

Community Advisory Committee - Meeting #7

Thursday, September 19, 2019

6:00 – 8:00 PM

Happy Valley City Hall – Council Chambers

16000 SE Misty Drive, Happy Valley, OR

ITEM	TIME
Welcome and Introductory Items	6:00-6:10 PM
a. Welcome and introductions - Michael Walter, all	
b. Approval of Meeting #5 (6/20/19) minutes	
c. Where we are in the process and today's agenda – Michael Walter	
Update on “Refined” Plan	6:10-7:10 PM
a. Land Use – Michael Walter	
b. Street Network – Joseph Briglio	
c. Trails and Bikeways – Joseph Briglio	
Reports from the School Districts	7:10-7:40 PM
a. North Clackamas School District	
b. Gresham-Barlow School District	
c. Centennial School District	
Damascus Boulevard – Background Information	7:40-8:05 PM
a. Briefing – Michael Walter	
b. Discussion	
Public Comment and Next Steps	8:05 – 8:15 PM
a. Public Comment	
b. Next Steps	

TAC & CAC Joint Minutes

6-20-19 – 6:00pm – 9:00pm

Attendance

See Sign-In sheet - Introductions were made.

Meeting began at 6:10 p.m.

- Ben Bryant, Assistant City Manager, gave an update of the draft Urban Renewal Plan

The following discussion was made:

- Asking the CAC to vote on a recommendation of one of the plans shown
- Jeanne Lawson of JLA introduced herself standing in for Joe Dills
- Ms. Lawson gave a workshop recap for the evening
- The 3-7-19 meeting minutes were approved

Jamin Kimmell made the following comments:

- The 6th meeting will be held in September – agenda is traffic design
- Workshop recap
 - Had two workshops
 - 1st was the Pleasant Valley and the 2nd was the North Carver
 - Had a very good turnout
 - The packet has recap summary and comments from the workshops
 - Overall was positive feedback but had some specific concerns
 - Lowell Patton stated that the minutes say that getting water to the Stone neighborhood area will be difficult – why isn't this SWA problem to get the water issues fixed – we will come back to this issue later in the meeting
 - The online workshop was from April 18th to May 12th – had 814 visitors and 76 respondents – had a less positive feedback than in person
- Northern boundary to Hemrich Rd
 - Broad support for residential land uses
 - Suggestion to change from LDR to VLDR along 187th
 - An idea for a park in the natural area NW of Hemrich and Foster
 - Recommend retaining the LDR and consider opportunity for a park near a stream area
 - Concerns about traffic congestion on Foster – all streets will be assessed to meet city standards
 - Prefer signals over roundabouts

- Hemrich to Damascus
 - Broad support for residential land use
 - Concerns about compatibility of MDR along Foster with VLDR on the butte to the east
- Streets
 - Support for the collector network
 - Concerns about high speeds
 - Extend Parkway design and retain alignment
 - Extend Vogel collector – feel extension not needed
- Damascus to Hwy 212
 - Support for VLDR some prefer R40
 - Concern about compatibility of the EMP with VLDR
 - Support for MUR but have concerns about apartments located on hilltops
 - Compatibility will be addressed through development
 - Need to evaluate the need for additional collector streets through modeling
 - Concerns regarding existing and future traffic conditions on Hwy 212 will continue to coordinate with the Sunrise Phase 2 project
- South to Hwy 212
 - Support for VLDR some prefer R40
 - Concerns about impact of the zoning on mobile home parks
 - Support for commercial center in Carver
 - Concerns about traffic impact of MDR in the Stone and Richardson neighborhoods – will evaluate traffic impacts
 - Concerns about impact of neighborhood streets in the Bel-Air area – will replace alignments with arrows
 - Concerned about Tong Rd as a collector on a hillside and the safety of the intersection with Hwy 224 – will evaluate the hillside condition and identify safety improvements to the intersection
- Parkway cannot be extended down to Damascus parkway due to the steepness and topography – will need to investigate this a bit more
- How will transit be incorporated into this plan overall and specifically to Foster
 - Once the plan is defined will work with Tri-Met
 - Foster Parkway will be modified for bus turn out
 - The city will need to be the one to contact Tri-Met and get this started – Metro will not actively do this
 - Will have the team do the foresight and then will contact Tri-Met with our stop plan and level of service needed
- Why are we going through some legacy neighborhoods and protecting others
 - We are not singling out neighborhoods just happened to be where the connection is needed

