



# Oregon

Theodore R. Kubongoski, Governor

Department of Land Conservation and Development

635 Capitol Street, Suite 150

Salem, OR 97301-2540

(503) 373-0050

Fax (503) 378-5518

www.lcd.state.or.us



## NOTICE OF ADOPTED AMENDMENT

06/26/2009

**TO:** Subscribers to Notice of Adopted Plan  
or Land Use Regulation Amendments

**FROM:** Plan Amendment Program Specialist

**SUBJECT:** City of Happy Valley Plan Amendment  
DLCD File Number 002-09

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. A Copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures\*

**DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL:** Monday, June 29, 2009

This amendment was submitted to DLCD for review prior to adoption. Pursuant to ORS 197.830(2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

**\*NOTE:** THE APPEAL DEADLINE IS BASED UPON THE DATE THE DECISION WAS MAILED BY LOCAL GOVERNMENT. A DECISION MAY HAVE BEEN MAILED TO YOU ON A DIFFERENT DATE THAT IT WAS MAILED TO DLCD. AS A RESULT, YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE ABOVE DATE SPECIFIED.

**Cc:** Sarah Mizejewski, City of Happy Valley  
Gloria Gardiner, DLCD Urban Planning Specialist  
Jennifer Donnelly, DLCD Regional Representative  
Bill Holmstrom, DLCD Transportation Planner

<paa> YA

# Notice of Adoption



THIS FORM **MUST BE MAILED** TO DLCD  
**WITHIN 5 WORKING DAYS AFTER THE FINAL DECISION**  
 PER ORS 197.610, OAR CHAPTER 660 - DIVISION 18

Jurisdiction: CITY OF HAPPY VALLEY

Local file number: CPA-04-09

Date of Adoption: 6-2-09

Date Mailed: 6-8-09

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? **Select one** Date:

Comprehensive Plan Text Amendment

Comprehensive Plan Map Amendment

Land Use Regulation Amendment

Zoning Map Amendment

New Land Use Regulation

Other:

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".

ADOPTION OF THE CITY'S TRANSPORTATION SYSTEM PLAN TO INCLUDE A PEDESTRIAN MASTER PLAN (TEXT AND MAP WITHIN PEDESTRIAN CHAPTER).

Does the Adoption differ from proposal? Please select one

Plan Map Changed from: N/A

to: N/A

Zone Map Changed from: N/A

to: N/A

Location:

Acres Involved: CITY WIDE

Specify Density: Previous:

New:

Applicable statewide planning goals:

<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>	<b>17</b>	<b>18</b>	<b>19</b>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Was an Exception Adopted?  YES  NO

Did DLCD receive a Notice of Proposed Amendment...

45-days prior to first evidentiary hearing?

Yes  No

If no, do the statewide planning goals apply?

Yes  No

If no, did Emergency Circumstances require immediate adoption?

Yes  No

DLCD file No. 002-09 (17411) [15571]

Please list all affected State or Federal Agencies, Local Governments or Special Districts:

CLACKAMAS COUNTY, CITY OF DAMASCUS, CITY OF GRESHAM, CITY OF PORTLAND, METRO

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Local Contact: SARAH MIZEJEWSKI

Phone: (503)783-3811 Extension:

Address: 16000 SE MISTY DRIVE

Fax Number: 503 .658-5174

City: HAPPY VALLEY

Zip: 97086

E-mail Address:

sarahm@ci.happy-valley.or.us

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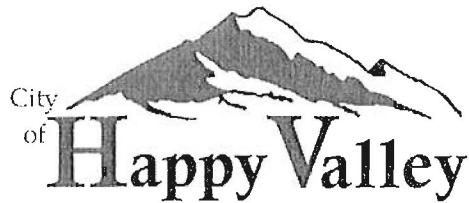
## ADOPTION SUBMITTAL REQUIREMENTS

This form **must be mailed** to DLCD **within 5 working days after the final decision**  
per ORS 197.610, OAR Chapter 660 - Division 18.

1. Send this Form and TWO Complete Copies (documents and maps) of the Adopted Amendment to:

**ATTENTION: PLAN AMENDMENT SPECIALIST  
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT  
635 CAPITOL STREET NE, SUITE 150  
SALEM, OREGON 97301-2540**

2. Electronic Submittals: At least **one** hard copy must be sent by mail or in person, but you may also submit an electronic copy, by either email or FTP. You may connect to this address to FTP proposals and adoptions: **webserver.lcd.state.or.us**. To obtain our Username and password for FTP, call Mara Ulloa at 503-373-0050 extension 238, or by emailing **mara.ulloa@state.or.us**.
3. Please Note: Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.
4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.
5. The deadline to appeal will not be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE (21) days** of the date, the Notice of Adoption is sent to DLCD.
6. In addition to sending the Notice of Adoption to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.
7. **Need More Copies?** You can now access these forms online at **<http://www.lcd.state.or.us/>**. Please print on **8-1/2x11 green paper only**. You may also call the DLCD Office at (503) 373-0050; or Fax your request to: (503) 378-5518; or Email your request to **mara.ulloa@state.or.us** - ATTENTION: PLAN AMENDMENT SPECIALIST.



June 8, 2009

**File No. CPA-04-09** (Happy Valley Pedestrian Master Plan):

***NOTICE OF DECISION***

On June 2, 2009, the City of Happy Valley City Council adopted CPA-04-09 which amended the City's Transportation System Plan to include a Pedestrian Master Plan. The City Council's decisions were based on a recommendation from the Happy Valley Planning Commission, and information and testimony submitted by the public to the City Council.

Copies of the decision, Staff Report and Exhibits for File No. CPA-04-09 are available upon request.

This action of the City Council is subject to appeal to the State of Oregon Land Use Board of Appeals under ORS 197.830. An appeal of this decision must be filed within 21 days of the mailing of this Notice of Decision. If no appeal is filed by **Monday June 29, 2009 at 5:00 p.m.**, this decision shall be deemed final.

A handwritten signature in cursive script that reads "Sarah Mizejewski".

Sarah Mizejewski  
Associate Planner

cc: Catherin Daw, City Manager (via e-mail)  
Jason Tuck, Economic & Community Development Director (via e-mail)  
Michael Walter, Planning Director (via e-mail)  
All Interested Persons (via post)

16000 SE Misty Drive  
Happy Valley, Oregon 97086  
Telephone: (503) 783-3800 Fax: (503) 658-5174  
Website: [www.ci.happy-valley.or.us](http://www.ci.happy-valley.or.us)

CITY OF HAPPY VALLEY  
ORDINANCE NO. 390

AN ORDINANCE APPROVING LOCAL FILE NO. CPA-04-09, WHICH INCLUDES THE  
ADOPTION OF AMENDMENTS WITHIN CHAPTER 5 OF THE CITY'S  
TRANSPORTATION SYSTEM PLAN (TSP) ASSOCIATED WITH THE PEDESTRIAN  
MASTER PLAN

THE CITY OF HAPPY VALLEY ORDAINS AS FOLLOWS:

WHEREAS, application CPA-04-09 was initiated by the City of Happy Valley to adopt amendments to Chapter 5 of the City's TSP associated with the Pedestrian Master Plan and,

WHEREAS a public hearing was held before the City of Happy Valley Planning Commission on April 28, 2009; and,

WHEREAS, the Planning Commission unanimously recommended that said revisions be adopted based on the submitted materials as recommended in the Staff Report to the Planning Commission dated April 28, 2009; and,

WHEREAS, the City has timely forwarded a copy of the proposed products and amendments to the Department of Land Conservation and Development of the State of Oregon and Metro; and,

WHEREAS, the City Council of the City of Happy Valley, Oregon, has determined that it is reasonable, necessary and in the public interest to adopt the amended Chapter 5 of the TSP, and upholds the Planning Commission's recommendation pursuant to the findings within the Staff Report to the Planning Commission dated April 28, 2009.

NOW, THEREFORE, based on the foregoing,


THE CITY OF HAPPY VALLEY ORDAINS AS FOLLOWS:

Section 1. The City of Happy Valley declares that the Chapter 5 Transportation System Plan Update located within the Staff Report to the Planning Commission dated April 28, 2009 is hereby adopted as an ancillary document to the City's Comprehensive Plan in conjunction with this Ordinance.;

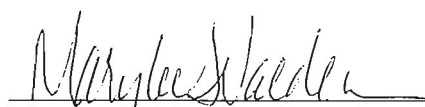
Section 2. The City of Happy Valley declares that the Findings of Fact included within the Staff Report to the Planning Commission dated April 28, 2009 are hereby adopted in conjunction with this Ordinance.

CONSIDERED for the first time at the regular meeting of the City Council of the City of Happy Valley, Oregon, on May 19, 2009 and considered for the second time on June 2, 2009, and adopted by a unanimous vote of the members of the City Council of the City of Happy Valley, Oregon.

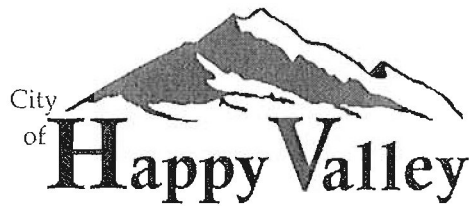
CITY OF HAPPY VALLEY

  
\_\_\_\_\_  
Mayor Rob Wheeler

ATTEST:

  
\_\_\_\_\_  
Marylee Walden, City Recorder

Mayor  
Honorable Rob Wheeler



City Manager  
Catherin L. Daw

**CITY OF HAPPY VALLEY  
STAFF REPORT TO THE PLANNING COMMISSION**

**April 28, 2009**

**PEDESTRIAN MASTER PLAN**

**FILE NO. CPA-04-09**

The Happy Valley Pedestrian Master Plan has been funded by a grant from the State of Oregon Transportation and Growth Management (TGM) Program.

