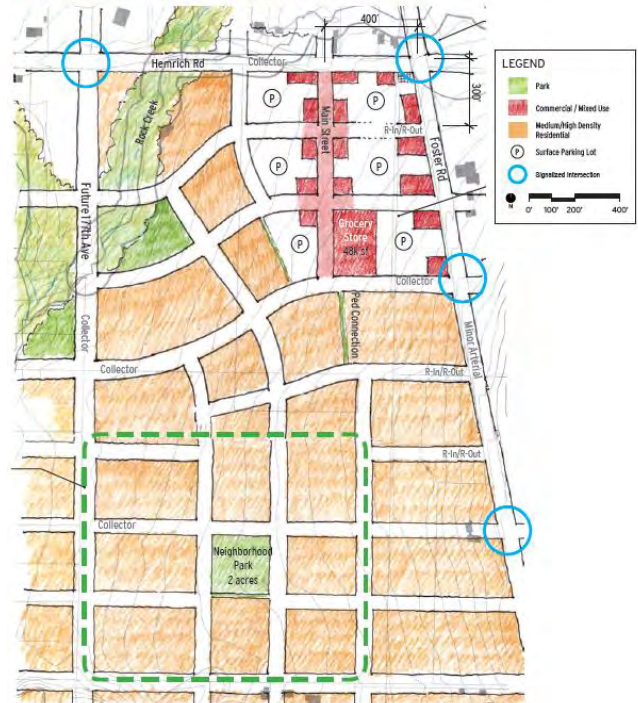
Criteria	Option A – Tillstrom Area	Option B – Damascus Triangle
Road Access	<ul style="list-style-type: none"> • Adjacent to 172nd/190th Connector, which is part of long-term regional north-south route (“Columbia to Clackamas” corridor). • Further from existing industrial areas and major roadways. 	<ul style="list-style-type: none"> • Adjacent to Highway 212, which is planned for major improvements as part of the Sunrise project. • Closer to existing industrial areas along Highway 224.
Development Feasibility	<ul style="list-style-type: none"> • Very few areas with >10% slope • No natural resource constraints. • Approximately 15 properties, average parcel size of 3.8 acres. 	<ul style="list-style-type: none"> • Very few areas with >10% slope • Some natural resource constraints along the eastern edge of area. • Approximately 20 properties, average parcel size of 2.5 acres, two large properties (9 and 12 acres) account for about 45% of the area.
Land Use Compatibility	<ul style="list-style-type: none"> • Adjacent to proposed employment areas in East Happy Valley and within PVNC plan area. • Adjacent to planned MDR and LDR areas to east and south. Slopes to the east may provide some natural buffer. 	<ul style="list-style-type: none"> • Not adjacent to any planned employment areas but includes a larger existing commercial/industrial use (salvage yard). • Adjacent to properties to the west that would likely be designated residential.
Other		Outside the current plan area boundary. If the CAC supports this option, the project team recommends: (1) increasing the project area boundary; (2) initiation of public information and involvement by residents in the expanded area; and, (3) consideration of Very Low Density Residential zoning in the area between the current boundary and the proposed employment area

Pleasant Valley Downtown District

Concept A - Main Street Oriented to Foster



Concept B - Main Street Oriented to Hemrich



Summary of Comments

The overall concept of a downtown district near the intersection of Hemrich Rd. and Foster Rd. was broadly supported by workshop participants. Participants agreed that the location was appropriate, and the land was suitable for commercial and mixed-use development. The following are notable themes and suggestions from the workshops:

- The concept of a retail/civic Main Street design was well-supported. The participants were somewhat evenly divided in their support for the Main Street being oriented toward Hemrich Rd. or Foster Rd.
- Participants were supportive of allowing and encouraging a mix of uses in the downtown district area, in particular there was a high level of support for vertical mixed-use developments (residential above commercial).
- The concept of a grocery store as a commercial anchor to the district was broadly supported. Several participants suggested that the plan should also support small and locally owned businesses locating in the district.
- The idea of a neighborhood park in close proximity to the commercial center, illustrated in Concept A, was highly supported. Many participants desired a space that could be used for community events, such as a farmer's market or "movies in the park" night. At the same time, many participants supported the idea of integrating the park with the Rock Creek stream corridor and natural areas to the west, as illustrated in Concept B.

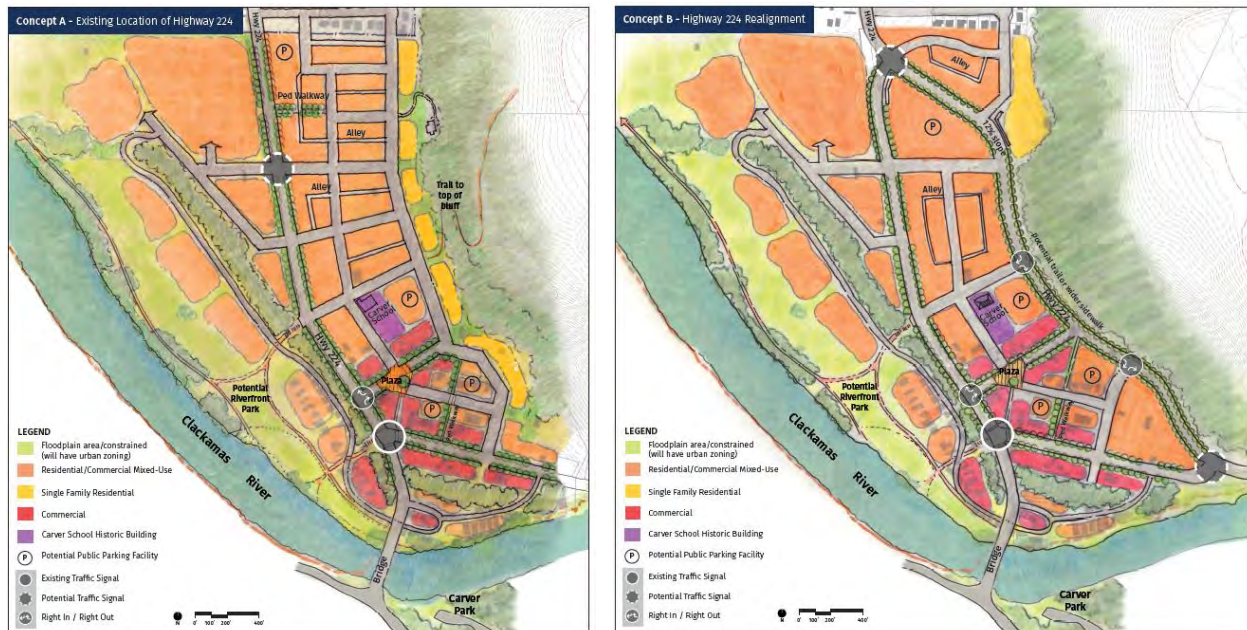
- Several participants suggested that the downtown district could be a good location for a public recreation center, aquatic center, or other public facilities such as a library.
- Some participants were concerned about traffic speeds on Foster Rd. and how that may affect the safety and pedestrian environment in the area.
- Several participants requested that off-street trails shown on the Trails and Bikeways map be incorporated into the downtown district concept, so it would be clear how they connect to the destinations in the area.

Recommended Updates

Based on the feedback from the workshop participants, the project team recommends the following refinements to the Pleasant Valley Downtown District concept:

- Move forward with Concept A that envisions the Main Street oriented to Foster Rd. but specify in the plan that the specific location of the Main Street is illustrative. There is flexibility to propose a different configuration as part of development review but incorporating the Main Street concept is required. The Foster Rd. orientation is likely to be more attractive to prospective commercial developments due to the higher traffic volumes and visibility from Foster Rd. Another advantage of an east-west oriented Main Street is that it could provide a vista of the buttes when looking down the street both to the east and the west.
- Revisit specific ideas from the community feedback (e.g. public space along the Main Street) when the CAC considers implementing strategies in the fall. The PV/NC project has limited resources for what can be done within the grant – recommendations will be tailored accordingly.
- Add proposed off-street trails to the concept to illustrate how they will connect to destinations in the district.

North Carver Waterfront District



Summary of Comments

There was a high level of support among workshop participants for the general concept of a mixed-use center centered on Carver junction and the Clackamas riverfront. The following are notable themes and suggestions from the workshops:

- There was generally more support for Concept B, which envisioned a realignment of Highway 224 to run along the base of the bluff. Many participants agreed that this design may allow for a safer and more comfortable pedestrian environment on the new street that runs along the existing alignment of Highway 224. However, two key concerns were noted about this concept:
 - The new street would still carry traffic headed southbound to the bridge, so traffic volumes may only reduce slightly compared to existing volumes.
 - Some participants were concerned about the practicality of constructing the Highway 224 realignment, including the grades, costs, and timeline for implementation.
- Participants expressed a high level of support for the idea of a riverfront park and creating connections between the river and the commercial center in Carver.
- There were concerns about the availability of parking at the riverfront park and in the commercial area. Participants noted that the existing Carver park on the south side of the river is very busy in summer months.
- There was a suggestion to add the idea for a trail connection to the top of the bluff to Concept B (this trail is identified in Concept A, not in Concept B).
- Some participants were concerned that Carver would lose some of its existing character if the properties near the Carver junction are redeveloped and the small businesses leave the area.