- Reah Flisakowski stated that these locations have been in the regional plan for a long time and explained how it is narrowed down to location – discussed
- Employment
 - Why employment land is needed
 - The Metro requirements require there be title 4 industrial and other employment lands
 - Title 11 planning for new urban areas – balance local jobs, commutes and community
- Land Projection
 - Define how much will the area grow over the next 25 years
 - How much land will be needed in Pleasant Valley and N. Carver
 - Have two options and want your thoughts of which direction to go in
 - Option A
 - Is close to Metros numbers
 - For scenario B and C need to have the Sunrise Corridor connection in place
 - Showed previous alternatives
 - Both options include adding a 40-acre area north of 172nd
 - Seems like were not meeting the totals and going the east route and pushing it into the future and not addressing it now
 - A lot of the area is waterlogged and not suited for employment
 - If this area is zoned industrial, then it won't happen without the Sunrise Corridor so the land will sit for a long time
 - Mr. Walter stated that we only have option A or option B, so we need a recommendation
 - Can we choose option A for now and continue to look to the east in the future – as option A-2
 - Would the city accept removing both sites east of foster and not addressing the Damascus triangle – this could be option C
 - CAC members discussed option C
 - The CAC voted for option C
 - Reviewed the PV Downtown District – CAC is good with the recommendations
 - Reviewed the North Carver Waterfront District – CAC is good with the recommendations
 - Reviewed Bikeways and trails – CAC are good with the recommendations
- Public Comments

Rob Livingston
 14501 SE 187th Ave
 Damascus, OR 97089

Mr. Livingston made the following comments:

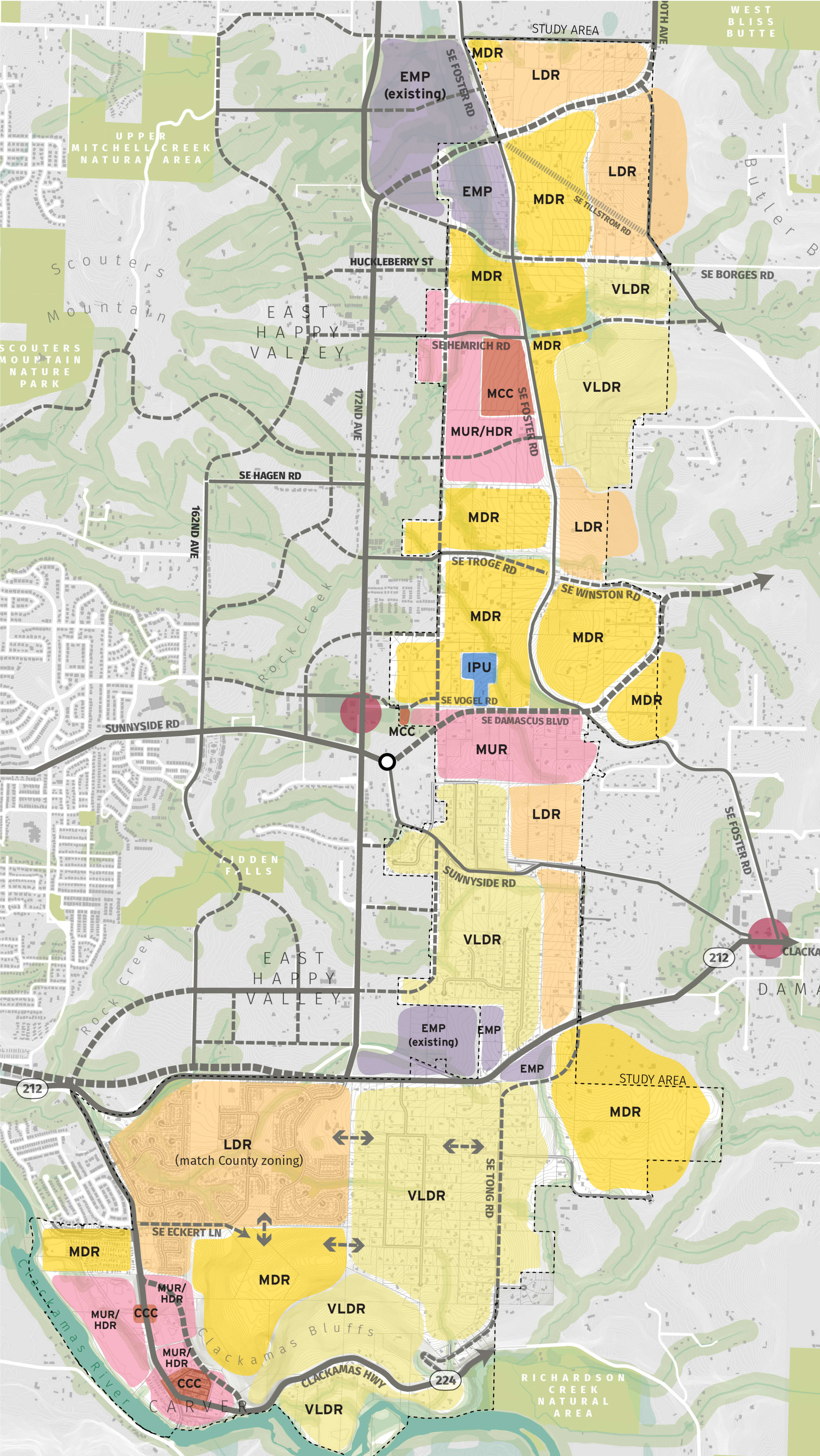
- Attended the workshop
- 187th shows it will be a collector and east of 187th is employment center
- Concerned about additional traffic across from his house
- This will lower the property value
- The properties should be zoned a higher density to help with the property value and the surrounding zones that are fronting 187th
- It doesn't make sense having Tong Rd hook up to 187th – DKS consultant stated that this makes a safer connection

The CAC made the following comments:

- Plan C will remove the outer study area off the table
- CAC agrees with raising the density along 187th
- CAC recommends changing the LDR zoning to MDE zoning
- Agreed to remove the sites east of Foster and not include the Damascus triangle
- The city won't be supporting any additional annexations in the Damascus area – all annexations that have happened are binding land use decisions
- Next meeting is scheduled for September 19, 2019

The meeting was adjourned at 9:10 p.m.

Minutes were taken by Cheryl Whitehead, Planning Department.