**I. GENERAL INFORMATION:**

**APPLICABLE CRITERIA:**

Applicable Statewide Planning Goals; Divisions 1, 2 and 12 of the Oregon Administrative Rules; applicable Goals and Policies from the City of Happy Valley Comprehensive Plan; and, applicable Sections of Title 16 (Development Code) of the City of Happy Valley Municipal Code, including §16.40.020 (Initiation of a plan amendment), §16.40.040 (Public hearing and notice), and §16.40.041 (Review criteria).

**EXHIBITS:**

- A. Staff Report and Findings of Fact
- B. Proposed Happy Valley TSP Chapter 5
- C. Metro Comments (Letter dated March 24, 2009)
- D. Public Notice

**BACKGROUND:**

The current Happy Valley TSP includes a Pedestrian Plan (Chapter 5) which is primarily based on the existing and proposed street system, and roughly envisions regional trails. The rapid development of Happy Valley and surrounding areas, combined with current long-range planning efforts (East Happy Valley Comprehensive Plan) provides a timely opportunity for a comprehensive pedestrian master plan that will link missing components to create a usable system enhancing opportunities for bicycling, walking and transit use.

The process to create a Pedestrian Master Plan began in 2007 with a state Transportation and Growth Management (TGM) grant. The focus of the grant work has been to inventory the existing pedestrian conditions (on- and off-street) within the City, identify deficiencies and gaps

with the existing system, and plan for the completion of a comprehensive and cohesive pedestrian system. Three main documents including a Pedestrian System and Trail Master Plan; a Trail Development Handbook; and, the revision of Chapter 5 of the TSP that includes a plan map have been produced as a part of the Pedestrian Master Plan. The revised Chapter 5 of the TSP is the work product being considered for adoption with this file.

## **OBSERVATIONS:**

### EAST HAPPY VALLEY COMPREHENSIVE PLAN (EHVCP)

With the EHVCP efforts underway, the time to create a comprehensive pedestrian plan seemed to be a logical task for the City to complete. As development occurs in the east Happy Valley area, the City wants to ensure appropriate mechanisms for pedestrian and trail development are in place. The revision of Chapter 5 of the City's TSP provides for a comprehensive pedestrian plan that will allow the City to develop a functional pedestrian system.

### METRO REGIONAL TRAILS

Metro has created a Regional Trails Map and loosely describes where they envision regional trail alignments to be. In developing the revision of Chapter 5 of the City's TSP, there was careful consideration of the regional trails envisioned by Metro. Some alignments were slightly modified based on topography and other natural resource information available to the City. However, the overall intent and alignments of the regional trails in the area remains intact. Metro has reviewed the proposed amendments and provided only minimal comments. None of those comments concerned trail alignment.

### LOCAL JURISDICTION COORDINATION

The City of Happy Valley is surrounded by several other local jurisdictions. The City of Gresham, City of Damascus, Clackamas County, and the North Clackamas Parks and Recreation District all participated in the development of this project and its components, including the revision of Chapter 5 of the City's TSP. Of paramount concern to the City of Happy Valley was the coordination of the pedestrian system beyond our jurisdictional boundaries. To ensure that pedestrian facilities didn't simply stop at our city limit sign, planning of trail alignments coordinate with the adjacent jurisdiction plans to ensure not only a locally connected system, but a regionally connected system.

### PUBLIC INVOLVEMENT



Public involvement was a key component of the Pedestrian Master Plan and has been made up of the following components:

**Citizen Working Group (CWG)**

- A 6-member committee was formed in 2008 to review and comment on the Pedestrian Master Plan throughout the process.
- The CWG met 3 times between October 2008 and February 2009.
- The CWG provided necessary comments to the project team to ensure the final product was useful and desirable to the citizens of Happy Valley.

**Technical Advisory Committee (TAC)**

- A 7-member committee was formed in 2008 to review and provide technical comment on the Pedestrian Master Plan throughout the process.
- The TAC consisted of representatives from Clackamas County, North Clackamas Parks and Recreation District, City of Gresham, City of Damascus, Oregon Department of Transportation, and the City of Happy Valley. Metro was also invited to comment on materials and did provide feedback toward the end of the process.
- The TAC met three times between September 2008 and February 2009 and was crucial in the development of Chapter 5 of the TSP and the Trail Development Handbook.

**Open House**

- An Open House was held on March 18, 2009. Approximately 25 citizens attended the Open House and most reviews of the work products were favorable.

Altogether, a wide variety of comments and recommendations were received by the City of Happy Valley in conjunction with this public outreach effort. Most of said comments and recommendations have been incorporated into the documents attached to this staff report.

AGENCY AND INTERESTED PERSONS COMMENTS

Notification and materials were delivered to the Oregon Department of Land Conservation and Development (DLCD), the required 45 days prior to this initial evidentiary hearing. In addition, notice and materials were sent to the regional government (Metro) and other affected public and

private agencies. As of the date this report was written, one official comment had been received from Metro and is attached to this staff report as Exhibit C. All suggestions made by Metro were incorporated into the documents presented as a part of this staff report.

## **II. RECOMMENDATION**

As the City of Happy Valley continues to grow and expand through annexation (primarily to the south and west), it is of the utmost importance to plan for all modes of travel, including the trail and pedestrian system. Doing so in conjunction with adjacent jurisdictions is also critical. Adoption of the Pedestrian Master Plan within the City's TSP will provide the City with a pedestrian master plan that provides for a cohesive sidewalk and trail system within the City limits and plans for coordinated connections to adjacent jurisdictions.

Therefore, staff recommends that the Planning Commission forward a recommendation of approval of CPA-04-09 (Pedestrian Master Plan) on to the City Council.

## **III. FINDINGS OF FACT**

### **1. The following Statewide Planning Goals are applicable to the subject request:**

*“Goal 1 (Citizen Involvement)*

*To develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.*

#### **Staff Response:**

Statewide Planning Goal 1 requires governing bodies charged with preparing and adopting a comprehensive plan to adopt and publicize a program for citizen involvement that clearly defines the procedures by which the general public will be involved in the on-going land use planning process. The citizen involvement component of the Pedestrian Master Plan process provided many opportunities for the public to participate, provide comments, and obtain information about the process. Initially a seven person Citizens Working Group was formed and met three times to provide comments on the project. An open house was held where the public was invited to provide comments on the work completed. City newsletter and website articles also provided opportunity for the community to be involved. Therefore, this criterion was satisfied by the Pedestrian Master Plan citizen involvement process.

*Goal 2 (Land Use Planning)*

*To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to ensure an adequate factual base for such decisions and actions.*

**Staff Response:**

Statewide Planning Goal 2, Land Use Planning requires that local jurisdictions establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions. The amendments to Chapter 5 of the City’s TSP are subject to public notice, an initial evidentiary hearing before the Planning Commission and a final review by the City Council. Thus, a well established planning process and policy framework exists within the City. Therefore, this criterion is satisfied by the proposed amendments.

*Goal 12 (Transportation)*

*To provide and encourage a safe, convenient and economic transportation system.”*

**Staff Response:**

The intent of Goal 12 is “to provide and encourage a safe, convenient, and economic transportation system.” Part of encouraging and providing a safe, convenient and economic transportation system is to plan for a multi-modal transportation system. The Pedestrian Master Plan views the pedestrian system within Happy Valley as a mode of travel that could be used by the citizens for enjoyment or as a way to get to popular destinations. Further, the Pedestrian Master Plan and the Chapter 5 update is aimed at fulfilling the City’s transportation policies and the requirements of the Transportation Planning Rule (TPR) for comprehensive transportation planning. Therefore this criterion has been satisfied by the proposed amendments.

NOTE: The City finds that Goals 3-11 and Goals 14-19 are inapplicable to the subject application.

**2. The following Oregon Administrative Rules (OAR) are applicable to the subject request:**

***“OAR Chapter 660, Division 12 (Transportation Planning)***

***660-012-0020***

***Elements of Transportation System Plans***

*(1) A TSP shall establish a coordinated network of transportation facilities adequate to serve state, regional and local transportation needs.*

*(2) The TSP shall include the following elements:*

*(a) A determination of transportation needs as provided in OAR 660-012-0030;*

*(b) A road plan for a system of arterials and collectors and standards for the layout of local streets and other important non-collector street connections. Functional classifications of roads in regional and local TSP's shall be consistent with functional classifications of roads in state and regional TSP's and shall provide for continuity between adjacent jurisdictions. The standards for the layout of local streets shall provide for safe and convenient bike and pedestrian circulation necessary to carry out OAR 660-012-0045(3)(b). New connections to arterials and state highways shall be consistent with designated access management categories. The intent of this requirement is to provide guidance on the spacing of future extensions and connections along existing and future streets which are needed to provide reasonably direct routes for bicycle and pedestrian travel. The standards for the layout of local streets shall address:*

*(A) Extensions of existing streets;*

*(B) Connections to existing or planned streets, including arterials and collectors; and*

*(C) Connections to neighborhood destinations.*

*(c) A public transportation plan which:*

*(A) Describes public transportation services for the transportation disadvantaged and identifies service inadequacies;*

*(B) Describes intercity bus and passenger rail service and identifies the location of terminals;*

*(C) For areas within an urban growth boundary which have public transit service, identifies existing and planned transit trunk routes, exclusive transit ways, terminals and major transfer*

*stations, major transit stops, and park-and-ride stations. Designation of stop or station locations may allow for minor adjustments in the location of stops to provide for efficient transit or traffic operation or to provide convenient pedestrian access to adjacent or nearby uses.*

*(D) For areas within an urban area containing a population greater than 25,000 persons, not currently served by transit, evaluates the feasibility of developing a public transit system at buildout. Where a transit system is determined to be feasible, the plan shall meet the requirements of paragraph (2)(c)(C) of this rule.*

*(d) A bicycle and pedestrian plan for a network of bicycle and pedestrian routes throughout the planning area. The network and list of facility improvements shall be consistent with the requirements of ORS 366.514;*

*(e) An air, rail, water and pipeline transportation plan which identifies where public use airports, mainline and branchline railroads and railroad facilities, port facilities, and major regional pipelines and terminals are located or planned within the planning area. For airports, the planning area shall include all areas within airport imaginary surfaces and other areas covered by state or federal regulations;*