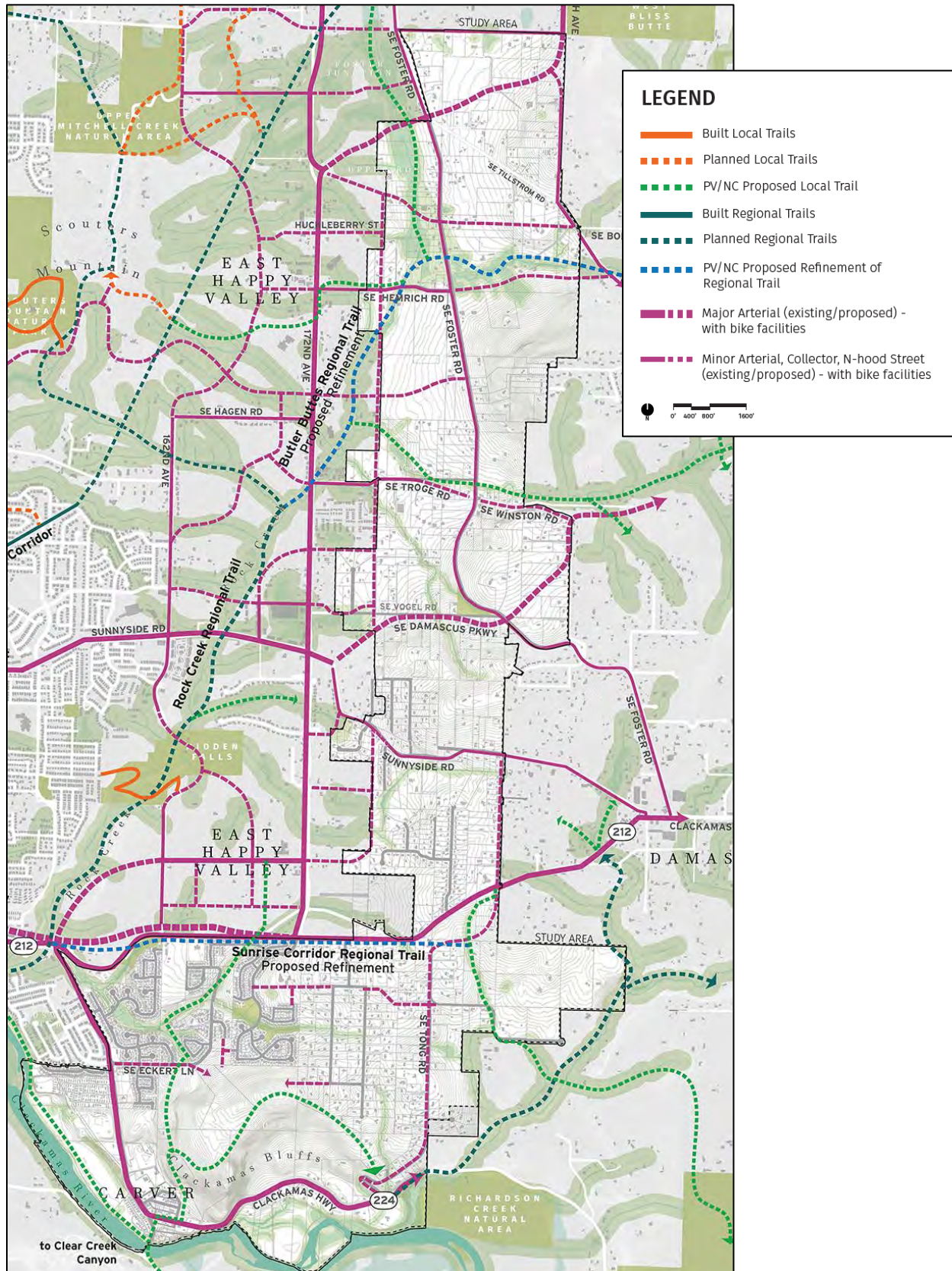
- Some participants were concerned about the impacts of higher density residential development envisioned in the concept, particularly traffic on Highway 224.

Recommended Updates

Based on the feedback from the workshop participants, the project team recommends the following refinements to the North Carver Waterfront District concept:

- Use traffic modeling to assess the impact of the realignment on traffic volumes on the new street alignment, evaluate the benefits of reduced volumes on pedestrian safety and comfort.
- Use traffic modeling to assess the impact of proposed residential densities on the transportation network.
- Identify a location for a trail connection between the district and the top of the bluff.

Trails and Bikeways



Summary of Comments

Participants were generally supportive of the concept for a network of trails and bikeways. The following are notable themes and suggestions from the workshops:

- Many participants expressed support for the concept of a trail along the Clackamas River.
- There was a suggestion to add a trail connection between Deborah Dr. to where proposed collector intersects with Foster Rd.
- There was a suggestion to connect the trail along Richardson Creek to downtown Damascus.
- Many participants shared concerns about the use and maintenance of trails, such as litter and issues associated with use by people that are homeless.
- Some participants shared concerns about trails being in close proximity to homes and potential loss of privacy for neighboring properties.
- Several participants suggested to better illustrate how the trails would connect to key destinations, such as commercial areas, schools, parks, and the regional trail network.

Recommended Updates

The project team recommends the following refinements to the Trails and Bikeways concept:

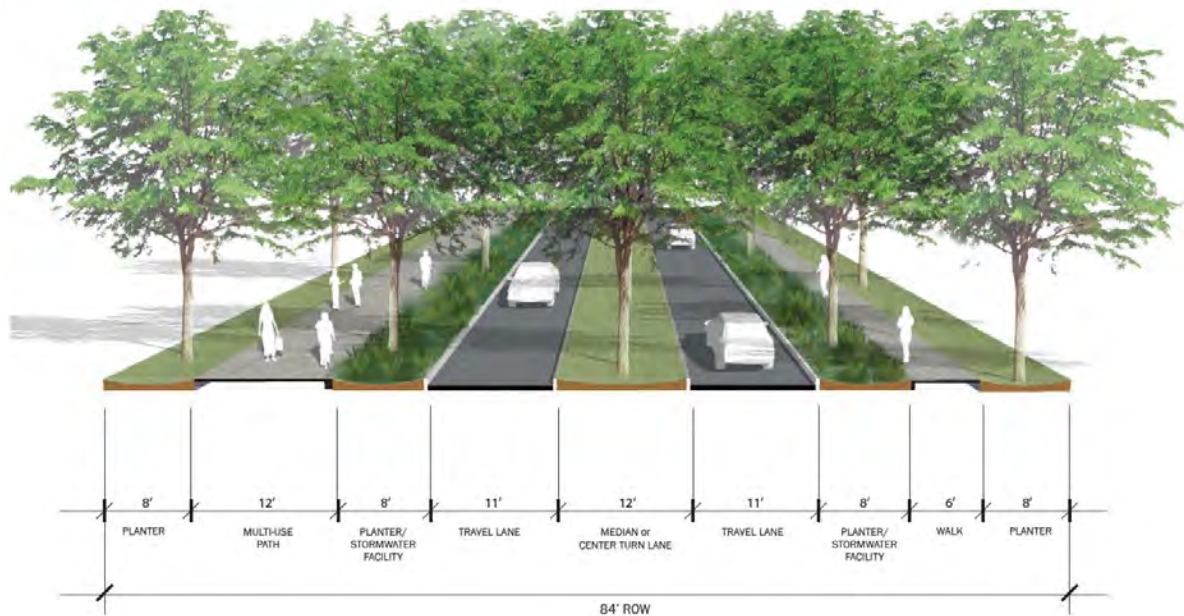
- Evaluate the feasibility of suggested new trail connections:
 - Deborah Dr. to Foster Rd.
 - Proposed Richardson Creek trail to downtown Damascus
- Update the concept map to identify key destinations and illustrate how the trail network will connect to these destinations, including the regional trail network.
- Identify implementation strategies to address concerns associated with use, maintenance, and privacy.

Foster Parkway Design

Concept A - Bike Lanes



Concept B - Shared Multi-Use Path



Summary of Comments

Most workshop participants were supportive of the parkway design concept for Foster Rd. There seemed to be a slight preference for Concept B among workshop participants, which envisioned a multi-use path for pedestrians and bicyclists in lieu of on-street bike lanes. The following are notable themes and suggestions from the workshops:

- There were some concerns that the road design would not have sufficient capacity to handle expected traffic demands and it was noted that a four-lane road may be needed.
- Several participants suggested the concept could also include public art to further create a sense of place and unique identity for the street.
- Some participants were concerned about the ongoing maintenance of the double row of trees. Others also noted that trees could present visibility issues.
- Several participants were concerned about the overall width of the public right-of-way required and the impact of required right-of-way dedications for adjacent landowners.
- A few participants were concerned about the lack of a roadway shoulder for emergencies, as well as how the roadway would handle bus transit.

Recommended Updates

The project team recommends the following refinements to the Foster Parkway Design concept:

- Move forward with Concept B as the preferred design. Modify the design to address concerns related to the lack of a shoulder lane and specify how bus transit could be integrated. Evaluate the need for design standards to promote safe use of the multiuse path and limit roadway/driveway crossings.
- Use traffic modeling to assess the capacity of the roadway and whether additional capacity may be needed to handle future traffic volumes.
- Identify potential implementation and funding strategies, including options for integrating public art elements in the design.



Pleasant Valley North Carver

COMPREHENSIVE PLAN

Happy Valley Pleasant Valley/North Carver Comprehensive Plan Workshops Summary

The City of Happy Valley is embarking on a comprehensive plan – a land use and transportation plan that will guide the future of the Pleasant Valley/North Carver (PV/NC) area. The plan will be adopted by City Council in the spring of 2020.

The comprehensive plan process involves gathering ideas from property owners, the general public, neighboring cities and counties, and other stakeholders. The City formed a Technical Advisory Committee (TAC) and a 13-member Community Advisory Committee (CAC) to help develop the plan and reach out to the community.

As part of the public outreach process, the City held two in-person community workshops, and one concurrent online open house, in order to gain input from community members.

The purposes of the workshops were to:

1. Share working Plan Concepts with the community,
2. Obtain feedback on the concepts and prepare participants for more detailed on-line responses, and
3. Increase the visibility of the project and its process.

Participants were greeted at each of the workshops with a fact sheet, and asked to sign in. Refreshments were available. Raffles were held throughout both workshops, giving away local business gift certificates and City of Happy Valley merchandise.

At each of the workshops boards displayed project overview information, and maps of the project area, including detailed information about existing transportation systems, parks, employment areas, and geographic characteristics. The boards also provided an overview of the Plan Concepts. The Plan Concepts were prepared with the guidance of the CAC, along with the comprehensive plan's Vision and Guiding Principles. The



workshops were promoted through area public schools, community posters, the project website, social media, the CAC, and a postcard sent to Happy Valley residents.

A Pleasant Valley-specific workshop was held at Happy Valley City Hall on Thursday, April 18, 2019 from 6-8:30 pm. Fifty-seven people signed in on the attendance sheet, however there were approximately 70 people in attendance based on headcount.



The North Carver-specific workshop was held at Happy Valley City Hall on Thursday, April 25, 2019 from 6-8:30 pm. Fifty-six people signed in on the attendance sheet, with approximately 65 people participating.

Participants were seated at self-selected table groupings of approximately 10 people, each with a facilitator from the project team, including the City of Happy Valley staff, Angelo Planning Group, Walker Macy, DKS Associates, and/or JLA Public Involvement.

At both workshops, Mayor Tom Ellis welcomed the participants, and Michael Walter, the City's Economic & Community Development Director, introduced the project and goals. Joe Dills from Angelo Planning Group provided an overview of the project and a presentation on each of the plan concepts. Following this presentation, each table had a facilitated discussion about the plan concepts for land use and neighborhoods, the Pleasant Valley Downtown District or the North Carver Waterfront District, and transportation (streets, bikeways, and trails). Maps were available at each table to facilitate discussion and note-taking.



The online workshop modeled the same format as the in-person workshops and was available through the project website from April 18 through May 12. The online workshop was also promoted through social media and the CAC. There were 814 unique visitors to the site, with the highest traffic being 447 visits on May 10. Seventy-six users completed comment forms asking them to indicate their level of support for and comment on the plan concepts. (This approximate 10% comment response rate is a typical response rate for online open houses.)

A summary of the in-person and online workshop comments is provided below.

