

LU-7.1: Overall Policy Framework and Vision for Pleasant Valley/North Carver

The following policies were derived from the vision, guiding principles and plan recommendations developed during the Pleasant Valley/North Carver Comprehensive Plan process (2018-2020). Each policy is made up of its introductory goal-oriented statement, followed by the principles to be used during implementation.

LU-7.2: Pleasant Valley/North Carver Vision and Guiding Policies

The vision for Pleasant Valley/North Carver Comprehensive Plan is that the area will be an integral part of the growing Happy Valley community, and a natural extension of East Happy Valley. The area will be comprised of a network of walkable neighborhoods, vibrant mixed-use centers, and thriving employment areas. The natural beauty of the landscape is embraced, the ecological health of the area is preserved and enhanced through environmental stewardship, and nature is made part of every neighborhood. The Carver riverfront will be transformed to include great public access and unique destinations. The area will be supported by a resilient and safe network of streets, transit service, infrastructure, high-quality schools, and attractive parks and trails. Development and future planning will:

- **Promote a Sense of Community** - Development is planned and designed to create a strong identity and sense of community in Pleasant Valley and North Carver.
- **Preserve and Celebrate Nature** - Nature is protected, celebrated, and integrated into the community. Stream and habitat corridors are preserved and enhanced to ensure they can provide critical ecological functions. People can experience nature up-close through a network of parks and trails. People can appreciate nature from afar, in everyday situations, through views of rolling hills and forested buttes.
- **Form Walkable, Welcoming Neighborhoods** - Neighborhoods are more than a collection of housing. Neighborhoods feel and function like villages: welcoming communities that make room for people of all ages, abilities, and life experiences. Across the PV/NC plan area, a wide variety of housing options are provided, such as single-family dwellings, attached single-family dwellings and townhomes, compact cottages, apartments and condominiums, and accessory dwelling units. Streets and blocks are designed for walking and local shops and services are within walking distance.
- **Create Vibrant, Mixed-Use Centers** - People gather in the Pleasant Valley Downtown District and Carver Riverfront District centers to shop, play, and celebrate as a community. Mixed-use buildings allow people to live in these centers, ensuring that streets are alive with activity both during the day and in the evenings. The centers are destinations because they are built around special places, such as the waterfront of the Clackamas River or the confluence of important streets.

- **Craft Distinctive Places** - People perceive the communities in the plan area as distinctive places. Homes and buildings are designed to be varied and interesting. Gateways into the area and individual neighborhoods are marked with distinctive public art or monuments. Unique features are designed into corridors and centers to reinforce a sense of place.
- **Attract Local Jobs and Businesses** - Residents have opportunities to live and work in the same community. Local jobs are available to people with a range of backgrounds and skills and pay a living wage. Businesses are attracted by unique advantages of locating in the area and reinforce the development of industry clusters.
- **Deliver a Resilient, Connected Transportation System** - A robust network of streets and transit routes allow people to move efficiently in, out, and across the area. Streets are designed to both manage traffic flow and encourage walking, biking, and riding transit. Transportation infrastructure is built prior to or concurrent with development.
- **Ensure a Regional Fit** - The area is integrated with the regional transportation system, land use patterns, and public facilities network. The plan area is viewed both as a distinct, individual place and a part of a larger system of neighboring cities and rural areas.
- **Plan for Fiscal Health** - The plan will be implemented because it addresses fiscal realities. Service providers—including transportation, sewer, water, stormwater, parks, schools, and parks—will build infrastructure to support development because funding mechanisms are aligned with needs and costs.

LU-7.3: Pleasant Valley Downtown District

The Pleasant Valley/North Carver Comprehensive Plan identified a new mixed-use center located southwest of Hemrich Road and Foster Road. The vision for this center is that it is the future home of Happy Valley's downtown, known as the Pleasant Valley Downtown District.

The Pleasant Valley Downtown District will include:

- A new Overlay Zone that guides the land uses, urban design, public spaces, local circulation, transition between uses and neighboring areas, community amenities, and other elements needed for a successful downtown.
- The requirements for a master plan for the downtown district properties.
- A mix of commercial, residential, employment and public uses.
- A mix of medium, high density and mixed-use housing, such as apartments, condominiums, townhomes, triplexes and duplexes, and cottage clusters. The master plan will include a well-designed configuration of different housing types and densities, to emphasize variety and avoid concentrations of any particular housing type in any one location.

- Public uses. When the City is locating a new public use (e.g. library or community center), or working with community partners to find a site for one, the City will consider the Pleasant Valley Downtown District. If possible, a public use shall serve as an “anchor” use for the Downtown.
- A Main Street. The Main Street will be a highly pedestrian-oriented and walkable street, through the heart of the downtown, implementing design guidelines described in the Overlay.
- Community gathering spaces such as plazas and parks.
- A network of walkable blocks, with on-street parking and buildings oriented to streets with ground floors well-designed for pedestrian activity.
- Safe, direct and convenient street and pedestrian connections to facilitate easy access to and from adjacent neighborhoods.
- Connections to the trail network.
- “Happy Valley Style” architectural design.