*(f) For areas within an urban area containing a population greater than 25,000 persons a plan for transportation system management and demand management;*

*(g) A parking plan in MPO areas as provided in OAR 660-012-0045(5)(c);*

*(h) Policies and land use regulations for implementing the TSP as provided in OAR 660-012-0045;*

*(i) For areas within an urban growth boundary containing a population greater than 2500 persons, a transportation financing program as provided in OAR 660-012-0040.*

*(3) Each element identified in subsections (2)(b)-(d) of this rule shall contain:*

*(a) An inventory and general assessment of existing and committed transportation facilities and services by function, type, capacity and condition:*

*(A) The transportation capacity analysis shall include information on:*

*(i) The capacities of existing and committed facilities;*

*(ii) The degree to which those capacities have been reached or surpassed on existing facilities;  
and*

*(iii) The assumptions upon which these capacities are based.*

*(B) For state and regional facilities, the transportation capacity analysis shall be consistent with standards of facility performance considered acceptable by the affected state or regional transportation agency;*

*(C) The transportation facility condition analysis shall describe the general physical and operational condition of each transportation facility (e.g., very good, good, fair, poor, very poor).*

*(3)(b) A system of planned transportation facilities, services and major improvements. The system shall include a description of the type or functional classification of planned facilities and services and their planned capacities and performance standards;"*

**Staff Response:**

In conformance with 660-012-0020(2)(d), Staff is proposing an update to the City's TSP to include an improved Chapter 5 (Pedestrian Plan) section. The purpose of the TSP Update to Chapter 5 (Pedestrian Plan) is to address recent growth within the City and ensure that the transportation system plan, and in particular the pedestrian plan, can adequately serve growth in the expanded city limits (primarily to the south and east) and provide for a well connected system throughout the surrounding area. The TSP update to Chapter 5 also confirms consistency with the Regional Transportation Plan and Statewide Planning Policies. Further, the TSP update is aimed at fulfilling the City's transportation policies and the requirements of the Transportation Planning Rule (TPR) for comprehensive transportation planning. Therefore, this criterion is satisfied by the proposed amendments.

**3. The following Goals and Policies from the City of Happy Valley Comprehensive Plan are applicable to this request:**

*"Goal #8 – To satisfy the recreational needs of the citizens of the state and visitors.*

*Policy 57: To satisfy the recreational needs of the citizens of the state and visitors, and to provide additional park and outdoor recreational facilities in order to meet recreational needs of residents.*

**Staff Response:**

With the adoption of the revised Chapter 5 of the City’s TSP, the City is planning for recreational needs, and specifically the needs of walkers, hikers, and in some instances bicyclists, throughout the City. Pedestrian routes have been planned such that they provide multiple types of opportunities and fulfill different types of needs. Routes are planned along nature corridors as well as in areas to provide alternatives to the automobile in order to complete necessary tasks. Therefore, this criterion has been satisfied by the proposed amendments.

*Goal #12 – To provide and encourage a safe, convenient and economic transportation system for the planned growth and ultimately for full urban development of the City.*

*Policy 64: To develop good transportation routes (vehicular, pedestrian, bicycle, etc.) between residential areas (and major activity centers both inside and outside the City) with street interconnectivity and neighborhood livability issues being the paramount consideration.*

*Policy 70: To encourage the development of bike paths and pedestrian walkways throughout the city in accordance with OAR and the implementation of the County bikeway route through the City.”*

**Staff Response:**

The Pedestrian Master Plan and the revision to Chapter 5 of the City’s TSP not only have the goal to provide pedestrians with recreational opportunities, but it also strives to connect residential areas with major destination in the area. The revised Chapter 5 of the City’s TSP provides a very well interconnected pedestrian system that would provide the citizens of Happy Valley and other users of the system an alternative to driving. The Pedestrian Master Plan as a whole, and specifically the revision to Chapter 5 of the City’s TSP, was developed in coordination with adjacent jurisdictions so as to ensure pedestrian connectivity throughout the region. Therefore, these criteria have been satisfied by the proposed amendment.

**4. The following sections of Title 16 of the Happy Valley Municipal Code (DEVELOPMENT CODE) are applicable to this request:**

*“Chapter 16.40 AMENDMENTS TO THE COMPREHENSIVE PLAN, LAND USE MAP AND LAND DEVELOPMENT TITLE OF THIS CODE*

[...]

16.40.020 Initiation of a plan amendment.

*Any change in the text, map, or implementing ordinance of the adopted Happy Valley Comprehensive Plan may be initiated by the City, any resident of the City, property owners or authorized agent. [...]*

**Staff Response:**

The revision to Chapter 5 of the City's TSP has been initiated by the City of Happy Valley. Therefore, this criterion has been satisfied by the proposed amendments.

[...]

16.40.040 Public hearing and notice.

*A. Any proposed change to the adopted Happy Valley land use regulations shall follow the stated scheduling, notification and procedure.*

*1. Process. The first evidentiary hearing shall occur before the planning commission, who may make a recommendation to the city council to approve, approve with conditions, or deny subject requests. The city council shall be the final local review authority, and shall decide to approve, approve with conditions, or deny subject requests.*

*2. Notice.*

*a. All affected governmental agencies shall be notified by mail. Failure to receive such notices shall not invalidate the application, public hearing or other proceedings.*

*b. Continued hearings may be held on any application without giving further notice as outlined above, provided that the date and time of additional or continued hearings are given during the first public hearing or subsequent hearing on the subject preceding the additional or continued hearing.*

*c. Notice of all non-site-specific proposed plan text, map or implementing ordinance amendments shall be provided pursuant to the city charter and applicable state statutes.*

*B. Any proposed annexation to the city via an expedited process shall follow the stated scheduling, notification and procedure.*

*1. Process. Expedited annexations shall be processed as an ordinance per chapter eight of the city's Charter, effective January 1, 2001. The final decision shall occur before the city council. The city council shall be the only local review authority, and shall decide to approve, approve with conditions, or deny subject requests.*

*2. Notice.*



a. *All interested and necessary parties, as defined by the Metro Code Section 3.09.020, shall be notified by mail. Failure to receive such notices shall not invalidate the application, final decision or other proceedings.*

b. *Continued hearings may be held on any application without giving further notice as outlined above, provided that the date and time of additional or continued hearings are given during the first public hearing or subsequent hearing on the subject preceding the additional or continued hearing.*

**Staff Response:**

The processes and notice described within this section have been followed by the City. Therefore, these criteria are satisfied by the proposed amendments.

Section 16.40.041 *Review criteria.*

*A. The proposed amendment is consistent with and promotes applicable Goals and Policies of the Comprehensive Plan of the city;*

**Staff Response:**

See the staff response to the applicable Goals and Policies of the Comprehensive Plan, above. As addressed within the record, this criterion is satisfied by the proposed amendments.

*B. There is a demonstrated public need for a change of the specific type proposed;*

**Staff Response:**

OAR 660-012-020 requires TSP's to include a pedestrian plan for a network of routes throughout the planning area. It can be argued that the City's current TSP already provided such a plan consistent with the standards outlined in the above referenced section. However, staff contends that the public in general, and specifically the citizens of Happy Valley, will gain a greater benefit from the planning and coordination efforts undertaken as a result of this project. Therefore, this criterion has been satisfied by the proposed amendment.

*C. That need will be best served by the amendment as proposed as compared with other alternatives;*

**Staff Response:**

Staff interprets the language “other alternatives” in this criterion to mean that the alternative would be to not have completed the proposed Pedestrian Master Plan and revisions to Chapter 5 of the City’s TSP. As mentioned previously, it can be argued that the City’s current TSP already provided such a plan consistent with the standards outlined in OAR 660-012-020. However, staff contends that the public in general, and specifically the citizens of Happy Valley, will gain a greater benefit from the planning and coordination efforts undertaken as a result of this project. Therefore, this criterion is satisfied by the proposed amendments.

*D. The proposed amendment is consistent with the use and implementation of growth management mechanisms and capital improvement programs of the city;*

**Staff Response:**

The City of Happy Valley Comprehensive Plan establishes goals and policies to guide the quantity, type, costs, timing, and quality of development within the city. The applicable growth management mechanism policies related to the proposed project include those addressed above. Staff has demonstrated compliance with all applicable regulations and policies of the City. Therefore, this criterion has been satisfied by the proposed amendment.

*E. The proposed amendment can be implemented by this land development title and all other appropriate codes, ordinances and regulations. The applicant bears the entire burden of proof of establishing to the planning commission that the proposed amendment meets the above requirements. This burden of proof shall also apply to the city if it initiates a proposed amendment.*

**Staff Response:**

The proposed amendments to Chapter 5 of the TSP can be implemented by the land development code currently in place. The City, as applicant, has established to the planning commission that the proposed amendments meet the requirements as observed throughout this staff report. Therefore, this criterion is satisfied by the proposed amendments.

*F. When an application includes a proposed comprehensive plan amendment or land use district change, the proposal shall be reviewed to determine whether it significantly affects a transportation facility, in accordance with Oregon Administrative Rule (OAR) 660-012-0060. If a Master Plan that requires a full traffic impact analysis is required for a comprehensive plan*

*map amendment/zone change area, a subsequent Master Plan may satisfy this provision, as determined by the City of Happy Valley community development director or designee.”*

**Staff Response:**

No land use designation change has been proposed. The proposed amendment to Chapter 5 of the TSP is in compliance with applicable Oregon Administrative Rules, as observed above. Therefore, this criterion has been satisfied with the proposed amendment.

## 5. Pedestrian Plan

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This chapter summarizes existing and future pedestrian system needs in the City of Happy Valley. The pedestrian system includes sidewalks, paths, multi-use trails, and access ways. The following sections identify the policies for implementing a pedestrian plan, evaluate needs and recommend a pedestrian master plan for the City of Happy Valley. The policies used in evaluating pedestrian needs were identified through work with the TSP Citizen Advisory Committee and the Pedestrian Master Plan Citizen Working Group.