In-Person Workshop Comments:

Pleasant Valley and North Carver

The Pleasant Valley workshop gained a total of 352 total comments from approximately 70 attendees. The North Carver workshop gained 304 total comments from approximately 65 attendees.

Land Use and Neighborhoods

At both workshops, participants expressed overarching concerns about development in general, including where and how new growth would occur. Zoning concerns and keeping development minimal in certain areas, such as Bel Air and wildlife areas, were commonly expressed statements. Comments from each workshop are grouped below, and listed from most to least prevalent.

Pleasant Valley Workshop

- Many expressed an interest in keeping development off the slopes, hillsides and the steep areas, including West Bliss Butte.
- Some participants had concerns about land acquisition and eminent domain, and new roads through property.
- Many stressed the importance and overall preference for walkable neighborhoods.
- Preservation of large lots, and some expressed concerns about tax impacts from zoning changes, including low-density to high-density.
- Open spaces were a priority, in areas such as: the buttes, wildlife habitat, creeks, undeveloped areas, forest areas, tree lines, overall environment, Metro's wetlands, and green spaces. Preference for wildlife corridors, along with wide riparian buffers, wilderness areas and weaving nature into the overall design.
- Changes to residential zoning and impacts on school redistricting.
- General questions about implementation and the planning process in respect to outcomes and timeline.
- Questions about transitioning from septic systems and the overall process for sewer and water extensions.
- Livestock access on rural farms and planning for transitional land-use areas.
- Comments requesting dog parks, and/or additional city parks.



North Carver Workshop

- Comments opposed development of the Bel Air area, such as: keeping the community makeup of the neighborhood, it not being practical for more intense uses (due to heavy traffic), keeping current LDR zoning and an overall dislike of increased development.

- Comments regarding annexation and low-density residential zone changes. Emphasis on quiet surroundings and alternative options to city living.
- There was overall concern with density and growth, including increased smog and crime.
- Concern around future development of sloped and hilled areas.
- The need to include low-income housing, as a way to balance the regional housing demand.
- Comments regarding upgrades to public infrastructure such as: increased parking, bathrooms and green areas.
- Retaining an overall community character was expressed by many group members.
- Land-slide concern around the Tong Road and Richardson View area, along with rockslide and boulder concerns in general.
- Tree preservation, with a dislike of clear-cut areas.
- The areas around the Trillium development were of concern due their wetland characteristics and impacts to current properties.
- Richardson View development area should consider timber uses, steepness of the area, and preserving open spaces.

Pleasant Valley Downtown District

There was an overall thinking that any development should be as convenient as possible for community access, including walkable areas. Four comments noted that mixed-use developments are important, especially those with housing. Additional comments are listed below from most to least prevalent.

Pleasant Valley Workshop

- Adherence to good building and design standards, and oversight for road impacts.
- Need for a senior center and/or community center with an indoor pool, one suggested a bowling alley.
- Concern that visitors from surrounding areas will be drawn to new developments and potential burdens on existing transportation infrastructure.

Concept A

Most commenters (5) had an appreciation for public spaces, along with support for an extra public park to watch outdoor movies, attend concerts and play sports. Other comments, listed by prevalence, were:

- Residential cut throughs are important, along with making the roads wide enough for pedestrians, bikes and buses.
- Public art elements were suggested.
- Some group members did not like the inclusion of bike lanes within the design, but others did.

Concept B

Many participants thought it was not a bad location, as it is a closer area for shopping. Some who live nearby were excited about the paths around the area, and how they connect. Connections were important to many, with a need to have a human-scale flow. Other comments, listed by prevalence, were:

- Concern for tree maintenance and mitigating hazard trees.
- Comments that parks should be integrated into green spaces, with less roads and more pedestrian friendly connections.
- Bike lanes off the street are preferable in a commercial area.
- Some stated that planning for multi-modal traffic is important, such as buses.
- Block sizes within the downtown areas were questioned.
- There was a preference for density of development, along with curved streets and a Main Street area for shopping.
- There was an appreciation for roads that pass through multiple zoning areas, bringing opportunity for small business development.

North Carver Waterfront District

Comments are listed from most to least prevalent.

North Carver Workshop Concept B

The majority of participants seemed to appreciate Concept B. Those who preferred Concept B liked the riverfront access, walking access, and social aspects, with an aversion to apartments on the hillside or the river trail. Commenters appreciated the inclusion of a community-centered area and two wanted increased pedestrian areas and connections in the plaza. Some made comparisons to the Milwaukie riverfront area. Preservation of natural areas was a priority for four people, including keeping the riverfront natural, and reducing river pollution.



Multiple participants expressed concerns about the flood plain and building on the 12% steep grade. Overall, commenters stated a need for parking access, and restrooms for larger crowds and seasonal events. One group detailed their most important aspects: walkability, river access, coffee shops, waterfront walking, event space, shops and parking.

Additional comments were:

- Workshop participants would like design options that encourage continuous neighborhoods, more bike and pedestrian bridges and a grid block pattern.
- Commenters would like to see the development of local retail, rather than tourist-oriented business districts.

- Concern with displacement within these areas. Mobile home parking and displacement was a concern stated several times.

Concept A

Some concerns were stated related to the bridge, due to its age and location. Parking is a concern for this area, especially in the summer, and there were a few questions about future transit connections.

Employment Areas

There were overall concerns about creating commercial areas that don't have the housing density or associated developments for support. Additionally, some expressed concern for parking within the business areas and planning for adequate auto access. Other comments from each workshop are listed from most to least prevalent.

Pleasant Valley Workshop

- Access for businesses, such as loading, and wider streets.
- Areas with existing industrial ties are preferred, along with good access to surrounding areas and I-205.
- Some commenters expressed their opposition to employment in Bel Air, with concerns about maintaining a closed community and loop.
- There were two comments with concerns that the jobs will be mostly low-paying.
- Those who prefer Damascus Triangle liked the access from two major roads, using the flat land, and larger lots with less disturbance to residents.
- A few thoughts that breaking up the employment into smaller areas is best, including moving it down to 212, and moving it south.



North Carver Workshop

- Comments opposed to Bel Air development, citing issues of increased traffic and unsuitable topography.
- Commenters thought that more employment areas are needed, but access is key; Carver connections seem promising.
- Overall, there were concerns about added traffic, with one commenter suggesting a toll road. The Richardson View area has constraints such as: existing nurseries and cemetery, with poor visibility with 172nd roundabouts.
- Some expressed concern over eminent domain activity within expansion and development of a business district.
- There were a few comments about deed restrictions related to low-density zoning and one-acre septic fields.

- Some had questions about property value impacts regarding employment and residential zone changes.
- One group ranked the concepts: 1) Damascus Triangle; 2) Richardson View; 3) Bel Air North.

Street Network

Many participants (19) expressed that Highway 212 has a lot of congestion, backups, blind turns and dangerous areas. There were a number of comments regarding traffic and safety on the proposed Damascus Parkway, including: a sound barrier wall, traffic increases, and/or increased lanes. Additionally, many described an overall need for pedestrian safety and reducing cut-throughs along the Highway 212 and Tong Road bend. Other comments are listed from most to least prevalent.

Pleasant Valley Workshop

- Overall concerns about the lack of parking.
- Several would like to see facilities, sidewalks and improvements on 172nd Street, including: lights, signals and roundabouts, a four-lane road, better connections, reduced width of streets, and increased safety.
- Design concepts were discussed, such as permeable pavement and limited/alternative street parking on main corridors.
- Two people wanted to know how traffic impacts from the mixed-use developments will be considered.
- One group stressed the overall idea that Happy Valley is not an island and making sure that it is intentionally connected with other transportation systems. Some stating that land-use connectivity and planning should include the impacts of commuters and visitors.
- Some stated concern for overall safety, including traffic speed and number of lanes.
- There were questions and concerns about the sizing and phasing of the 2, 3 and 5 lane roads, along with questions regarding the cost of traffic improvements, and the possibility of using Urban Renewal funds.
- Specific areas of concern were: 190th and Hemrich Road, Foster and Damascus Parkway, Jennie Road, Foster Road, North Arrow Road, Vogel Road and Cottingham Road.
- Some comments prioritized improvements to Tillstrom intersection.
- Vogel Road is identified as dangerous area, with an elementary school within a 60-mph area, with no shoulders or lines on the road.
- Comments expressed the idea that the Foster area will get the most impacts, including having to cut into the hill, size and number of lanes.
- Comments expressed an overall need for increased connectivity and ways to get in and out of key areas.
- Concerns for traffic backups near SE Borges Road and after roundabouts, in general.
- Some commenters would like to incentivize fewer cars and are concerned with the lack of public transit.
- Some are against increased mass transit, with a perception that it brings crime and increases public spending.

- Commenters preferred trails and keeping trees, and one commenter wanted to make sure that trees do not block views.
- Some concerns regarding the development of the wet, swampy areas of Hemrich Road and future impacts of overflowing ditches.

North Carver Workshop

- Currently, heavy traffic congestion that is impacting the town center areas. Overall updates are needed and that it currently takes over a half hour to get across town.
- An overall discussion of traffic change impacts in tandem with rapid population growth, and ongoing concern for proper traffic management.
- Some commenters prefer a grid system and increasing connections between cul-de-sacs.
- Comments were in favor of building a well-connected street network and supporting SE 187th as a collector.
- Comments that areas south of Tong Road are too busy for residential development, and some have concerns about neighborhood security.
- The intersection of Tong Road and Highway 224 were of concern for many, with issues like: unsafe curves, need for roundabouts, sidewalks and overall safety improvements.
- Some commenters especially liked the Trillium connection and proposed intersection, while others questioned the impact on wetlands and the lack of pedestrian infrastructure.

Bikeway and Trail Concepts

Most comments (13) addressed the impacts of trails regarding crime, safety, trash and illegal camping; many used the Springwater Trail as an example. Other comments are listed from most to least prevalent.

Pleasant Valley Workshop

- Importance of stream crossings in the downtown area, and also a biking trail connecting residences to the Pleasant Valley Downtown District.
- General pedestrian and bike comments, including: protected bike lanes; areas for both bikes and pedestrians, families, and local commuters; ways to commute to Portland via bike; and promoting walkable communities.
- Overall need for better bike access, with five comments preferring barriers between bikes and cars.
- One group was split in support of medians, with concerns that the roots will split the pavement, and others wanting to see increased green space and trees.
- Questions were about the use of fences and walls within the design, along with the presence of power lines in natural areas.
- There was a general sentiment of creating trails connecting houses, parks and neighborhoods as being important – with people prioritizing trails that serve neighborhood connectivity purposes.
- Comments that coyotes and other animals living in the trail areas will be affected.
- Two comments suggested that maps of proposed new trails should be shown in relation to how they connect with the regional systems, such as the Springwater Trail.