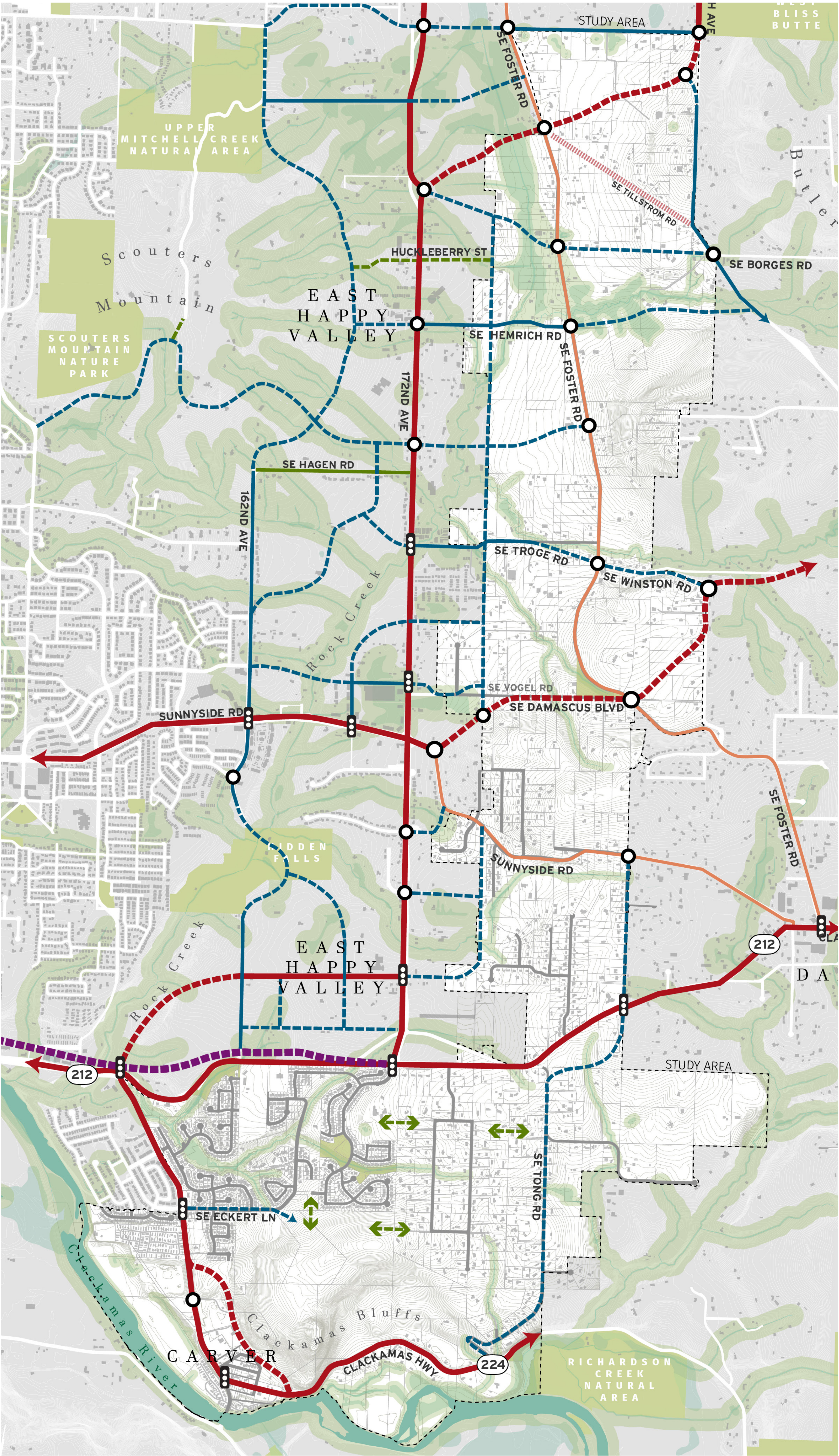
REFINED PLAN LAND USE

Includes CAC Recommendations,
June 2019

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

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
- Instititutional and Public Use