### ***Policies***

There are several policies for future pedestrian facilities in Happy Valley. These policies are aimed at providing the City with priorities to direct its funds towards pedestrian projects that meet the goals of the City. It is the City's policy to:

#### Livability

Policy 1b: Encourage pedestrian accessibility by providing safe, secure and desirable pedestrian routes.

#### Multi-Modal Travel

Policy 3b: Require the construction of sidewalks on all streets within Happy Valley unless a variance is approved by the City due to environmental constraints. All schools, parks, public facilities and retail areas shall have direct access to a sidewalk.

Policy 3c: Develop bicycle and pedestrian plans which link to existing and planned recreational trails.

Policy 3g: Improve pedestrian access to transit as service demands increase in the future.

Policy 3h: Pursue the expansion of the regional and local trail system with new development.

Policy 3i: Implement regional alternative mode share targets to reduce the reliance on single-occupancy vehicles.

Policy 3j: Require pedestrian and bicycle connections between neighborhoods to minimize out of direction travel. This is achieved with a well developed local street system and off-street trail system.

#### Trail Use

Policy 3k: Ensure trail uses are compatible to the natural area to protect the scenic and aesthetic values of the open space area.

Policy 3l: Restrict trails designated as a Pedestrian Trail to use by pedestrians (hikers) only. Restrict trails designated as a Multi-use Trail to use by pedestrians (hikers), bicyclists and other approved non-motorized/electrical wheeled vehicles, including wheelchairs.

Authorized acceptable motorized/electrical vehicles on all trails should include vehicles used for emergency and maintenance purposes. Multi-use trail use should be prohibited for bicycle racing and skateboarding to ensure the safety of trail users and the protection of natural resources.

Policy 3m: Allow trail users to bring pets with exception to designated “No Pet” areas. All pets must be kept on a leash no longer than six feet and kept in complete physical control by its owner at all times. Owners shall be responsible for cleaning up after their pets.

Policy 3n: Monitor trail user needs to ensure their concerns, quality of experience and compatibility with various uses are addressed. Walking (hiking) users should be the primary trail users in order to reduce environmental impacts. To ensure that all trails will be accessible to walking (hiking), non-walking users may be restricted or redirected if adverse impacts to user safety occur.

Policy 3o: Restrict use of the trail system within City parks to the set park hours. Use of the trail system located outside City parks should generally be limited to one hour before sunrise and one hour after sunset.

### Convenience

Policy 3p: Prioritize personal safety for the trail system. Trail features should be provided, when appropriate, to increase user safety. Trail safety features to consider include:

- Lighting on paved trails
- Signage for location and trail direction
- Emergency call boxes
- Enforcement of trail regulations
- Public monitoring and patrol

Policy 3q: Provide signage along pedestrian and multi-use trails with directions to destinations and mileage (consider kilometers).

Policy 3r: Provide signage on all roadways where the trail crosses the roadway alerting motorists of the trail crossing and the presence of cyclists and pedestrians.

Policy 3s: Select roadway and trail crossing locations to reduce pedestrian safety issues (such as poor sight distance). Traffic control measures may be necessary to warn roadway vehicles and trail users of approaching intersections/roadways and to facilitate the safe pedestrian crossing of the intersection/roadway.

Policy 3t: Clear vegetation at trail intersections within natural areas to provide adequate sight distance.

Policy 3u: Clearly mark known hazardous conditions such as sharp curves, low clearance and poor sight distance for trail users.

### Environmental Protection

Policy 3v: Establish a buffer area adjacent to all environmentally sensitive habitat areas. The purpose of this buffer area should be to provide for a sufficient area to protect the environmentally sensitive habitat from degradation resulting from trail use and should be compatible with the continuance of such habitat areas.

Policy 3w: Encourage users to remain on designated trails. The creation and use of trails not part of the trail system should be discouraged. This should include short-cut trails or trails to adjacent private property.

Policy 3x: Encourage users to limit contact with creeks, streams and natural waterways. Users should not be allowed to enter waterways (swim, bathe, etc.), obstruct or divert waterways, and deposit any materials or substances near or in waterways.

Policy 3y: Support trail education including proper trail etiquette and low impact use to reduce negative trail use impacts.

### Design and Management

Policy 3z: Provide trails that are enjoyable, educational, safe, and compatible with habitats and managed in a sustainable manner.

Policy 3aa: Maintain the scenic quality of the area and minimize operations and maintenance costs with new trails.

Policy 3ab: Consider the construction of new trails within existing and newly acquired public land and open space.

Policy 3ac: Provide accurate and up to date trail maps and use guidelines to citizens and visitors.

Policy 3ad: Provide trail signage throughout the City with a cohesive design to brand the City trail system and indicate to trail users that jurisdictional boundaries are being crossed.

Policy 3ae: Consider pedestrian safety at intersections and designated mid-block pedestrian crossings. Pedestrian design elements (painted crosswalk, pedestrian signal) and traffic calming measures (speed hump, raised median) may be appropriate.

Policy 3af: Provide a high quality pedestrian environment along sidewalks to encourage walking trips. Design elements such as a landscape buffer or street trees, benches, lighting should be considered.

### Citizen Interests

Policy 3ag: Consider trail amenities to ensure the trail system is accessible and enjoyable for everyone. Trailheads (for major trails) serve as primary access to the trail system. Trailhead amenities should be considered such as parking areas, restrooms, drinking fountains, trash cans, information kiosks (maps and points of interest), and destination signage with mileage. Other trail amenities should be considered such as mileage markers along the trail, roadway signage at under/over-crossings, markers at all trail access points, way finding signage, drinking fountains, viewpoints, picnic tables and resting areas (benches).

### Adjacent Property Interests

Policy 3ah: Consider potential impacts to adjacent properties regarding trail placement and design. Design aids such as signs, vegetative screen and fencing should be considered to limit potential impacts such as noise and significant activity levels.

Policy 3ai: Provide signage to discourage trespassing by trail users onto adjacent property where appropriate.

Policy 3aj: Encourage trail use and volunteer trail maintenance assistance to help reduce vandalism and maintain safety.

### Continuing Maintenance

Policy 3ak: Retain maintenance responsibility records for each trail segment in Happy Valley. The maintenance responsibility of the trail system varies but is typically the responsibility of the Home Owners' Association, North Clackamas Parks and Recreation District or the City of Happy.

Policy 3al: Ensure the trail system is maintained which includes but is not limited to:

- Caring for plants - weeding, pruning, watering
- Keeping trails clear of down trees, danger trees and limbs, washouts, etc.
- Cleaning storm water facilities
- Repairs to foot bridges, benches, signage, trailhead amenities
- Maintaining screening and fencing

Policy 3am: Enforce pedestrian system maintenance agreements with established Homeowners' Association that are established or through other negotiated mechanisms.

### Liability

Policy 3an: Ensure the trail system implements risk management strategies. These strategies may include:

- Avoid placement of trails near hazardous conditions
- Develop a list of permitted trail uses and the associated risks
- Construct trails within design guidelines
- Conduct regular trail inspections
- Take quick action to remedy identified problems
- Develop a plan for medical emergencies on the trails

Policy 3ao: Print a trail user liability release for the City of Happy Valley on all pedestrian materials and maps provided to the public.

Policy 3ap: Hold users liable for any damage incurred to the trail system by themselves, their children or their pets, in addition to any penalties imposed for the violation.

### Planning and Implementation

Policy 3aq: Pursue the acquisition of open space and right-of-way land to provide trail connections through vacant private parcels to create a complete trail system.

Policy 3ar: Pursue easements from adjacent property owners to implement the adopted Happy Valley Pedestrian Master Plan and to provide adequate access to the trail system and pedestrian network.

### Schools and Parks

Policy 4b: Designate safe and secure walking and bicycle routes for children between schools and residential neighborhoods in Happy Valley.

Policy 4c: Designate safe and secure walking and bicycle routes between parks and other activity centers in Happy Valley.

### Accessibility

Policy 6a: Design and construct transportation facilities to meet the requirements of the Americans with Disabilities Act.

## **Needs**

The existing pedestrian system in Happy Valley varies greatly depending on the location (see Figure 3-2). In general, arterials and collectors have sidewalks present on at least one side of the roadway. The presence of sidewalks on local and neighborhood streets is typically dependent on the age of the neighborhood or development. Most older neighborhoods and some newer neighborhoods outside the city limits have gaps in the sidewalk and trail system which discourage pedestrians and put them at an increased safety risk by requiring them to share the roadway with vehicles in certain locations. Typically, newer neighborhoods within the city limits have a sidewalk and a landscape strip on both side of the street and provide a trail system within dedicated green space areas.

Overall, the goal of the City is to provide a safe and interconnected pedestrian system for the walking mode of travel, especially for trips less than one mile in length. The major pedestrian needs in Happy Valley are providing sidewalks on at least one side of all arterial and collector roadways and providing pedestrian connections (sidewalks or trails) between popular walking destinations. Planning pedestrian facilities should consider the three most prevalent trip types:

- Residential based trips – home to school, home to home, home to retail, home to park, home to transit, home to entertainment
- Service based trips – multi-stop retail trips, work to restaurant, work to services, work/shop to transit
- Recreational based trips – home to park, exercise trips, casual walking trips

Residential trips need a set of interconnected sidewalks and trails radiating out from homes to destinations within one-half to one mile. Beyond these distances, walking trips of this type become substantially less common (over 20 minutes). Service based trips require direct, conflict-free sidewalk and trail connections between uses (for example, a shopping mall with its central spine walkway that connects multiple destinations). Service based trips need a clear definition of sidewalk and trail connectivity. This requires mixed use developments to locate front doors which relate directly to the public right-of-way and provide walking links between uses within one-half mile. Recreational walking trips have different needs such as a trail system with connections to parks and natural areas, user amenities (benches, viewpoints, signage, etc.) and sidewalks with street lighting and landscaping.