North Carver Workshop

- Comments about adding bike routes, specifically north-south and the need to be well-connected for route planning and avoiding busy streets.
- A general like for trails and the Rock Creek trail system with comments regarding a need for increased trail upkeep, with wider trails (~4 ft), enough for maintenance vehicle access.
- There were some questions about connecting to pedestrian and bikeway systems to the north.
- Some concerns about trails being too close to homes, and the thought that they could bring problems to residential areas (Springwater Trail used as example).
- Many were hopeful for future trails and connections to Sunnyside, Troge Road, Carver Riverfront, Springwater Corridor, Highway 212, Clackamas Bluffs and Carver Caves.

Foster Parkway Design

There was overall concern over increased traffic congestion and connections to schools. Many commenters thought that trees should be set behind the pedestrian lanes, and some preferred increased right-of-way actions, allowing for road expansion and support of increasing to four lanes. Comments are listed from most to least prevalent.

- There was support for expanded parking, with overall concern for displaced houses.
- Some commenters liked paths off the roads, with concerns that bikes and pedestrians are at risk currently. Other commenters said that paths and trails should be wide and safe enough for kids, dogs, strollers, bikes and pedestrians with striped areas and markings.
- Commenters suggested design ideas such as: keeping it basic, creating a cycle track, balancing looks vs. functionality and integration of mass transit and bus service.
- A preference for double tree plantings, more trees and tree preservation.

Online Workshop: Comments and Responses

The online workshop was available from April 18 to May 12, 2019 at <http://openhouse.jla.us.com/pv-nc-comp-plan>. The online workshop was promoted at the in-person workshops on April 18 and April 25, 2019, through the PV/NC Comp Plan website, via Happy Valley social media, Nextdoor posts, and through the Community Advisory Committee. Four, \$20 gift certificates to local businesses (Fat Cupcake and Jim and Patty's Coffee People) were offered as an incentive and sent to random winners. Seventy-six participants completed the online survey.

The online survey contained an introductory video, plus six parts: Project Overview, the Plan Area Today, Vision and Guiding Principles, Land Use Plan Concepts, Transportation Plan Concepts, and Next Steps. The survey asked participants to indicate their level of support for various plan concepts. Additionally, the survey provided spaces to contribute written comments on all topics.

Online workshop questions and feedback are as follows.



PV/NC Comp Plan Online Workshop

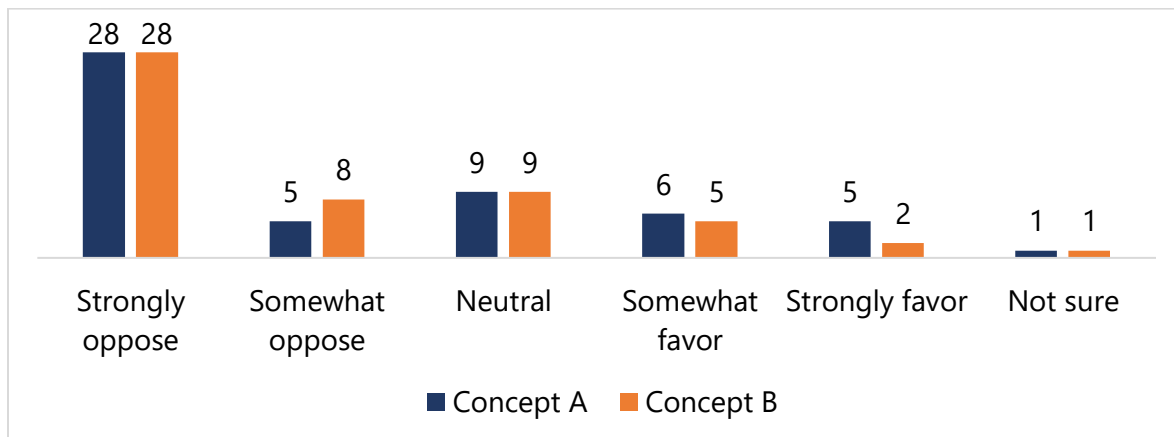
Land Use Plan Concepts

Pleasant Valley Downtown District

Concept A envisions the Main Street oriented to SE Foster Road, which terminates in a small neighborhood park. Concept B envisions the Main Street oriented to SE Hemrich Road, with a neighborhood park tucked next to Rock Creek.

What is your level of support for the draft Pleasant Valley Downtown District?

Fifty-four participants answered this question.



The majority of responders “strongly opposed” either of the downtown concepts, followed by choosing “neutral” for either concept.

Sixty participants shared suggestions, concerns, or ideas about the draft Pleasant Valley Downtown District concepts. Some commenters expressed concerns for the placement of Main Street by the park, and traffic speed considerations around children. There were two comments that the city-center should be further off Foster. There were some comments that trails should be connected to the park area, with a mix of commercial and residential uses in all downtown blocks. Twelve commenters had overall opposition to development efforts and annexation.

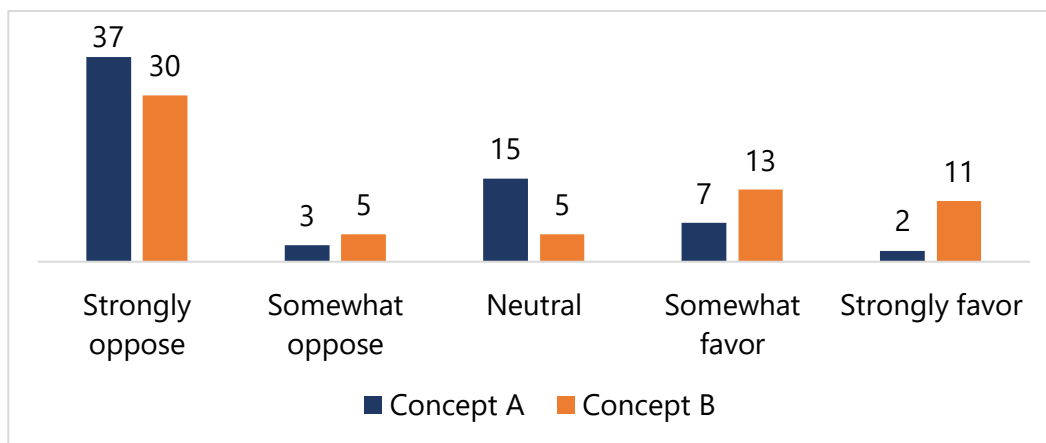
A few expressed overall concerns about traffic increases, with some in favor of a grid pattern, as getting rid of curved roads makes it easier to walk and drive. Some commenters are appreciative of an extra park and more shopping, with suggestions for picnicking in the park. There was a design idea to build an underground parking garage and opening more public space, retail and plaza areas. One was against a strip-mall type of development pattern and in favor of another mobile home park.

North Carver Waterfront District

Concept A assumes that Highway 224 remains in its current alignment, which runs between the waterfront area, while Concept B assumes that Highway 224 could be realigned to run along the foot of the butte.

What is your level of support for the draft North Carver Waterfront District (Concept A or Concept B)?

Sixty-four participants answered this question.



Thirty-seven were opposed to Carver Concept A with Highway 224 remaining in its current alignment, and 30 were opposed to Carver Concept B with Highway 224 potentially being realigned to run along the foot of the butte. The remaining results were divided amongst the remaining choices: eleven strongly favored Carver Concept B, or were neutral. Fifteen were neutral for Carver Concept A and seven somewhat favored it.

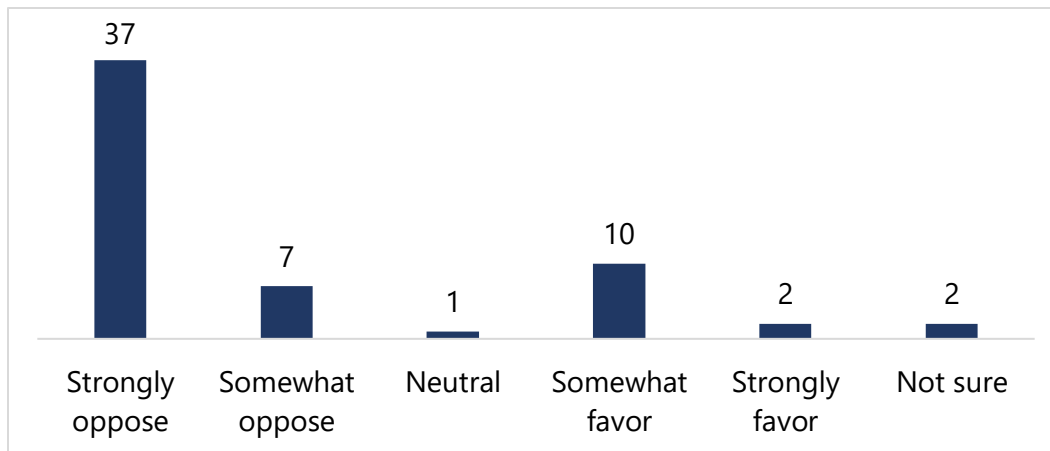
Participants shared seventy-two suggestions, concerns, or ideas. Of these, twenty-two were comments in opposition to all annexing efforts and proposed development changes. There were a few comments around the idea that increased traffic will separate people from the river access, and this access is important to the character and sense of place.

Those who are in favor see a good opportunity to develop mixed uses and a unique downtown area, and some expressed concerns about the concepts needing parking, bike trails and connectivity. Additional comments suggested leaving green spaces and highlighting a high-class, scenic riverfront; stressing the need to include ecosystem services. A few stated concerns about rockslides and demolition of the Butte for development. There were a few concerns about the density of development and effect of tourism on housing prices.

Land Use and Neighborhoods

What is your level of support for the draft Land Use and Neighborhoods concept?

Fifty-nine participants answered this question.



Most respondents (37) strongly opposed the land use and neighborhood concept, followed by 10 somewhat favoring it. Eight commenters were opposed to annexation, including being opposed to expansion in Damascus, North Carver and/or into Pleasant Valley.

This section gained thirty-nine open-ended comments. Comments received were: a need to match the neighborhood densities with walkability plans, such as types of retail locations and employment; a wish to connect all neighborhoods and reduce isolated areas; and walkable neighborhoods being equally as important as green spaces and natural areas.

Design suggestions included: a downtown plaza, historical markers, covered areas, public river access and a classy waterfront. Comments regarding walkable neighborhoods included: reduced speeds, public access, increased wayfinding, defined connections, and safety measures.

Several comments regarding natural resource preservation, including: wildlife habitats and corridors, natural resource regions, and open green space and environmental preservation. A few specifically mentioned the Metro Title 13 Habitat Conservation areas, City of Happy Valley's Natural Resource Overlay Zone and Title 13 Resource Inventory findings.