Pleasant Valley
North Carver
COMPREHENSIVE PLAN

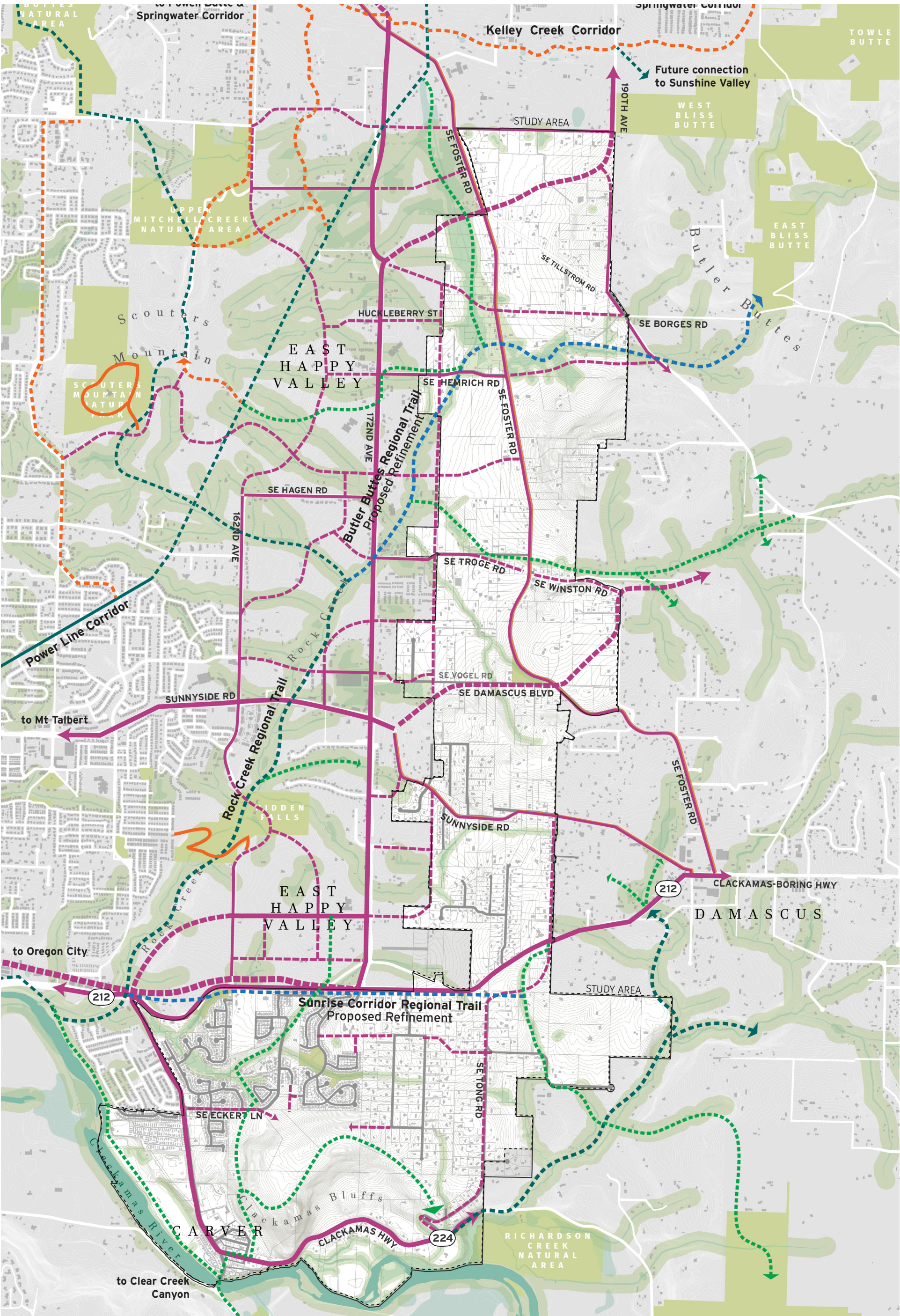
REFINED PLAN STREET NETWORK

Includes CAC Recommendation
(June, 2019)

- 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



9/12/19



BIKEWAY NETWORK



- 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

Residential - Unconstrained Lands

Land Use	Gross Acres	Unconstrained Acres	Net Buildable Acres	Implementing Zones	Blended Max Density (units/net acre)	Max Units	Minimum Density (80% of max)	Minimum Units
VLDR	742	435	304	R-20 and R-15	2.54	773	2.0	619
LDR	351	285	200	R-10, R-8.5, R-7	5.2	1,044	4.2	836
MDR	731	525	367	R-5, MUR-S	8.7	3,200	7.0	2,560
HDR ¹	138	83	58	SFA, MURA	15.0	876	12.0	701
MUR ¹	138	83	58	MUR M1-M2, MURX	25.0	1,461	20.0	1,169
Total	2,099	1,411	988	--	--	7,355	--	5,884

Density Transfer/PUD Clustering for Constrained Lands

Acres Eligible for Density Transfer/Clustering	Density Transfer/Clustering (units/acre)	Units
Land Eligible for Density Transfer ²	510	1,020