There is a need for the City to implement this Plan and provide an off-street trail network to promote pedestrian and bicycle trips, reduce vehicle trips and provide an alternative to the sidewalk system. There are major sidewalk gaps on several roadways. A trail system could be used to connect popular walking destinations when sidewalks are limited. Also, trails could allow for shorter connections between destinations by cutting through properties and not being dependent on roadway alignments. The hilly topography throughout the City contributes to poor sight distances and further justification for providing safe pedestrian facilities separate from the roadway. The abundant natural areas (creeks, wetlands, vistas) and varied topography within Happy Valley provide an opportunity to develop a successful trail system.

## **Facilities**

Pedestrian facilities may include sidewalks, paths, multi-use trails, and access ways.

- Sidewalk – A walkway that provides pedestrian passage adjacent to a roadway. Sidewalks may be located directly adjacent to the roadway (curb tight) or separated from the roadway



by a landscape strip. Sidewalks are primarily used for walking trips with bicycle use discouraged. Sidewalks are typically constructed of concrete.

- Path – A walkway that provides pedestrian passage that is not associated with a roadway (off-street). Paths are primarily used for walking trips with bicycle use discouraged. Typically, paths are located in parks, natural areas, and residential designated green spaces. Paths may require stairs in steep areas and a raised structure (boardwalk or bridge) in sensitive natural areas. An all weather surface is desirable, however in natural areas, surfaces may include gravel or bark chip.
- Multi-use Trail – A walkway that provides pedestrian and bicycle passage that is not associated with a roadway. Multi-use trails are typically located in parks, natural areas, and residential designated green spaces. An all weather surface is highly desirable, however in natural areas, surfaces such as gravel or bark chip may be considered.
- Access way – A walkway that provides pedestrian and bicycle passage either between streets (alleyway) or from a street to a building or other destinations such as a school, park or transit stop.

Pedestrian facilities should be built to current design standards of the City of Happy Valley and in compliance with the Americans with Disabilities Act (at least four feet of unobstructed sidewalk).<sup>1</sup> Typically, wider pedestrian facilities are desirable to encourage walking trips. An exception would be an off-street trail facility located in a constrained environment (steep topography, wetlands, etc.) where a smaller footprint is desirable to limit the impact of the surrounding area. The Happy Valley Design Manual provides the construction standards for pedestrian facilities such as sidewalks, paths, trails and curb ramps. The Happy Valley Trail Development Handbook outlines the City's approval process for constructing a trail and provides guidelines for trail construction including cross-sections standards for various trail conditions.

The street cross-sections in chapter 8 of this TSP provide pedestrian facilities. Typical roadways include five foot wide sidewalks on both sides of the road along a five foot wide landscape strip with street trees. The local commercial cross-section (Figure 8-7B), to be used adjacent to commercial, mixed-use residential and mixed-use employment land uses, includes 12 foot wide sidewalks with street trees in tree wells to encourage pedestrian trips. The hillside collector cross-section (Figure 8-5A), to be used on the future 162<sup>nd</sup> Avenue along the base of Scouter Mountain, includes a twelve foot wide pedestrian path on the downhill side of the roadway to accommodate recreational pedestrian use.

### **Metro Regional Transportation Plan**

Metro 2035 Regional Transportation Plan (RTP)<sup>2</sup> identifies Sunnyside Road, 122<sup>nd</sup>/129<sup>th</sup> Avenue, Mt. Scott Boulevard and 172<sup>nd</sup> Avenue with a pedestrian system designation as transit/mixed use corridors. The RTP defines transit/ mixed-use corridors as priority areas for pedestrian travel that are served by good quality transit service and that will generate substantial pedestrian traffic near neighborhood-oriented retail development, schools, parks, and bus stops. These corridors should include features to provide a high quality pedestrian environment such as wide sidewalks buffered from traffic, pedestrian-scale lighting, bus shelters, and street trees.

The RTP identifies the Mt. Scott Trail, East Buttes Power Line Trail and the Scouter Mountain

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<sup>1</sup> *Americans with Disabilities Act*, Uniform Building Code.

<sup>2</sup> 2035 RTP Financially Constrained System Project List, Metro, Approved December 13, 2007.

Trail with a pedestrian system designation as a proposed multi-use facility. These regional facilities support both utilitarian and recreational functions and are generally located near or in residential areas or near mixed-use centers. The alignments of these regional facilities shown in the RTP are conceptual in nature. The regional multi-use trail alignments proposed in this Plan are based on a more refined route analysis and will be requested for incorporation into the next RTP update.

### **Route Selection Criteria**

Criteria measures were developed to guide the selection of path and multi-use trail routes. The route selection criteria defined characteristics that are important to planning an effective pedestrian system. The trail use policies presented in the beginning of this chapter were used to develop the route selection criteria. The route selection criteria are described below.

#### **Criteria 1 - Access to Natural Areas**

Providing pedestrian access to premiere natural areas should be a priority. Premiere natural areas would include creeks, forests, wetlands and viewpoints. The boardwalk trails within Happy Valley Park and the trails within the Mt. Scott Nature Park are examples. The areas adjacent to Rock Creek and the Scouters Mountain are premiere natural areas and potential locations for future trails.

#### **Criteria 2 - Connections to Pedestrian Destinations**

Pedestrian routes should be located near facilities with a potential for significant pedestrian demand. In general, pedestrian trips are likely to occur within one-quarter mile of a destination. This one-quarter mile area should be a priority for planning route connections to destinations.

Key pedestrian destinations include:

Schools and Parks – Providing pedestrian routes to schools and parks are especially important due to the age of the intended users. Special focus should be made to provide pedestrian connections from schools and parks to adjacent neighborhoods.

Community Services – Pedestrian routes connecting to community services such as commercial centers, post offices, libraries and community centers should be a priority to encourage walking trips.

Transit Facilities – Pedestrian routes that connect transit stops to nearby residential neighborhoods and commercial areas should be provided to encourage transit ridership.

Existing Trail Systems – Pedestrian route connections to existing trail systems and open spaces should be provided to encourage recreational activity.

#### **Criteria 3 – Construction, Maintenance and Management Costs**

Trail and pedestrian routes should be selected with consideration for construction, maintenance and management costs. Trails located near constrained areas may require stairways or other special features. Providing access for persons with disabilities should be balanced with costs.

#### **Criteria 4 - Environmental Constraints**

Environmental constraints such as steep slopes, creeks, rivers and ravines present a potential hazard for pedestrians. Planning trails near these constrained areas should balance the appeal of a trail near interesting geography with protecting natural resources.

#### Criteria 5 - Existing Roadway Pedestrian Network

Completing existing gaps in the pedestrian system should be a priority.

#### Criteria 6 - Pedestrian Safety

Planned pedestrian routes should provide dedicated pedestrian facilities set back a safe distance from roadway curb lines to separate pedestrians from vehicular traffic. The location where planned pedestrian routes would cross a roadway should consider the appropriate crossing type (signalized, striped, signed, etc.), roadway volume and speed and available sight distance.

#### Criteria 7 - Public Support

Pedestrian route selection should balance private property owner's need for privacy with the community's need for access throughout the community.

#### Criteria 8 - Roadway Functional Classification

The designated functional classification of a roadway should be considered when selecting pedestrian routes. Roadway functional classifications are provided in the Happy Valley Transportation System Plan (Figure 8-3). Arterial and collector roadways provide connections to major community destinations along key transportation corridors. Arterial and collector roadways typically experience higher vehicle travel speeds where pedestrian facilities may improve safety. Local and neighborhood streets provide connections to pedestrian destinations such as parks and schools. With lower vehicle volumes and speeds, local and neighborhood streets would provide ideal on-street trail connections.

### *Pedestrian Master Plan*

The future transportation system needs multi-modal improvements to meet transportation performance standards, serve future growth and promote pedestrian, bicycle and transit trips. The extent of the recommended multi-modal improvements for Happy Valley is significant. Future growth can be accommodated with a significant investment in transportation improvements.

#### Pedestrian Projects

A list of potential pedestrian projects to meet the identified needs and achieve these policies was developed into a Pedestrian Master Plan. The projects include sidewalk infill on existing roadways, sidewalks on planned roadways, paths and multi-use trails. The Master Plan shown in Figure 5-1 and summarized in Table 5-1 is an overall plan and summarizes the 'wish list' of pedestrian related projects in Happy Valley. These projects will be used to create a Pedestrian Action Plan (Table 5-2). The Action Plan consists of projects that the City should give priority to in funding. As development occurs, streets are rebuilt and other opportunities (grant programs) arise, projects on the Master Plan should be pursued as well. The Action Plan projects are shown in bold type on the Master Plan list.