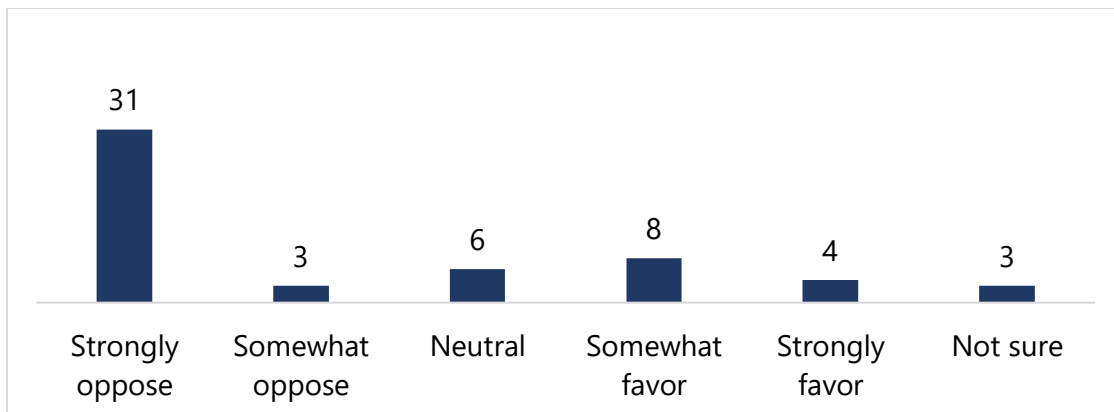
Seventeen respondents were opposed to any development projects, and in many cases, opposed to all annexation efforts. Some expressed concerns that current residents will be displaced by development, including concern for mobile home neighborhood displacement, including Park and Riverview mobile home parks. Some stated concern around including low- and moderate-income housing, and to have equal income representation in the neighborhoods. Several commenters expressed concern regarding school overcrowding with suggested housing developments.

Employment Areas

Employment areas gained 169 survey responses, across all three concepts. In total, participants provided sixty-four written comments regarding the three employment area concepts. Comment themes are grouped under each concept, below.

What is your level of support for designating Bel Air North for employment uses?

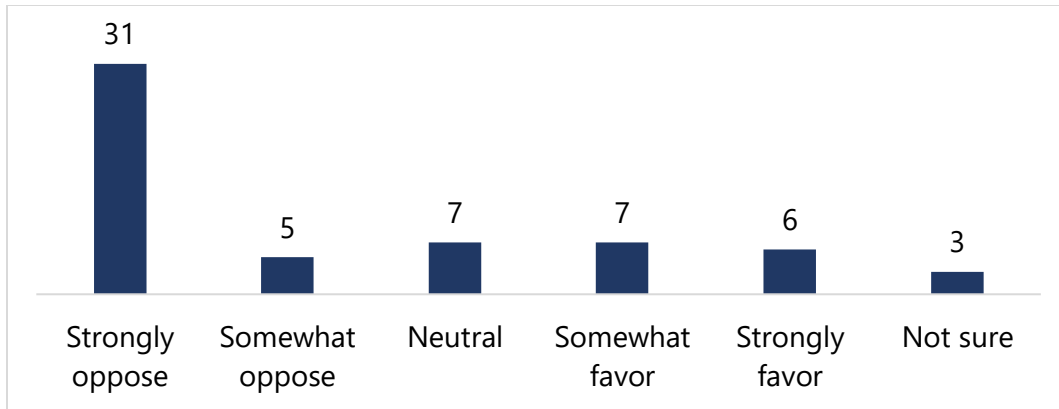
Fifty-five participants answered this question.



The majority of respondents indicated that they “strongly oppose” designating Bel Air North for employment uses. Those who oppose the Bel Air development concept expressed concerns over increased traffic, more crime, marijuana “grow houses”, increased density and zone changes. Eleven comments opposed annexation or development efforts of any kind.

What is your level of support for designating Damascus Triangle for employment uses?

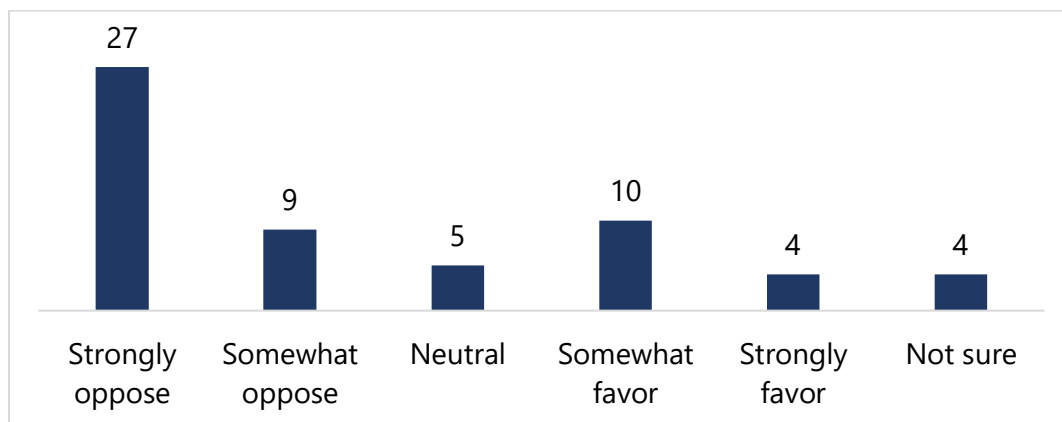
Fifty-nine participants answered this question.



The majority of respondents indicated that they “strongly oppose” designating the Damascus Triangle for employment uses. Comments received generally expressed an opposition to the plan, such as: it being outside of the plan area boundary, increased traffic on Sunnyside Road, and opposition to Happy Valley in general. Those who favored the plan stated that it has better auto access and better connections.

What is your level of support for designating Richardson View for employment uses?

Fifty-nine participants answered this question.



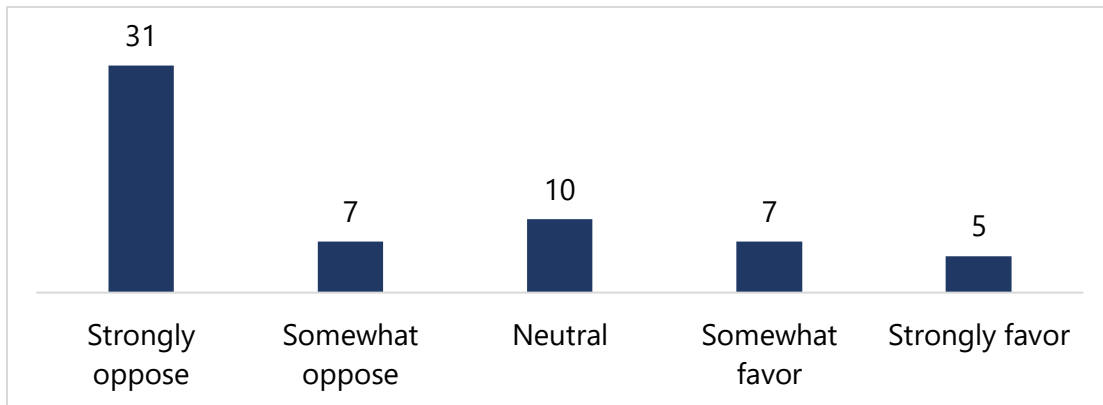
The majority of respondents indicated that they “strongly oppose” designating Richardson View for employment uses. Two comments stated that this is the only option that has needed acreage and is near the appropriate zoning.

Transportation Plan Concepts

Street Network

What is your level of support for the draft Street Network concept?

Sixty participants answered this question.



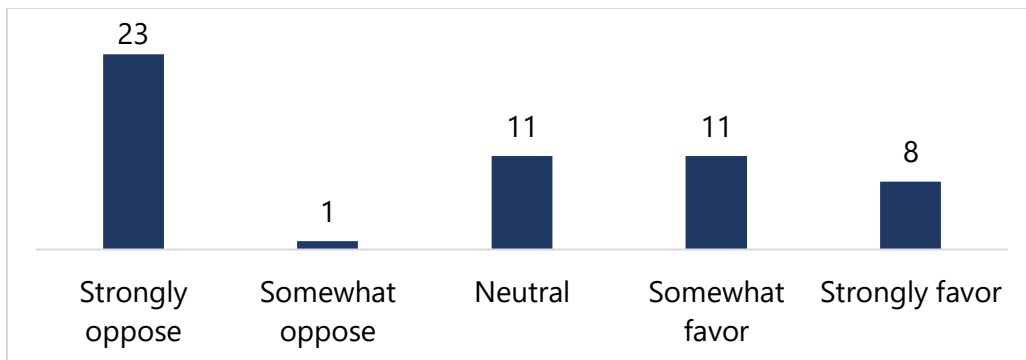
The majority of the respondents voted that they “strongly opposed” the draft Street Network concept.

Fifty-six comments were recorded regarding the street network concept. Thirteen open-ended comments were in opposition to overall annexation efforts. Other comments included: concern over cost and upkeep, in favor of moving Highway 224 traffic away from the bridge, and safety concerns about the Foster-Tillstrom intersection. Additionally, there were five comments supportive of walking paths, lowered speed limits, alternative routes, and traffic circles. Many people commented on Tong Road, including: lighting, safety, hairpin curve at Highway 224, and intersection timing.

Bikeway and Trail Concepts

What is your level of support for the draft Bikeway and Trail Concepts?

Fifty-four participants answered this question.



Twenty-three respondents strongly opposed the bike and trail concept, with “neutral” and “somewhat favor” sharing second place, at 11 each.

Fifty participants shared suggestions, concerns, or ideas about the draft Bikeway and Trail Concepts. Those who were in favor of trails are appreciative of the added bike access, increased number of trails, and encouraging multi-modal transportation options.

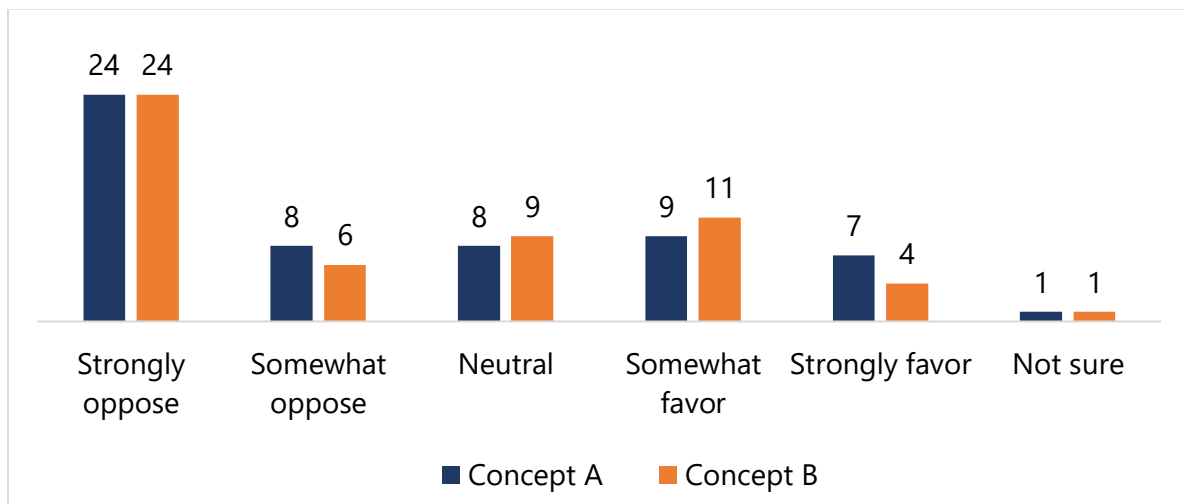
A few stated oppositions to trails because of safety issues such as: illegal camping, crime, more people, and increased traffic. Many offered street design suggestions, such as: added lines, safety features/enhancing safety, reducing gaps, increasing connections, reducing speeds; keeping natural and open spaces. Three comments were strongly opposed to using eminent domain for trails and opposed to development of Bel Air Acres, Damascus and North Carver.