Max Density Summary

Total Max Units	7,355
Total Max Units w/ Transfer	8,375
Max Density	7.4
Max Density w/ Transfer	8.5

Minimum Density (80% of Max) Summary

Total Projected Units	5,884
Projected Units w/ Transfer	6,904
Projected Density	6.0
Projected Density w/ Transfer	7.0

Housing Type Summary

SFD Units ³	4,248
SFD %	51%
MF/SFA Units ³	4,127
MF/SFA %	49%

¹ Assumes that the amount of land in areas shown as MUR/HDR is split at 50% MUR and 50% HDR.² Includes undeveloped land within residential zones in Conservation Slopes, Water Quality Resource Areas (75 foot buffer), and Habitat Conservation Areas (High or Moderate Value). No density transfer is assumed for Transition Slope areas.³ Assumes that VLDR and LDR are 100% single-family detached; MDR is 60% single-family detached/40% multi-family/single-family attached; and HDR and MUR are 100% multi-family/single-family attached. Assumes all density transfer units are split 50/50 between SFD and MF/SFA

Commercial, Employment, and IPU

Land Use	Gross Acres	Unconstrained Acres	Net Buildable Acres	Max Density (units/net acre)	Max Units	Projected Density (80% of max)	Projected Units
CCC ⁴	4	3	2	30	47	24.0	37
MCC ⁴	26	25	18	30	535	24.0	427
EMP	74	42	30	--	--	--	--
IPU	8	7	5	--	--	--	--
Subtotal	111	77	54	--	582	--	464

⁴ Density and housing unit projections for these zones assume that all zones develop with vertical mixed-use. This is highly unlikely, but it illustrates the maximum residential capacity of the zones. The housing units in these commercial zones should be considered "bonus" units - all the projected housing need must be met in the residential zones.

MEMORANDUM

CAC Recommendations from June – The “Refined Plan” Map Set Pleasant/Valley North Carver Comprehensive Plan

DATE September 12, 2019
TO Technical Advisory Committee and Citizen Advisory Committee
FROM Project Team

The Community Advisory Committee (CAC) approved a series of recommendations at the June 20th joint meeting of the CAC and Technical Advisory Committee (TAC). The attached map set is the compilation of those recommendations – per the project scope it is called the “Refined Plan”. The three Refined Plan maps are: Land Use, Street Network, and Bikeways and Trails.

COORDINATION FOLLOWING THE JUNE MEETING

These maps incorporate the CAC’s recommendations from the June 20, 2019 meeting. Following that meeting, City staff undertook two coordination efforts:

1. **Employment lands** – City staff reached out to TAC members from Metro and the Department of Land Conservation and Development (DLCD) to ensure those agencies do not have strong concerns regarding the recommended amount and location of employment lands (Scenario A, as discussed in June). While Metro staff tentatively supported the CAC recommendation, DLCD staff had more serious concerns. Though both agencies would prefer more employment land, they are not actively opposing the CAC’s recommendation. Metro commented that the agency will be undertaking research on the economy in the next year or so which may result in changes to “Title 4”, the regional requirements for employment lands. DLCD commented that, in the future, Happy Valley may experience employment “leakage” to outlying communities due to a shortage of employment land and spoke to the fact that the resistance to the employment lands in the north came from CAC members with ownerships in proximity to the explored employment land and that that in itself did not justify reduction of employment land to Scenario A.
 2. **Pleasant Valley Concept Plan** – City staff coordinated with Gresham planning staff regarding the Pleasant Valley Concept Plan. It was noted that the 2004 Concept Plan has a small node of medium density residential located at the intersection of Cheldelin Road and Foster Road. Based on Happy Valley’s past practice of making its plans consistent with the Pleasant Valley Concept Plan, a small area (about 5 acres) of medium density residential has been added just south of Cheldelin Road along the east side of Foster Road.
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NEXT STEPS

The team is updating the estimates of housing and employment capacities associated with the attached maps – the working estimates are attached. Traffic and infrastructure analyses are underway and will be reported at the October 17th committee meetings.