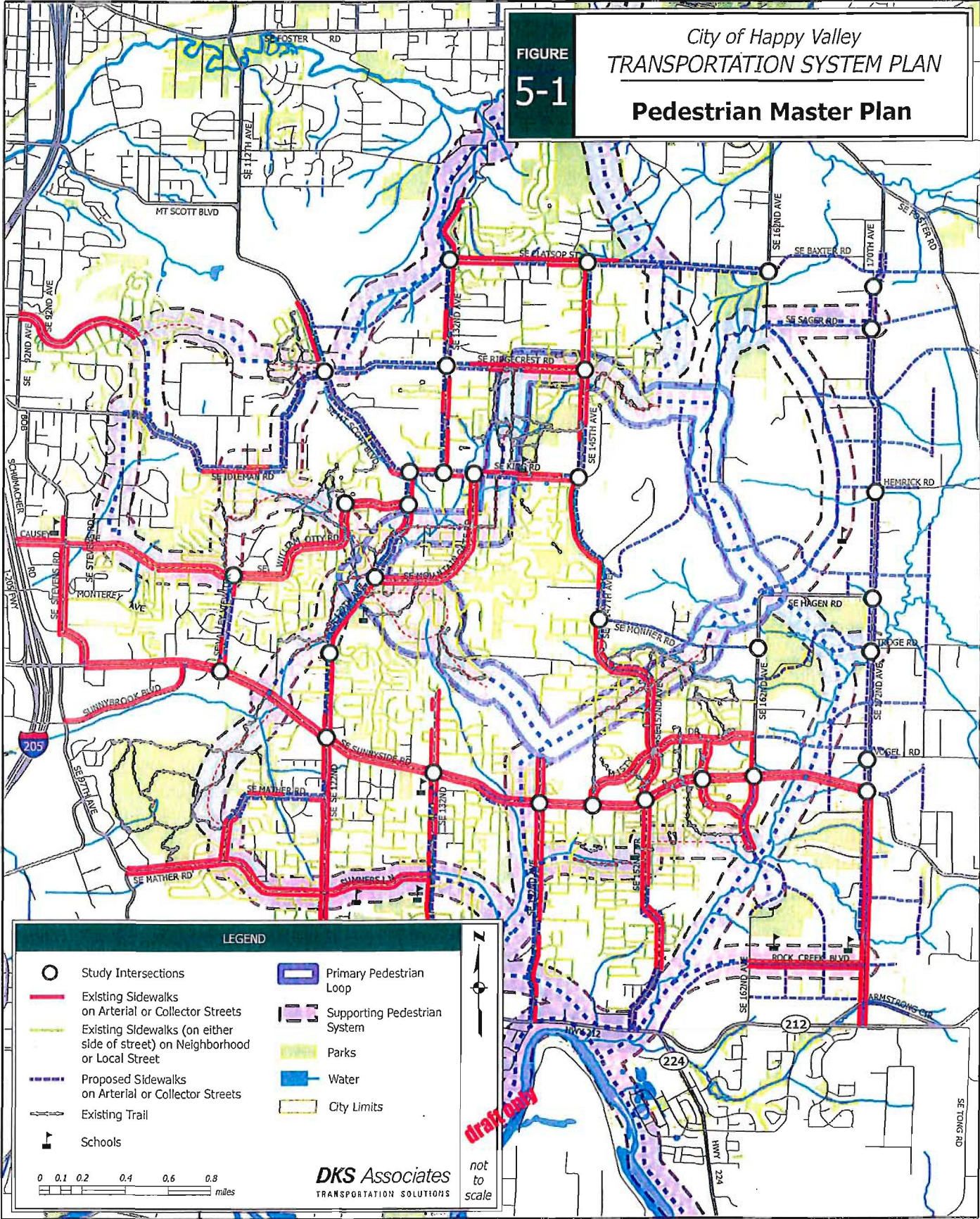
The trail projects shown in Table 5-1 are intended to complete the pedestrian system as planned. Portions of the proposed trail system exist today as either off-street trails or sidewalks. The regional multi-use trails are based on the Metro RTP<sup>3</sup>. Although some of planned trail network would be utilized by bicyclists, all of the proposed trails would benefit pedestrians. Therefore, the recommended trail system is included in the Pedestrian Master Plan.

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<sup>3</sup> 2035 RTP Financially Constrained System Project List, Metro, Approved December 13, 2007.

FIGURE  
5-1

City of Happy Valley  
**TRANSPORTATION SYSTEM PLAN**  
**Pedestrian Master Plan**



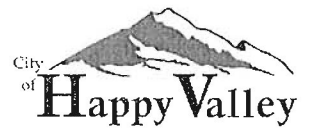
**LEGEND**

Study Intersections	Primary Pedestrian Loop
Existing Sidewalks on Arterial or Collector Streets	Supporting Pedestrian System
Existing Sidewalks (on either side of street) on Neighborhood or Local Street	Parks
Proposed Sidewalks on Arterial or Collector Streets	Water
Existing Trail	City Limits
Schools	

0 0.1 0.2 0.4 0.6 0.8 miles

**DKS Associates**  
TRANSPORTATION SOLUTIONS

not to scale



**Table 5-1: Pedestrian Master Plan Projects**

Priority	Project	Location/Side	From	To	Cost (\$1,000s)
<i>Sidewalks on Existing Arterials and Collectors</i>					
High	Ridgecrest Road	South	132 <sup>nd</sup> Avenue	Parkwood Way	\$110
High	Ridgecrest Road	South	150 feet east of Parkwood Way	110 feet west of Plover Dr	\$100
High	King Road	North	132 <sup>nd</sup> Avenue	175 feet west of Regina Ct	\$130
High	King Road	North	Rolling Meadows Drive	145 <sup>th</sup> Avenue	\$50
High	King Road	South	175 feet east of 132 <sup>nd</sup> Avenue	130 feet west of Mountain Gate Road	\$40
High	King Road	South	Mountain Gate Road	155 feet east of Regina Court	\$90
High	King Road	South	129 <sup>th</sup> Avenue	132 <sup>nd</sup> Avenue	\$90
High	145 <sup>th</sup> Avenue	West	King Road	550 feet south of Purple Finch Loop	\$30
High	132 <sup>nd</sup> Avenue	East	King Road	90 feet north	\$10
High	132 <sup>nd</sup> Avenue	East	Parkside Drive	335 feet south	\$40
High	132 <sup>nd</sup> Avenue	East	Ridgecrest Road	350 feet south	\$40
High	122 <sup>nd</sup> /129 <sup>th</sup> Avenue	East	150 feet north of Mountain Gate Road	Scott Creek Lane	\$140
High	147 <sup>th</sup> Avenue	West	Krause Lane	Monner Road	\$70
High	172 <sup>nd</sup> Avenue North	East/West	Sunnyside Road	Clatsop Street	\$2,690
Medium	Mt. Scott Boulevard	East/West	Ridgecrest Road	129 <sup>th</sup> Avenue	\$730
Medium	Ridgecrest Road	North/South	Mt. Scott Boulevard	132 <sup>nd</sup> Avenue	\$650
Medium	132 <sup>nd</sup> Avenue	East	Ridgecrest Road	145 feet north of Lucille St	\$160
Medium	132 <sup>nd</sup> Avenue	West	Ridgecrest Road	Callahan Road	\$60
Medium	132 <sup>nd</sup> Avenue	West	Clatsop Street	305 feet north of Callahan Road	\$160
Medium	132 <sup>nd</sup> Avenue	West	Ridgecrest Road	Wellington Court	\$60
Medium	132 <sup>nd</sup> Avenue	West	King Road	130 feet south of Wellington Court	\$180
Medium	Clatsop Street	South	160 feet east of 138 <sup>th</sup> Drive	220 feet east of 141 <sup>st</sup> Court	\$150
Medium	145 <sup>th</sup> Avenue	East	Clatsop Street	180 feet north of Northern Heights Drive	\$70
Medium	145 <sup>th</sup> Avenue	East	140 feet north of Wallowa Way	290 feet south of Northern Heights Drive	\$20
Medium	Valley View Terrace	East	100 feet north of Sunnyside Road	125 feet north of Cascade View Court	\$190
Medium	Valley View Terrace	West	William Otty Road	Niklas Lane	\$160
Medium	Valley View Terrace	West	Spruce View Lane	120 feet north	\$15
Low	122 <sup>nd</sup> /129 <sup>th</sup> Avenue	West	390 feet north of Sunnyside Road	Scott Creek Lane	\$520
Low	122 <sup>nd</sup> /129 <sup>th</sup> Avenue	West	King Road	330 feet north of Scott Creek Lane	\$120
Low	162 <sup>nd</sup> Avenue	East	Sunnyside Road	Hagen Road	\$460
Low	162 <sup>nd</sup> Avenue	West	235 feet north of Palermo Avenue	Hagen Road	\$240



Low	162 <sup>nd</sup> Avenue	West	Misty Drive	Palermo Avenue	\$380
Low	Idleman Road	North	Western City limits	220 feet west of Hillside Ct	\$360
Low	Idleman Road	North	Mt. Scott Blvd	180 feet east of Hillsdale Ct	\$330
Low	Idleman Road	South	310 feet east of Nichole Ln	Tumberry Loop	\$180
Low	Idleman Road	South	Solomon Court	Mt. Scott Blvd	\$300
Low	147 <sup>th</sup> Avenue	East	King Road	190 feet south	\$20
Low	147 <sup>th</sup> Avenue	East	300 feet south of King Road	Monner Road	\$360
Low	Clatsop Street	North	147 <sup>th</sup> Avenue	162 <sup>nd</sup> Avenue	\$400
Low	Clatsop Street	South	145 <sup>th</sup> Avenue	162 <sup>nd</sup> Avenue	\$470
Low	145 <sup>th</sup> Avenue	East	King Road	310 feet south of Denali Dr	\$170
Low	Ridgecrest Road	North	132 <sup>nd</sup> Avenue	700 feet east	\$75
Low	Mt. Scott Boulevard	East	Northern city limits	Ridgecrest Road	\$50
<i>Local/Neighborhood Street Sidewalk Infill</i>					
Low	Kanne Road	Both	132 <sup>nd</sup> Avenue	139 <sup>th</sup> Avenue	\$280
Low	139 <sup>th</sup> Avenue	Both	Kanne Road	Portland View Place	\$210
Low	139 <sup>th</sup> Avenue Ext	Both	Kanne Road	Ridgecrest Road	\$110
Low	City View Drive	Both	Tyler Road	Ridgeway Drive	\$260
Low	Ridgeway Drive	Both	City View Drive	Eastview Drive	\$260
Low	Eastview Drive	Both	Ridgeway Drive	Tyler Road	\$260
Low	Parkside Estates N/S Roadway	Both	King Road	Ridgecrest Road	\$590
Low	Peggy Way	Both	Valley View Terrace	William Otty Road	\$180
Low	Lucille Street	Both	132 <sup>nd</sup> Avenue	137 <sup>th</sup> Avenue	\$280
Low	137 <sup>th</sup> Avenue	Both	Kanne Road	Portland view Place	\$210
Low	Valemont Lane	Both	132 <sup>nd</sup> Avenue	East end of Street	\$210
Low	Portland View Place	Both	137 <sup>th</sup> Avenue	145 <sup>th</sup> Place	\$440
Low	140 <sup>th</sup> Place	Both	Portland View Place	Clatsop Street	\$110
Low	Lucille Street	Both	139 <sup>th</sup> Avenue	145 <sup>th</sup> Avenue	\$340
Low	Clover Lane	Both	Idleman Road	End of Street	\$270
Low	Lenore Street	Both	Valley View Terrace	West end of Street	\$330
Low	Hillside Drive	Both	Idleman Road	South end of Street	\$250
Low	Aldridge Road	Both	147 <sup>th</sup> Avenue	West end of Street	\$500
Low	Eastbourne Lane	Both	Aldridge Road	Existing Sidewalk	\$160
Low	Hilltop Court	Both	Hillside Drive	East end of Street	\$130
Low	Walnut Drive	Both	Idleman Road	Tyler Road	\$270
Low	Tyler Road	Both	Walnut Drive	Idleman Road	\$550
Low	Dorset Lane	Both	Idleman Road	Cresthill Road	\$70
Low	Cresthill Road	Both	Dorset Lane	Sichel Way	\$150
<i>Sidewalks on New Arterials/Collectors</i>					
Johnson Creek Road Extension		Both	Mt. Scott Boulevard	132 <sup>nd</sup> Avenue	**
Clatsop Street Extension West		Both	162 <sup>nd</sup> Avenue	177 <sup>th</sup> Avenue	**
Clatsop Street Extension East		Both	Idleman Road	North City Limits	**