Foster Road Parkway

Concept A provides bike lanes adjacent to vehicle lanes with a buffer area in between. Concept B provides for a wider, shared bike and pedestrian path on one side of the street.

What is your level of support for the draft Foster Road Parkway Concepts A and B?

Sixty-four participants answered this question.



Twenty-four respondents strongly opposed either concept. Foster Concept B, for a wider, shared bike and pedestrian path on one side of the street, received 11 votes that somewhat favored it. Nine votes somewhat favored Concept A, for bike lanes adjacent to vehicle lanes with a buffer area in between.

Participants shared thirty suggestions, concerns, or ideas about the draft Forest Road Parkway concepts. There were six general statements opposing development, including: dislike for growth in rural areas, a dislike of either design option, designs being out-of-character and not improving traffic flow. Some commenters stated the need to protect landscaping and ensure maintenance of roads and medians.

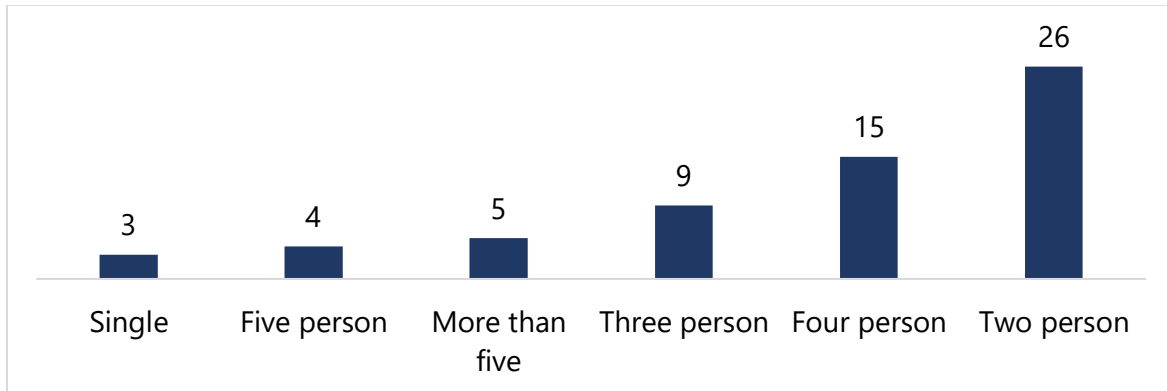
Some commenters stated preference to create a separate, protected bike lane. Two comments opposed bike lanes, stating that they are too dangerous. One suggested that bicyclists should share the road, with speed becoming a safety issue around pedestrians.

Demographics

Respondents were invited to complete optional demographics questions at the end of the survey.

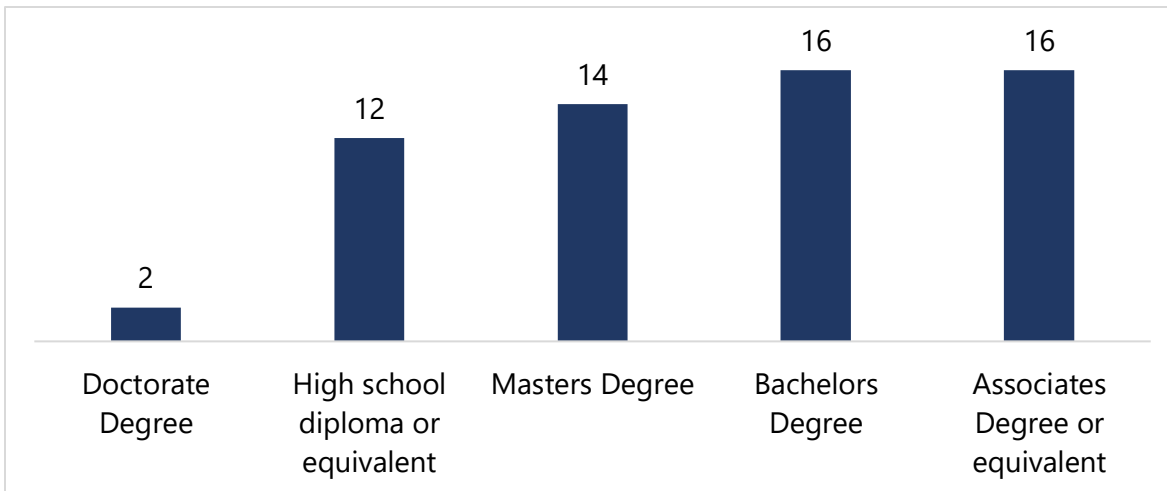
What is your household size?

62 people answered this question. Most live in two-person households.



What is your level of education?

60 people answered this question. Most had received an associate's or bachelor's degree.

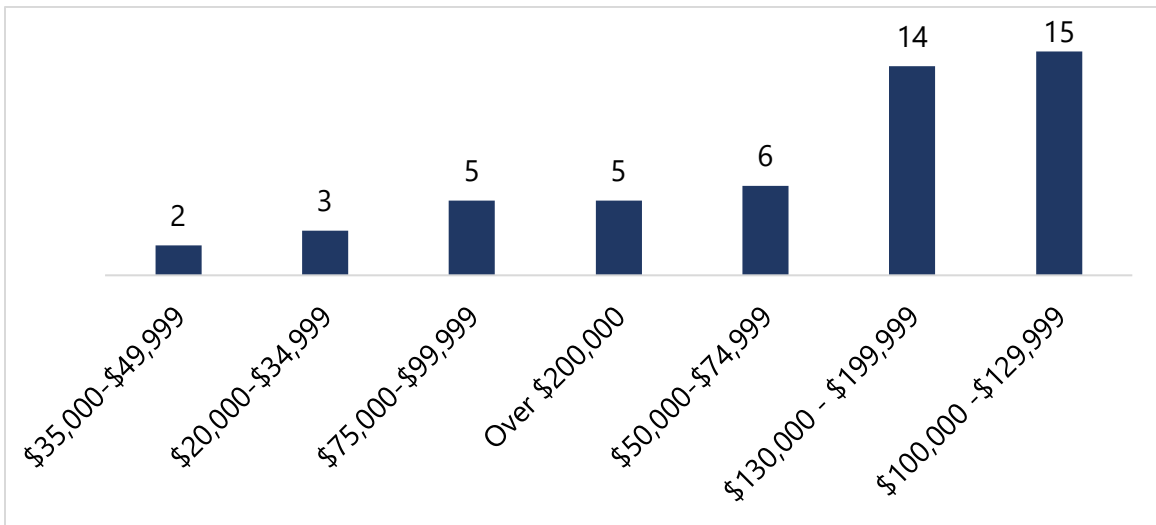


What is your preferred language?

All 56 respondents indicated that they prefer English.

What is your combined household income?

50 people answered this question. Most reported their household income being in the range of \$100,000-199,999.



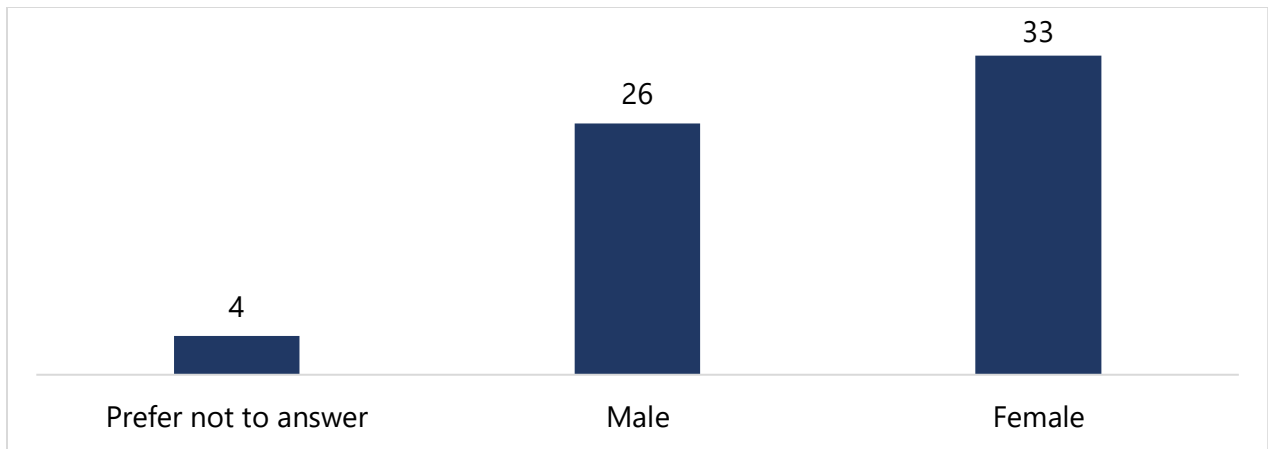
Do you rent or own?

65 people provided their housing tenure. The majority own their homes.



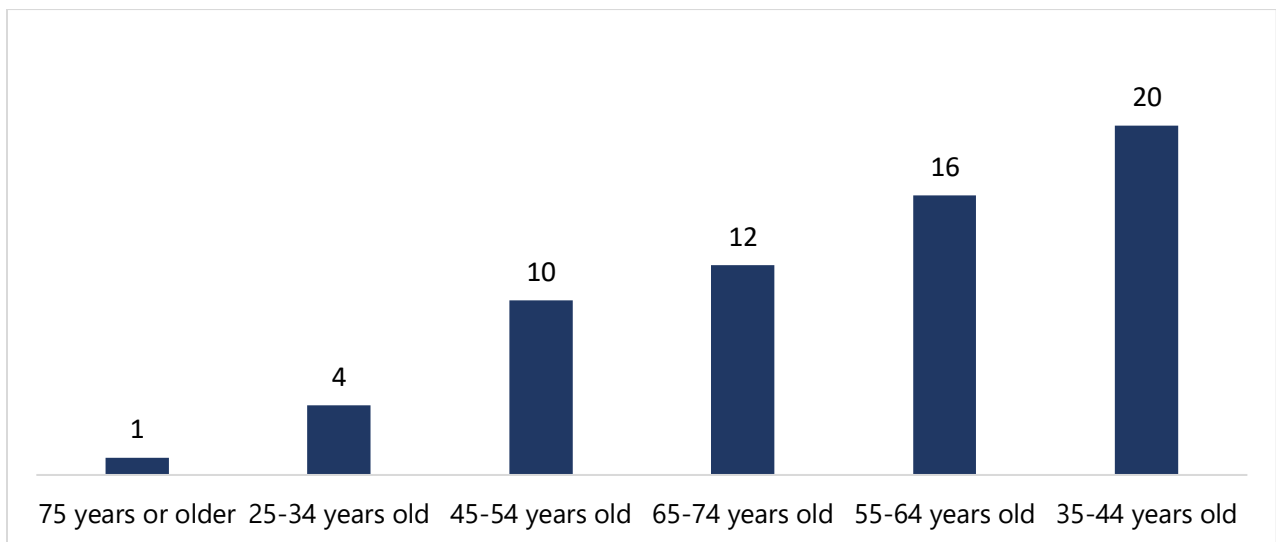
What is your gender?