LU-7.4: Carver Riverfront District

The City’s vision for Carver is for the area to become a river-oriented, mixed-use district with a village-like scale and character that is both a desirable place to live and an attractive destination for Happy Valley residents and visitors.

The “Carver Riverfront District” will include:

- A new Carver Riverfront District Overlay Zone that guides the land uses, urban design, public spaces, local circulation, connections to the river, transition between uses and neighboring areas, community amenities, and other elements needed for a successful riverfront district.
- Base zoning of: Community Commercial Center zoning in the Carver Junction area; and, Mixed Use Buildings with Residential Emphasis (MUR-X) in the area north of Carver Junction. The uses and standards will be further refined through the new Carver Riverfront District Overlay Zone. Residential development in the MUR-X area is planned to have a maximum density of 24 units per acre, averaged across all residential projects and housing types.
- OR 224 realigned to the base of the bluff. (see Policy T-2.3)
- Small, walkable blocks in the central area of Carver Junction. Land uses in this area will be 1-3 story commercial, residential and mixed uses.
- A connected pattern of new, walkable blocks north of Carver Junction. Land uses in this area will be 2-4 story commercial, residential and mixed uses.
- A signature future riverfront park.

- Mixed-use along the riverfront area that is designed to complement and integrate with public access, trails and the future riverfront park.
- Connections to the trail network.
- Riverfront access, trails and destinations that provide visual and physical public access to the Clackamas River.
- Preservation and enhancement of natural and historic features.
- Planned connections and land use transitions to the residential areas to the north and the bluff.
- “Happy Valley Style “architectural design, with elements that reflect the unique history, village character and riverside setting of Carver.

LU-7.5: Coordination with East Happy Valley Policies

Part of the City’s vision for Pleasant Valley/North Carver is that it is natural extension of East Happy Valley. Toward that end, the following policies, originally adopted for the East Happy Valley Comprehensive Plan, are adopted by reference and apply within the Pleasant Valley/North Carver area:

- LU-4.3: Urban Design
- NE-4.1: Natural Environment
- ED-1.5: Economic Development
- H-2.1: Housing
- PF-2.1: Public Facilities
- T-2.1: Transportation (see also new policies for Pleasant Valley/North Carver)
- U-2.1: Urbanization Policies
- New Transportation Policies for Pleasant Valley/North Carver

LU-7.6: Pleasant Valley Wildlife Corridors

Development shall be sited and designed to, as practicable, preserve wildlife corridors associated with the Rock Creek tributaries that flow through the Pleasant Valley Comprehensive Plan. The two priority tributaries for this policy are located: (1) on the north side of Hemrich Road and its extension; and, (2) on the north side of the Troge-Winston Road corridor.

T-2.2: Foster Parkway

Foster Road, from approximately the 172nd-190th Connector to Vogel Road, will be designed and developed as a “Parkway” street. Foster Parkway is intended to accommodate all modes of travel along a safe and attractive street adjacent to the Pleasant Valley Downtown District and neighborhoods along Foster Road. Per the classification and cross-section adopted in the Transportation System Plan, it will be a three-lane Minor Arterial facility with additional landscaping, a planted median where feasible, and a separated multi-use trail. The section adjacent to the Pleasant Valley Downtown District will have features that support the more active pedestrian-oriented character of the area, as defined by the Pleasant Valley Downtown District Overlay. For example, sidewalks may include trees in tree wells, pedestrian-scale lighting and other pedestrian amenities.

T-2.3: OR 224 Refinement Plan and Realignment in Carver

The City will work with ODOT and others to prepare a refinement plan for OR 224 through Carver. The City’s vision for the Carver Riverfront District includes a realignment of the highway to the east along the base of the bluff to: (1) create the Carver Riverfront District (see Policy 7.4); and (2) reduce congestion and improve safety at the intersection of OR 224 and Market Road; and, (3) preserve a walkable village core in the heart of the Carver Junction.

ED-1.6: Pleasant Valley/North Carver Employment

Pleasant Valley/North Carver Comprehensive Plan areas will include a diverse range of employment opportunities. Employment lands will provide:

- Reasonable amounts of industrial and employment areas to address the employment needs of those living in the area, as well as contribute to sub-regional needs.
- Employment areas that are served by adequate public facilities and accessible by a full range of transportation modes (i.e., automobile, freight/truck, transit, shared ride, pedestrian and bicycle).
- A new master planned Pleasant Valley “Downtown District” mixed use center near the Hemrich/Foster intersection) with mixed-use zoning that allows for commercial, civic, workforce housing and related uses.
- Community Commercial Center zoning in the Carver Junction area to support a future “Carver Riverfront District” with a mix of uses that allow for a wide range of commercial uses and medium-to-high density housing.
- Employment uses that are integrated with the natural resource qualities of the land, including bluffs, streams/river, agriculture and viewpoints.