162 <sup>nd</sup> Avenue Extension South	Both	157 <sup>th</sup> Avenue	Highway 212	**
Sager Road	Both	172 <sup>nd</sup> Avenue	Foster Road	**
Scouter Mountain East Roadway #1	Both	162 <sup>nd</sup> Avenue	Foster Road	**
Scouter Mountain East Roadway #2	Both	162 <sup>nd</sup> Avenue	177 <sup>th</sup> Avenue	**
Hemrick Road Extension	Both	162 <sup>nd</sup> Avenue	177 <sup>th</sup> Avenue	**
Scouter Mountain Road	Both	147 <sup>th</sup> Avenue	177 <sup>th</sup> Avenue	**
Troge Road Extension	Both	162 <sup>nd</sup> Avenue	177 <sup>th</sup> Avenue	**
169 <sup>th</sup> Avenue Extension	Both	Sunnyside Road	177 <sup>th</sup> Avenue	**
Misty Drive Extension	Both	162 <sup>nd</sup> Avenue	177 <sup>th</sup> Avenue	**
Rock Creek Court Extension	Both	172 <sup>nd</sup> Avenue	177 <sup>th</sup> Avenue	**
Creekwood Road Extension	Both	172 <sup>nd</sup> Avenue	177 <sup>th</sup> Avenue	**
Rock Creek Boulevard	Both	Sunrise Corridor Rock Creek Interchange	177 <sup>th</sup> Avenue	**
Rock Creek East-West Collector	Both	162 <sup>nd</sup> Avenue	177 <sup>th</sup> Avenue	**
Parklane Loop	Both	162 <sup>nd</sup> Avenue	Rock Creek Collector	**
167 <sup>th</sup> Avenue	Both	Rock Creek Boulevard	Rock Creek Collector	**
177 <sup>th</sup> Avenue	Both	Scouter Mountain East Roadway #1	Armstrong Circle	**
<i>Regional Multi-Use Trails</i>				
Rock Creek Trail (A)	Springwater Trail north of Clatsop Butte Park to Clackamas River Trail near Highway 212/Highway 242 split			\$5,440
West Happy Valley Trail (B)	Rock Creek Trail at Clatsop Butte Park to Mount Talbert Nature Park			\$2,750
Powerline Trail (C)	Scouter Mountain Park at Sager Road/162 <sup>nd</sup> Avenue to Rock Creek Trail to Clackamas River Trail near Highway 212/Highway 242 split			\$2,560
<i>Local Paths and Multi-Use Trails</i>				
Idleman Loop (D)	West Happy Valley Trail near Lincoln Heights open space to West Happy Valley Trail near Idleman Road			\$1,150
The Reserve Trail (E)	West Happy Valley Trail at Scott Creek Park to Powerline Trail at Southern Ridge open space			\$500
Clackamas River Trail (F)	Runs along the north bank of the Clackamas River with connections to Rock Creek Trail and Powerline Trail			\$2,360
<i>Sidewalks on Existing Arterials and Collectors</i>				\$10,665
<i>Local/Neighborhood Street Sidewalk Infill</i>				\$6,420
<i>Sidewalks on New Arterials/Collectors</i>				**
<i>Regional Multi-Use Trails</i>				\$10,750
<i>Local Paths and Multi-Use Trails</i>				\$4,010
<b>Total Pedestrian Master Plan Projects</b>				<b>\$31,845</b>

\*\*These project costs are included in a motor vehicle plans.

**BOLD** – Project included in the Pedestrian Action Plan (Table 5-2)

The planning level cost estimates for sidewalks are based on general unit costs, but do not reflect the unique project elements that can significantly add to project costs. Each of these project costs will need further refinement to detail right-of-way requirements and costs associated with special design details as projects are pursued.

The planning level cost estimates for trails were based on the construction of the trail network gaps only and assumed the existing trail and sidewalk sections would be available. The unit costs used were a preliminary estimate and assumed the construction of a multi-use trail with a paved surface but no significant structural needs such as retaining walls, bridges or stairs. The actual cost estimates based on detailed alignment and design efforts may be moderately lower or higher than the preliminary cost estimates provided. The cost estimate for the Powerline Trail assumed the pathway along 162<sup>nd</sup> Avenue between Sager Road and Hagen Road would be included in the construction cost of the roadway and the future trail in the Southern Ridge subdivision would be constructed as part of the development. The Clackamas River Trail cost estimate is based on the trail section located within the study area and does not represent the cost to construct the entire trail corridor.

### Trail System

A trail system has been adopted as part of this transportation system plan. The overall objective of the trail system is to promote pedestrian trips and provide an alternative to the sidewalk system. The trail system was planned based on the selection criteria presented in this chapter. The planned trail system has been divided into two groups to indicate the priority and function of trails and paths within the system. The trail groups include:

- Primary Pedestrian Loop – These trails combine to create a central loop within the City with connections to major pedestrian destinations. The destinations include Scott Creek Park, Happy Valley Elementary School, Happy Valley Middle School, Happy Valley Park, Scouter’s Mountain, and Spring Mountain Elementary School. These trails are designated as multi-use trails and allow both pedestrians and bicycles. Pedestrian projects (both sidewalk and trail) located within the primary pedestrian loop should be a priority for project funding.
- Supporting Pedestrian System – These trails provide additional loops within the Plan area that connect back to the Primary Pedestrian Loop trails. These trails also provide links to the pedestrian system in Damascus, Portland and Clackamas County. These trails are designated as pedestrian trails and may be limited to pedestrian use only depending on the location and environmental constraints.

The Pedestrian Master Plan (Figure 5-1) shows the future trail system made up of pedestrian corridors to illustrate that the specific alignment may require refinement based on further topographical and environmental evaluation. In some areas, the trail uses a sidewalk to complete the connection between off-street trails. The area south of Mountain Gate Road and east of 129<sup>th</sup> Avenue has several opportunities for a trail connection. In this location, the trail corridor is wider to include all of the possible trail locations (local street sidewalk, trail in dedicated green space, etc.). The trail system in the Idleman Road area is particularly difficult due to a lack of undeveloped parcels and substandard roadways with no sidewalks. The trail along Idleman Road may require a special design treatment.



## Pedestrian Action Plan

The pedestrian action plan identifies projects that are reasonably expected to be funded by 2025, which meets the requirements of the updated TPR<sup>4</sup>. The TSP goals and policies were used to rank the projects. The highest ranking City projects that are reasonably expected to be funded (see Chapter 10) were combined with projects identified in the RTP Financially Constrained scenario and projects with anticipated funding from other agencies to create the list shown in Table 5-2.

**Table 5-2: Pedestrian Action Plan Projects**

Project	Improvement	Potential Funding Source	Estimated Schedule	Cost (\$1,000s)
172 <sup>nd</sup> Avenue North Sidewalks**	Construct sidewalks on both sides of the roadway from Sunnyside Road to Clatsop Street. Provide signalized pedestrian crossings at all traffic signals.	Joint SDC Fund	2021-2025	\$2,690
122 <sup>nd</sup> /129 <sup>th</sup> Avenue**	Construct sidewalks on both sides of the street from Sunnyside Road to King Road	Joint SDC Fund	2016-25	\$780
162 <sup>nd</sup> Avenue Sidewalks	Construct sidewalks on both sides of the roadway from Clatsop Street to Hwy 212.	Joint SDC Fund	-	\$2,810
Clatsop Street Sidewalks	Construct sidewalks on both sides of the roadway from 162 <sup>nd</sup> Ave to 172 <sup>nd</sup> Ave.	Joint SDC Fund	-	\$420
Ridgecrest Road Sidewalks	Construct sidewalks on the south side from 132 <sup>nd</sup> Ave to Plover Dr.	Happy Valley	2010-2020	\$210
132 <sup>nd</sup> Avenue Sidewalks	Construct sidewalks on the east side of the roadway from King Road to Ridgecrest Road.	Happy Valley	2010-2020	\$90
145 <sup>th</sup> Avenue Sidewalks	Construct sidewalks on the west side of the roadway from King Road to Purple Finch Loop.	Happy Valley	2010-2020	\$180
King Road Sidewalks	Construct sidewalks on the north side of the roadway from 132 <sup>nd</sup> Avenue to 175 feet west of Regina Court	Happy Valley	2010-2020	\$25
King Road Sidewalks	Construct sidewalks on the north side of the roadway Rolling Meadows Drive to 145 <sup>th</sup> Avenue	Happy Valley	2010-2020	\$50
City of Happy Valley Costs				\$510
Joint SDC Fund				\$6,700
<b>Total Pedestrian Project Costs</b>				<b>\$7,200</b>

\*\* Project identified in the 2004 Federal Regional Transportation Plan Update Financially Constrained scenario.