63 people answered this question. Respondents were nearly equally split between female and male.



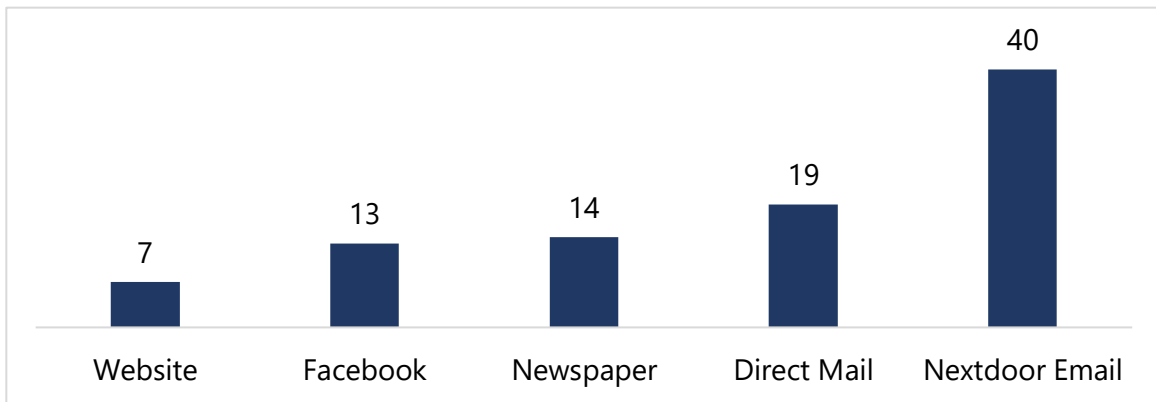
What is your age?

63 people answered this question. People of all ages responded to the survey.



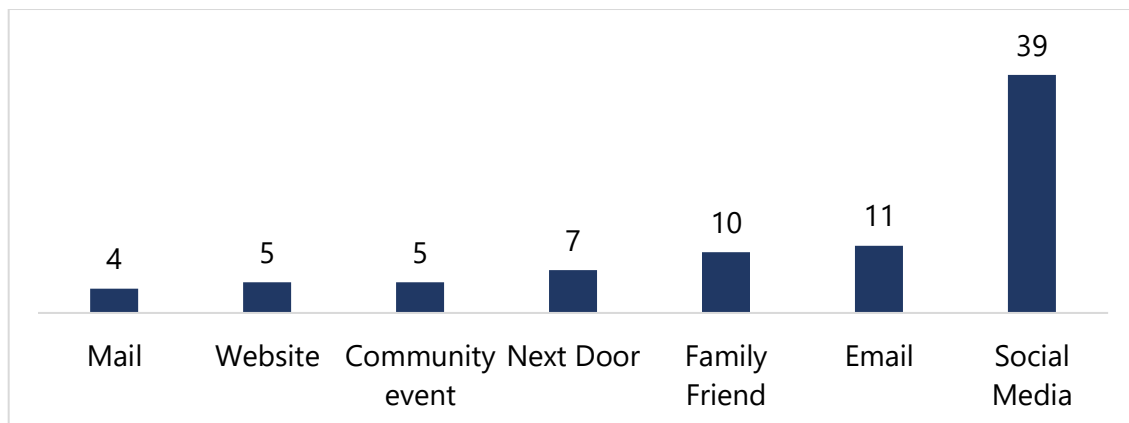
Preferred source of communication?

Sixty-six participants answered this question. Participants were able to choose multiple options and 99 responses were recorded. Most respondents prefer to receive information via the Nextdoor online platform, or direct mail.



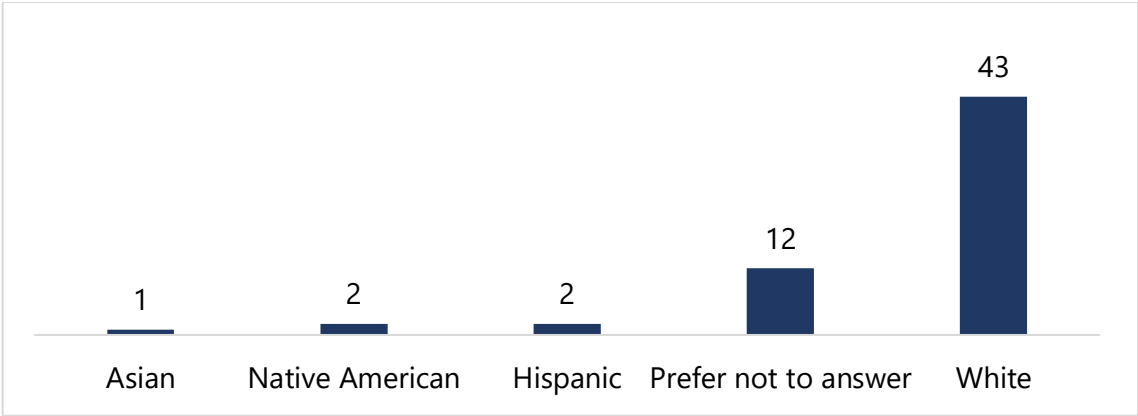
How did you hear about this survey?

Seventy participants answered this question. Respondents were able to check all options that applied; 81 options were selected. Most heard about the survey online through social media, email, or a friend/family member.



What is your race and/or ethnicity?

60 people responded to this question.



CAC Minutes

1-24-19 – 6:00pm – 8:00pm

Attendance

See Sign-In sheet - Introductions were made.

Meeting began at 6:00 p.m.

The following discussion was made:

- The December 13, 2018 minutes were approved
- Currently in the planned concept stage for building the layers of the plan
- Next meeting will be on transportation and land use
- March and April are workshops
- Will resume the next meeting on June 13th
- The Pleasant Valley sub-area
 - Have been given roadway names
 - This area may be altered and or updated as we go forward
 - The adopted roadway plans are what we have used for all the current work so far
- Sunnyside Rd & Hwy 212
 - If it is outside the city's TSP, then it would be within the Clackamas County TSP
 - The county will pick up where they originally left off prior to Damascus un-incorporating – will coordinate with the County regarding this
 - The extension of Sunnyside Rd has been looked at going east but there are issues regarding the constraints of the area
 - Will need to consider future comprehensive plans with this current comprehensive plan regarding roadways
- Carver Sub-Area
 - The CAC feels that some of the roadways should be called Patton or Lowell
 - Discussed and decided to change the name to Stone since Lowell Patton likes the original name of the area

The following was discussed:

- The connection with the river would be a good option
- It is better to connect the area with roadways
- Like that we are recognizing the Carver area as a destination
- Looking at the area west of Hwy 224 adjacent to the river – this is a FEMA mapped 100-year flood plain area

- Discussed flooding capacity – flood lines don't mean that it can't be developed just need to raise the development above the flood plain
- Chose a 75ft buffer for vegetative water ways
- Discussed habitat conservation areas – high, moderate and low areas
- Steep Slopes – there are steep drop offs in the area – a lot of constraints have been identified
- Discussed re-routing Hwy 224 – consider hugging it to the hillside which would have as little impact on the properties
- Carver Junction Preliminary Concept
 - Showed the proposed streets
 - Added a new grid of roadways
 - Will try to re-route Hwy 224 so that it isn't running through the town center area
 - Make the Hwy 212 junction a four-lane road to Tong Rd which would relieve pressure on the Carver area
 - Could add a new traffic control light or roundabout – access spacing is 800-1000sf
 - Would like to have a Plaza within the town center with steps accessing the bluffs
 - Constrained land could be a neighborhood park – also add a new trail going north
 - Everything would get an urban zoning
 - Consultant will spend time sketching these ideas
 - Need to keep in mind that these roadways are controlled by ODOT
- Hemrich Mixed Use Center
 - Described what a town center design is
 - Line streets with businesses
 - Block parking views with townhomes and apartments
 - Example would be Bridgeport Plaza where streets feel like a main street
 - Windows and doors as a façade for blank walls, pleasant walking environment, large anchor with high density close by
 - 80 acres with 3 property owners
 - The corner of Foster and Hemrich is the best location for a town center
 - Have a 30-acre community park close by – looking at how the Park Master Plan could be extended
 - Could shift the park boundary to the west where it is not such a constrained area
 - Could the property owners of this area share their own specific ideas with the city – yes
 - Could it be put into the plan language that park land is purchased at the underlaying zone pricing to help with property value– yes but it is difficult language
 - Don't really need to build anything into the language since all the land will have urban zoning and will purchase it as whatever the underlaying zone is

- The vision statement sends a message that parks, and open space are important to this plan and the area
 - How do property owners get compensated when roads go through their properties
 - most roads are built by development
 - Arterial roads built by the government must pay fair market value of the land when it is acquired
- Trails
 - Have adopted all the built trails and working on trail mapping
 - Worked with the TAC for future trails
 - Will have an off-street trail component which will be synced with the plan
- Employment Areas
 - Have 3 scenarios of employment growth - scenario B was the best option
 - After review 17 acres were removed from the 133 acres giving a net land of 116 acres of net buildable land
- North Carver Sub-Area
 - This area is a better fit for commercial
- Pleasant Valley Sub-Area
 - This is a good area for employment – adjacent to the EHVCP employment area
- If homes are built on the bluff residents won't want to look at commercial industrial areas – anything east of Foster shouldn't be designated industrial
- Discussed Title 4 employment and industrial land
- Industrial lands should be located by the state Hwy's 212-224
- The Foster area should be the gateway to Happy Valley not employment
- Employment area needs must be met within our study area – the choices are very limited – only other area is down by Tong Rd which also has challenges
- Must follow state and Metro provisions and the Integrated Land Use Transportation Plan to serve the area – this is a 40-year plan and trying to bring common sense to the plan
- The employment center allows so much more than what you think of with industrial – will print out employment center zone uses for the next meeting
- The jobs to housing ratio are unbalanced – need more jobs in the area to balance it out – recommend discussing employment zoning and industrial zoning at the next meeting
- Next meeting is March and April workshops
- Upcoming newsletter articles and postcard mailing outreach
- Meetings are posted on the city website

The meeting was adjourned at 7:50 p.m.