MEMORANDUM

Damascus Boulevard – Design Considerations Pleasant/Valley North Carver Comprehensive Plan

DATE September 12, 2019
TO Technical Advisory Committee and Citizen Advisory Committee
FROM Project Team

The purpose of this memorandum is to introduce design considerations for one of the new streets on the Pleasant Valley/North Carver (PV-NC) Street Network: Damascus Boulevard. This is an introductory memorandum – more information will be provided at the September and October meetings of the Technical Advisory Committee (TAC) and Citizen Advisory Committee (CAC). Damascus Boulevard was approved as part of the Street Network Concept by the CAC in June (See Figure 1). This memo is intended to address comments by Committee members at that meeting.

DAMASCUS BOULEVARD’S ROLE IN THE STREET NETWORK

Figure 2 illustrates the conceptual alignment of Damascus Boulevard in the larger street network of Pleasant Valley-North Carver, Damascus, and surrounding areas. Damascus Boulevard’s role will be to provide east-west connectivity from Sunnyside Road in Happy Valley to Tillstrom Road in Sunshine Valley, where it can connect to 222nd and 242nd Avenues, and other streets. Previous transportation modelling has shown that, long term, this east-west connection is needed as a parallel route alternative to Sunnyside Road and Highway 212.¹ DKS Associates is currently modelling the draft PV-NC land use and street plans (approved by the CAC in June) to assess this need in the context of the PV-NC project and up-to-date land use and transportation planning assumptions for the area. The results of that work will be shared with the committees in October.

A CONCEPTUAL ALIGNMENT

The PV-NC Comprehensive Plan will be implemented through Happy Valley’s Transportation System Plan (TSP). Damascus Boulevard, as mapped in these plans, is a conceptual alignment. The roles of the Comprehensive Plan and TSP are to show the planned “Point A to Point B” alignment, preserve the

¹ Previous modelling was conducted as part of the Damascus-Boring Concept Plan, the Damascus Comprehensive Plan, and the 172nd -190th Corridor Plan.

corridor for the future, and guide implementation. The specific alignment will be determined through development review and/or subsequent transportation planning by the City of Happy Valley.

DESIGN CONSIDERATIONS

Figure 3 is an annotated map that illustrates some of the design considerations for Damascus Boulevard, summarized below:

a. Sunnyside Road to Vogel Road

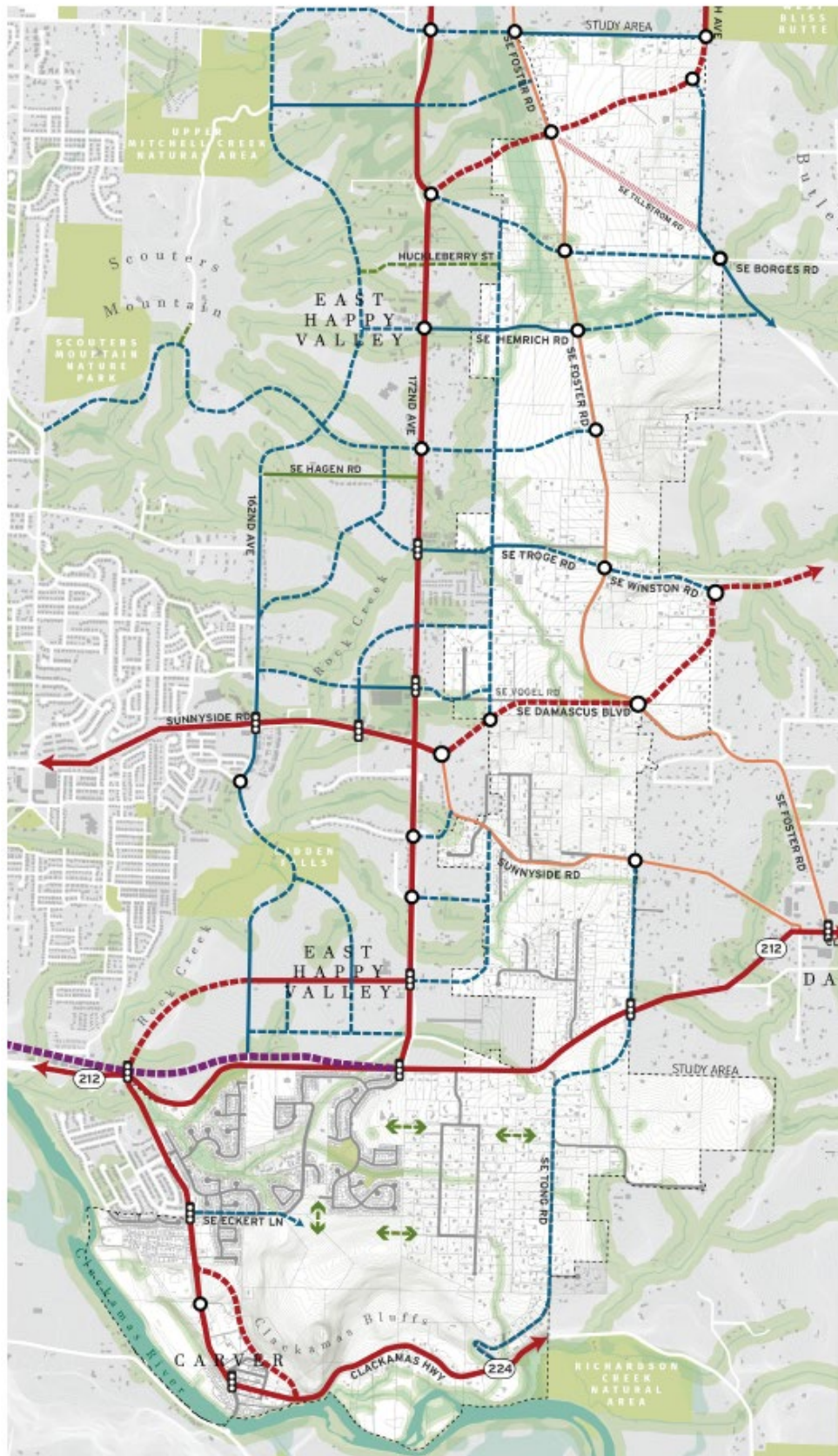
- A roundabout at the intersection of Damascus Boulevard and Sunnyside Road is planned as the best way to handle the flow of traffic and safe turning movements.
- The alignment follows the base of the hill between Sunnyside Road and Vogel Road. A connection to the future 177th Avenue is planned.
- The frontage of the school on Vogel Road is a key area to ensure safe and pedestrian-oriented design, and, safe and convenient vehicular traffic to and from the school.

b. Foster Road Intersection

- This will be a challenging intersection, considering topography and the angled junction of Vogel Road and Foster Road. It is likely that a new intersection will revise these alignments and completely rebuild the intersection.
- Design considerations for the intersection will include vehicular movements, pedestrian and bicycle movements, sight distance (a key safety issue), existing homes, and the small tributary and trees at the site.
- A roundabout is shown on the plan, but the actual intersection type will be determined through future site-specific design.

c. Foster Road to Winston Road and Heuke Road

- This segment is very conceptual – it will be determined through future development reviews for the area. The timing of this segment will depend on when/if fronting landowners choose to develop.
- The intersection at Vogel is a logical starting point for access into the future Winston neighborhood, given the topography and open field conditions.
- The connection to Heuke Road, and continuation east to Sunshine Valley is a very long-term prospect, perhaps decades in the future. The steep terrain, trees, and limited development potential along Heuke Road will be key considerations when the part of Damascus Boulevard is implemented.



**Pleasant Valley
North Carver**
COMPREHENSIVE PLAN

REFINED PLAN STREET NETWORK

Includes CAC Recommendation
(June, 2019)

- Expressway (Proposed)
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- Collector (Existing)
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- - - Neighborhood Street (Proposed)
- Existing Local Street
- - - - - Remove Roadway
- Signalized Intersection
- Roundabout



9/12/19

Context