<sup>4</sup> OAR Chapter 660, Department of Land Conservation and Development, Division 012, Transportation Planning, adopted on March 15, 2005, effective April 2005.

## ***Plan Implementation***

### **Address Gaps in Pedestrian System**

In an effort to provide adequate pedestrian infrastructure, developers in the City of Happy Valley are required to build sidewalks on project frontages. However, developers often have little means or incentive to extend sidewalks beyond their property. Additionally, property owners without sidewalks are unlikely to independently build sidewalks that do not connect to anything. In fact, some property owners are resistant to sidewalk improvements due to cost (they do not want to pay) or changes to their frontage (they may have landscaping in the public right-of-way). As an incentive to fill some of these gaps concurrent with development activities, the City could consider an annual walkway fund that would supplement capital improvement-type projects. A fund of about \$20,000 per year could build over 600-feet of sidewalk annually to help fill gaps. If matching funds were provided, over double this amount may be possible. The fund could be used in several ways:

- Matching other governmental transportation funds to build connecting sidewalks identified in the master plan.
- Matching funds with land use development projects to extend a developer's sidewalks off-site to connect to non-contiguous sidewalks.
- Supplemental funds to roadway projects which build new arterial/collector sidewalks to create better linkages into neighborhoods.
- Matching funds with adjacent land owners that front the proposed sidewalk.
- Reimbursement agreements with developers

### **Complementing Land Use Actions**

Land use actions enable significant improvements to the pedestrian system to occur. A change in land use from vacant or under utilized land creates two key impacts to the pedestrian system:

- Added vehicle trips that conflict with pedestrian flows
- Added pedestrian volume that requires safe facilities

The above mentioned impacts require mitigation to maintain a safe pedestrian system. Pedestrians walking in the traveled way of motor vehicles are exposed to potential conflicts that can be minimized or removed entirely with sidewalk installation. The cost of a fronting sidewalk to an individual single family home would be roughly \$1,000 to \$2,000 (representing less than one percent of the cost of a house). Over a typical 50-year life of a house, this would represent less than \$50 per year assuming that cost of money is 4% annually. This cost is substantially less than the potential risk associated with the cost of an injury accident or fatality without safe pedestrian facilities (injury accidents are likely to be \$10,000 to \$50,000 per occurrence and fatalities are \$500,000 to \$1,000,000). Sidewalks are essential for the safety of elderly persons, the disabled, transit patrons and children walking to school, a park or a neighbor's house. No area of the city can be isolated from the needs of these users (not residential, employment areas or shopping districts). Therefore, fronting improvements including sidewalks are required on every change in land use or roadway project.

For any developing or redeveloping property in Happy Valley, the cost savings to the private developer is the only benefit of not providing sidewalks – at the potential risk and future expense to the public. Therefore, sidewalks are required in Happy Valley with all new development and roadway projects.



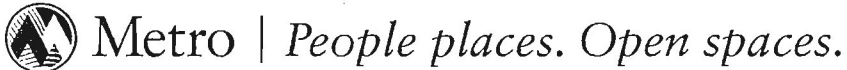
Developments should be responsible for providing a pedestrian connection from the site main entrance to the public right-of-way. Also, buildings should be sited to be supportive and convenient to pedestrians, bicyclists and transit riders. This is most critical for residential, commercial and public service (library, community center) developments where higher pedestrian volumes would be expected. Pedestrian circulation through large parking lots should generally be provided in the form of access ways. Conflict free paths and traffic calming elements should be identified, as appropriate.

It is important that, as new development occurs, connections or access ways are provided to link the development to the existing pedestrian facilities in as direct manner as possible. As a guideline, the sidewalk distance from the building entrance to the public right-of-way should not exceed 1.25 times the straight line distance. It is also very important that residential developments consider the routes that children will use to walk to school. Safe and accessible sidewalks should be provided to accommodate these routes, particularly within one mile of a school site.

For any developing or redeveloping property in Happy Valley, the trails included in the Pedestrian Master Plan should be reviewed to determine if a trail is planned on the property. The developer would be responsible for the construction of the trail based on City standards.

#### Trail Development Handbook

The Happy Valley Trail Development Handbook provides guidance for implementing the construction of the off-street pedestrian system. The Handbook outlines the City's approval process for constructing a trail which is completed by either a development review process, acquisition of property by the City or private land donation. The handbook provides information on trail easement agreements and trail maintenance agreements with samples of each document. The handbook includes general trail design and construction guidelines and provides multi-use trail and pedestrian pathway cross-sections standards for various conditions (steep slopes with retaining walls, cross-drainage, points of interest, mid-block trail crossings).



March 24, 2009

Michael Walter  
Planning Director  
16000 SE Misty Drive  
Happy Valley, OR 97086

Dear Michael:

I am writing to comment on the proposed amendment (CPA-04-09) to the Happy Valley Transportation System Plan (TSP) to update the Pedestrian Master Plan chapter. Our staff has concluded that the proposed amendment is a great addition to the TSP and is supportive of the City's efforts to expand its pedestrian and trail policy language. While the language does not conflict with the Regional Transportation Plan (RTP), we would like to offer a few suggestions for your consideration.

Most of the policies address the off-street trail system. Consider adding policy language, i.e. in the Design and Management section (p.5-3), to encourage the provision of safe on-street pedestrian crossings at intersections as well as a policy to provide a high quality pedestrian environment along sidewalks.

The language references the "2004 RTP." Please note that the region adopted an updated federal component of the 2035 RTP in February 2008. We recommend changing the references (p.5-7 and p.5-13) from "2004 RTP" to "2035 RTP" or simply "RTP" if you prefer to be more general. Upon completion of the state component of the 2035 RTP in 2010, the state requires local jurisdictions to update their TSPs to reflect the new RTP. At that point you could update the RTP references in the rest of the TSP, beyond the pedestrian chapter.

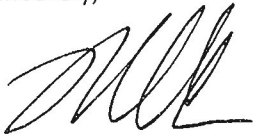
The text describing the future Mt Scott Trail, East Buttes Power Line Trail and Scouter Mountain trails (p.5-7) references their RTP Bicycle system classification & definition. Given that this is the Pedestrian chapter, we suggest changing this to their RTP Pedestrian system classification/definition, i.e. "Regional multi-use trail with pedestrian transportation function: these trails support both utilitarian and recreational functions and are generally located near or in residential areas or near mixed-use centers." Note, as part of the state component of the 2035 RTP update, Metro is proposing to amend its Pedestrian and Bicycle classification/definition for trails. If adopted as part of the state component, then the new language should be reflected in the TSP bicycle and pedestrian chapters as part of the next TSP update.

Page 2  
Michael Walter  
Happy Valley Planning Director  
March 24, 2009

Lastly, the projects in Table 5-1, Pedestrian Master Plan, are all on-street projects. Consider adding placeholders for the trail projects shown on the "Proposed trail map."

Thanks for the opportunity to comment. Metro looks forward to being a partner with you in our ongoing efforts to coordinate and implement regional and local transportation plans.

Sincerely,

A handwritten signature in black ink, appearing to read 'TK', is positioned above the typed name of the sender.

Tom Kloster  
Transportation Planning Manager

cc: Sarah Mizejewski, Happy Valley

**NOTICE OF PUBLIC HEARING**  
**City of Happy Valley Planning Commission and City Council**

Notice is hereby given that the City of Happy Valley Planning Commission and City Council will hold public hearings on the following dates in regard to the Happy Valley Pedestrian Master Plan:

- Date & Time:** Planning Commission, April 28, 2009, 7:00 p.m.  
City Council, May 19, 2009, 7:00 p.m.
- Hearing Location:** City Hall 16000 SE Misty Drive, Happy Valley, OR 97086;
- File & Subject:** CPA-04-09, amending the City's Transportation System Plan to include a Pedestrian Master Plan.
- Proposal:** Amending the City's Transportation System Plan to include a Pedestrian Master Plan (text and map amendments).
- Location:** City Wide
- Applicant:** City of Happy Valley
- Applicable Criteria:** Sections 16.40.020, 16.40.040, 16.40.041, 16.40.050 and 16.40.060 of the City of Happy Valley's Municipal Code; the Metro Urban Growth Management Functional Plan; and, Oregon Statewide Planning Goals and Statutes.
- Staff Contact:** Sarah Mizejewski, Associate Planner  
503.783.3811

Interested parties are invited to attend this hearing or to submit comments in writing prior to the meeting time. Written testimony may be submitted in advance or in person at the hearing. Those wishing to present verbal testimony, either pro, con, or to raise questions, will be asked to speak after presentation of the report.

Testimony should pertain to the applicable criteria. The decision will be made in accordance with said criteria, and may be appealed to the Land Use Board of Appeals. Failure to raise an issue in writing prior to or before the close of the written comment period or failure to provide sufficient specificity at the public hearing to afford the decision-making body an opportunity to respond to the issue precludes appeal to the Land Use Board of Appeals based upon that issue. The applicant and any person who submits written comments shall receive notice of the decision.

The failure of the applicant to raise constitutional or other issues relating to proposed amendments without sufficient specificity to allow the decision-making body to respond to the issue precludes an action for damages in circuit court.

The decision-making criteria, application, and records concerning this matter are available at the City of Happy Valley City Hall at the above address during working hours (8:00 a.m. to 5:00 p.m. weekdays), please call for an appointment. For additional information, contact Sarah Mizejewski, Associate Planner, at the above address and phone number.

The meeting site is accessible to handicapped individuals. Assistance with communications (visual, hearing) must be requested 72 hours in advance by contacting Marylee Walden, City Recorder at the above phone number.

OF HAPPY VALLEY  
2915 S.E. KING RD.  
ALLEY, OREGON 97086-6204



**Attn: Plan Amendment Specialist  
Dept. of Land Conservation &  
Development  
635 Capitol Street NE, Suite 150  
Salem, OR 97301-2540**