Minutes were taken by Cheryl Whitehead, Planning Department.

CAC Minutes

3-7-19 – 6:00pm – 8:00pm

Attendance

See Sign-In sheet - Introductions were made.

Meeting began at 6:00 p.m.

The following discussion was made:

- Will have public comments at the end of the meeting
- Meeting number 5 – about one third of the way through the process
- Two community workshops in April
- Plan Concepts - will take early ideas and fold into a draft plan then redefine into recommendations for later this year
- Discussed Vision Statement and Guiding Principles
- Walkable Neighborhoods
 - Looked at small existing areas with small lots that are built out
 - Large lots for potential new neighborhoods
 - Park areas that have been protected for this area
 - Showed neighborhoods within the North Carver and Pleasant Valley areas – by the buildability and zoning
- Defined the Land Use Districts by low, medium and high density
 - Very low – 2-3 units per acre
 - Low residential – 3-5 units per acre
 - Medium density – 6-9 units per acre
 - High residential attached - townhomes
 - MUR MF zoning with apartments and townhomes
 - CCC zoning for smaller retail and MCC zoning for larger retail
 - EC is light industrial and is grouped together in areas – metro states that it this plan must include employment
 - IC is more manufacturing
 - MUC is more of the town center areas
 - Residential areas feather out from the town center areas
 - The last meeting it was asked about projection need for business land in 3 categories was this discussed with Metro – Yes, the TAC recommended the middle range of projection same as the CAC

- Should be striving for better jobs and residential housing effort – more jobs then less travel which helps with congestion – there's not a lot of area pegged for employment
- Seems that 172nd is primed for more job sites but not using it that way
- The areas assigned for employment are significant in size it is just hard to see with the scale of the maps verses the surrounding area
- Land Use Concept Plan
 - Approximately 150 acres for the long-term employment area
 - Planning a new regional roadway connection from 172nd to 190th
 - It was asked how this fits into the walkable neighborhoods seems like it doesn't – a lot of the area is steep – discussed
 - Hemrich is a good area for a commercial center
 - Discussed employment land east of Foster Rd – what does Multnomah County say about improvements and transportation at the jurisdiction line –
 - Don't want employment land next to neighborhoods – seems like all the employment area should be moved to the Hwy 212 area
 - Discussed where employment area could be moved to
 - Metro was asked if the employment area could be moved to a different location and the answer was no
 - 99% of what we are seeing is good, but the employment area seems to stick out – seems the employment area on the east side of Foster should be moved
 - Employment area could be placed across from the Bells Air neighborhood employment area – the area is flat with large parcels – this area is not part of the city
 - Feel Hwy 212 is a better location then Foster Rd
 - How many acres of employment land do we have from the last round – approximately 300 acres – seems a lot of the employment land is not being used
 - Need to take flooding and underground water into consideration when developing roads
 - The team needs to reconsider the employment area east of Foster and see what can be done in the Hwy 212 area
 - Land Use Plan concepts for Pleasant Valley – reviewed maps
 - Land Use Plan concepts for North Carver – reviewed maps
 - Discussed the Stone neighborhood
 - Other then the employment area the rest looks good and is going in the right direction
- Preliminary Land Use Analysis
 - Looking at approximately 8 units per net acre – projected is about 80% of the maximum about 6 units per net acre
 - Metro likes to see density higher than 8 units per acre – closer to 9 units per acre

- Street Network Functional Classification
 - Showed examples of street classifications
 - Realign Tillstrom to align with Borges
 - Extend Hemrich
 - Align Troge with Winston
 - Extension of road from Scouters Mountain
 - Looking at a Parkway Design for Foster Rd – would have pocket turn sections
 - Traffic demand on Foster is not as big as on 172nd – would model this with a traffic analysis using the current data
 - This idea seems short sided – why not make it a nice thorough fair – are trying to make it more bike and pedestrian friendly – continued to discuss
 - Like the idea just not sure that Foster is the best location for a Parkway Design idea
 - Will bring numbers and specific known areas for a comparison of this idea to the next meeting
 - Asked to also look at known bottlenecks in the area – will bring data on this
 - Roadways can be completed in increments
 - Looking at realignment of Hwy 224 from Eckert – hug the bluff to allow larger area for river front design
- Bike and Trail Network
 - There are some paved and unpaved surfaces
 - Regional trails are adopted through Metro
 - Continued the Rock Creek regional trail and linked other trails together
 - Multiuse path in the Sunrise Corridor
 - Discussed with the TAC possible doing east/west trails through the neighborhoods
 - Found out that there are natural springs in the area to be aware of
- Next meeting will be in June
- Two workshops in April
- Have an online survey for feedback
- Mr. Patton stated that he would like to reclaim the history of the area and does not want to have his name on anything
- Asked if the CAC would like to have a joint meeting with the TAC – yes, will set this up for June
- Public Comments
 - Don Watkins
 - How many cars are going across Hwy 212 from Sunnyside Rd – will get info for next meeting

- Didn't hear anything about utilities, fire and police services – utilities all have master plans – all data and information is fed to the fire and police for them to make projections and resources needed
- What is the deadline for the CAC to submit a plan to the state – the goal is by spring 2020 – the deadline is self-imposed

The meeting was adjourned at 7:45 p.m.

Minutes were taken by Cheryl Whitehead, Planning Department.

TAC Minutes

1-24-19 – 3:00pm – 5:00pm

Attendance

See Sign-In sheet - Introductions were made.

Meeting began at 3:00 p.m.

The following discussion was made:

- The December 13, 2018 minutes were approved
- Will be discussing the transportation, plan concepts for project area and residential land uses for the new community workshop
- Receiving positive information from the CAC
- Will still use buildable neighborhoods
- No comments or changes requested for the Pleasant Valley Subarea – no response seems good
- No comments or changes requested for the Carver Subarea – no response seems good
- Will move the Carver Mixed Use Center to a new destination – completed a new analysis as to the new location
- The CAC was happy to hear about connecting the river and strengthen the area as a destination place
- Riverside constraints are the flood plan and flood way which is unbuildable – has a 100-year flood line
- Vegetative Corridor – using a 75ft buffer – the riparian area at the base of the slope has unlimited buffer
- After layering all of this together there is a five-acre area in the flood plan with moderate habitat so will need a creative way to develop
- The Carver Junction preliminary concept has a natural corridor where a path or park could be located
- Could possibly get another access with a staircase for the 60ft elevation drop to the river
- The base of the bluff is good for single family developments and add a trail access for the future bluff area
- The entire area would receive urban zoning even with the constraints
- It was asked if state highways have roundabouts – yes
- Will have street parking for the public amenities for hiking
- Discussed the regional trail system
- Want to focus on Carver Park due to its ability to support businesses - Parking will be an issue and will need to be a focus

- Considering a mixed-use center on Hemrich which goes from 172nd to Foster Rd – looking for about 80 acres of flat land
- Showed a preliminary town center design with examples
- Used Bridgeport as an example with large streets, fake entrances for design rather than a blank wall, street trees and large sidewalks
- Hemrich would become a collector and would add an additional collector to make this a lifestyle area
- Currently, they do not have the proof for the market demand for a town center in this area, but it seems like a natural area for this use
- The TAC members prefer plan B which is coming off Foster rather than Hemrich
- Traffic could be an issue for the area
- Have mapped the existing trails – will need to define where the new trails will go
- Carver Trail seems like a natural trail to connect with
- It was suggested to have Rock Creek Trail connect to the school
- Will need to consider the trail connections with any future comprehensive plans
- Discussed various trail connections
- Will incorporate these ideas into the trail map for the next meeting
- Employment Areas:
 - Want to identify the need for employment and industrial areas
 - Scenario B is best for the area with approximately 200 acres
- Commercial Areas:
 - Part of the commercial area was adjusted to remove the section of employment area consisting of 31 acres
- Discussed title 4 areas and options available for this area
- Next meeting is a workshop on March 7, 2019
- Will notify all residents regarding the workshops with a mailer

The meeting was adjourned at 4:38 p.m.

Minutes were taken by Cheryl Whitehead, Planning Department.

TAC Minutes

3-7-19 – 3:00pm – 5:00pm

Attendance

See Sign-In sheet - Introductions were made.

Meeting began at 3:00 p.m.

The following discussion was made:

- Meeting number 5 – about one third of the way through the process
- Two community workshops in April
- Discussed Vision Statement and Guiding Principles
- Walkable Neighborhoods
 - Define where buildable and how to connect to the vision
 - Define walkability areas
 - Showed neighborhoods within the North Carver and Pleasant Valley areas – by the buildability and zoning
- Defined the Land Use Districts by low, medium and high density
 - MUR MF zoning with apartments and townhomes
 - CCC zoning for smaller retail and MCC zoning for larger retail
 - EC is light industrial and is grouped together in areas
 - IC is more manufacturing
 - MUC is more of the town center areas
 - Residential areas feather out from the town center areas
- Discussed the Sunnyside west area
- Discussed reducing the employment area – this was never looked at being done – will try to bring information to the CAC regarding this
- It was discussed having a joint meeting with the TAC and the CAC
- The Stone neighborhood is owned by Lowell Patton – this would be a medium density neighborhood
- SWA stated that it would be significant to get water to the Stone neighborhood – they would need to build their own water storage – it will be very expensive to get water to the site
- The Tong Rd/Hwy 212 is an accident-prone intersection – looking to realign it with 187th
- Preliminary Land Use Analysis
 - Looking at approximately 8 units per net acre – projected is about 80% of the maximum about 6 units per net acre
 - Need to see where the lands between the 80% and 100% meet

- Metro likes to see density higher than 8 units per acre – closer to 9 units per acre
 - Would like to have a map showing the designations and the area in context for the next meeting
- Street Network Functional Classification
 - Showed examples of street classifications
 - Gave overview of the street map
 - Discussed a phasing option to the final plan
 - Wanting 172nd to be the people mover
 - Discussed roads extending out to Hwy 224 to allow more walkable areas
 - Looking at possibly realigning Hwy 224 to hug the base of the bluff
 - As the area becomes more popular Hwy 224 may need to expand to more lanes
 - Should have a couple of options for the next steps for a plan B
 - Discussed a traffic control light at Goose Hollow and Eckert
- Bike and Trail Network
 - Is there enough east/west continuity
 - East of Hwy 224 where it drops down to 172nd should look at bike and pedestrian connections between the subdivisions
 - Reviewed the trail map
 - There is a natural spring on the property located by the butte so this is not a good location for a trail
- Next meeting will be in June
- Two workshops in April
- Have an online survey for feedback

The meeting was adjourned at 4:56 p.m.

Minutes were taken by Cheryl Whitehead, Planning Department.