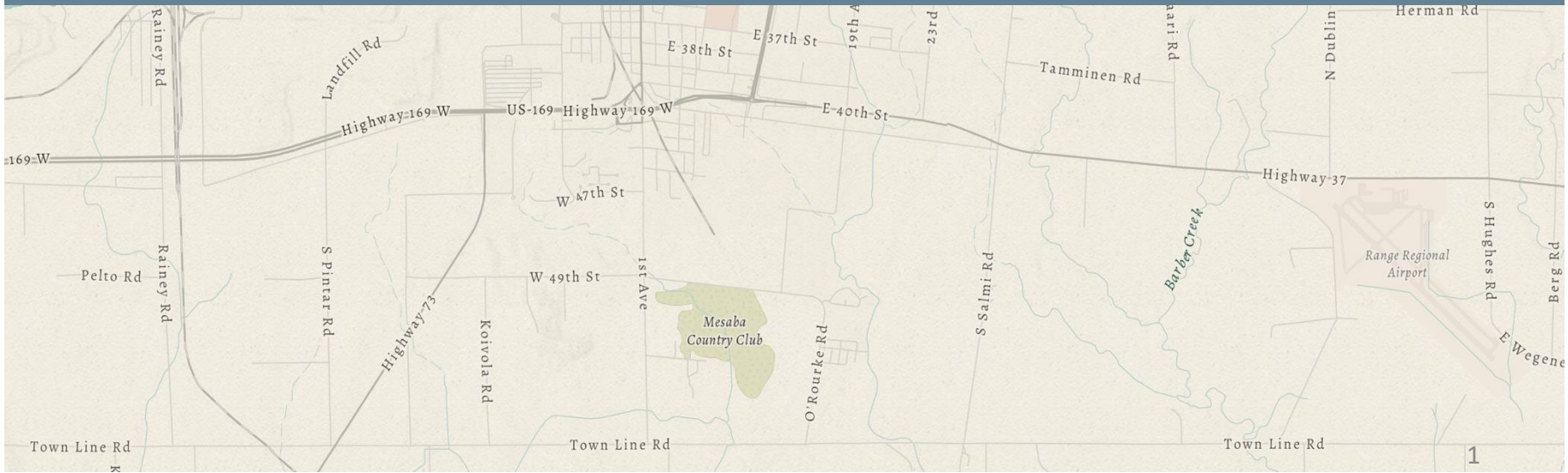


Highland Hills Special Area Plan

City Council Meeting 4 June 25
5 p.m.



Presentation Outline

1. Planning Status
2. Goals & Vision Statement
3. Development Concepts
4. Traffic Movement & Counts
5. Discussion, Feedback, & Next Steps

Bob Streetar, MA, DPA
Streetar Consulting
Economic Development, Planning & Housing

John Slack, PLA, ASLA
Perkins & Will
Landscape Architect

1. Project Status

Planning Project Status

○ Phase 1: Background Information

Fall 2022 – June 2024

○ Phase 2: Vision and Goals

24 & 25 Sep 24: Community Meetings

- Shared planning process & market and site background information.
- Obtained input on issues, hopes, and concerns.

16 October 24: City Council Meeting

- Provided written document with all community input.
- Shared site and market background information.

20 November 24: City Council Meeting

- Reviewed the draft vision and goals statement.
- Placed on the City's website for review and comment.

○ Phase 3: Development Concepts

19 Feb 25: City Council Meeting

- Reviewed high-level development concepts and suggested some modifications.

24 March 25: Community Meeting

- Reviewed Council modified concepts and provided feedback.

4 June 25: City Council Meeting

- Reviews two final concepts incorporating community feedback.
- Choose the final concept.

2. Vision & Goals Statement

FUTURE NEIGHBORHOOD VISION

An attractive residential neighborhood that enhances the surrounding neighborhood and broader community both socially and environmentally. The new neighborhood will create a desirable place to live by providing high-quality housing options, inviting public open spaces, focusing on sustainability, and active connections to adjacent neighborhoods and amenities.

CIRCULATION & CONNECTIVITY

Goal 1: Improve the circulation and connectivity through the new neighborhood to the adjacent neighborhood and nearby amenities.

- a. Lessen the adverse traffic impacts from the new neighborhood on the adjacent neighborhood by limiting cut-through traffic and traffic control and evaluating a new neighborhood access road off E. 34th Street.
- b. Create safe, pleasant, walkable pedestrian connections and streets throughout the new neighborhood to adjacent neighborhoods and community amenities.
- c. Emphasize pedestrian-scaled streets and rights-of-way within the new neighborhood.
- d. Create an integrated trail system throughout the new neighborhood that is connected and inviting for the adjacent neighborhood residents and community users.

LAND USE

Goal #2: Create a vibrant and active neighborhood within the larger existing neighborhood.

- a. Promote compatibility with the existing neighborhood by promoting a high-quality site plan that provides a seamlessly integrated feel and offers adequate buffering for the adjacent established housing/neighborhood, especially adjacent to the narrower parts of the site.
- b. Distribute the park and open space throughout the site.
- a. Establish consistent and attractive landscape standards for the public right-of-way, park and open space, and home sites.

HOUSING

Goal #3: Provide high-quality single-family detached home options to meet broad community needs now and in the future.

- a. Provide high-quality home options of similar quality to immediately adjacent homes.
- b. Establish a consistent building architectural styling that utilizes high-quality materials and is timeless.
- c. Provide adequate buffering between new residential homes and the existing neighborhood.
- d. Make a plan for the phased development of the site.

PARKS & OPEN SPACE

Goal #4: Provide an interconnected contiguous park and series of open spaces with enhanced on-site programming that meets the neighborhood's and community's needs now and in the future.

- a. Provide an attractive 8-acre contiguous park/open space.
- b. Provide spaces for all age groups and physical abilities.
- c. Provide spaces for seasonal activities and programming.
- d. Incorporate safe and accessible sidewalks and trails.
- e. Include abundant and attractive landscaping and trees that are easy to maintain.

NATURE & ENVIRONMENT

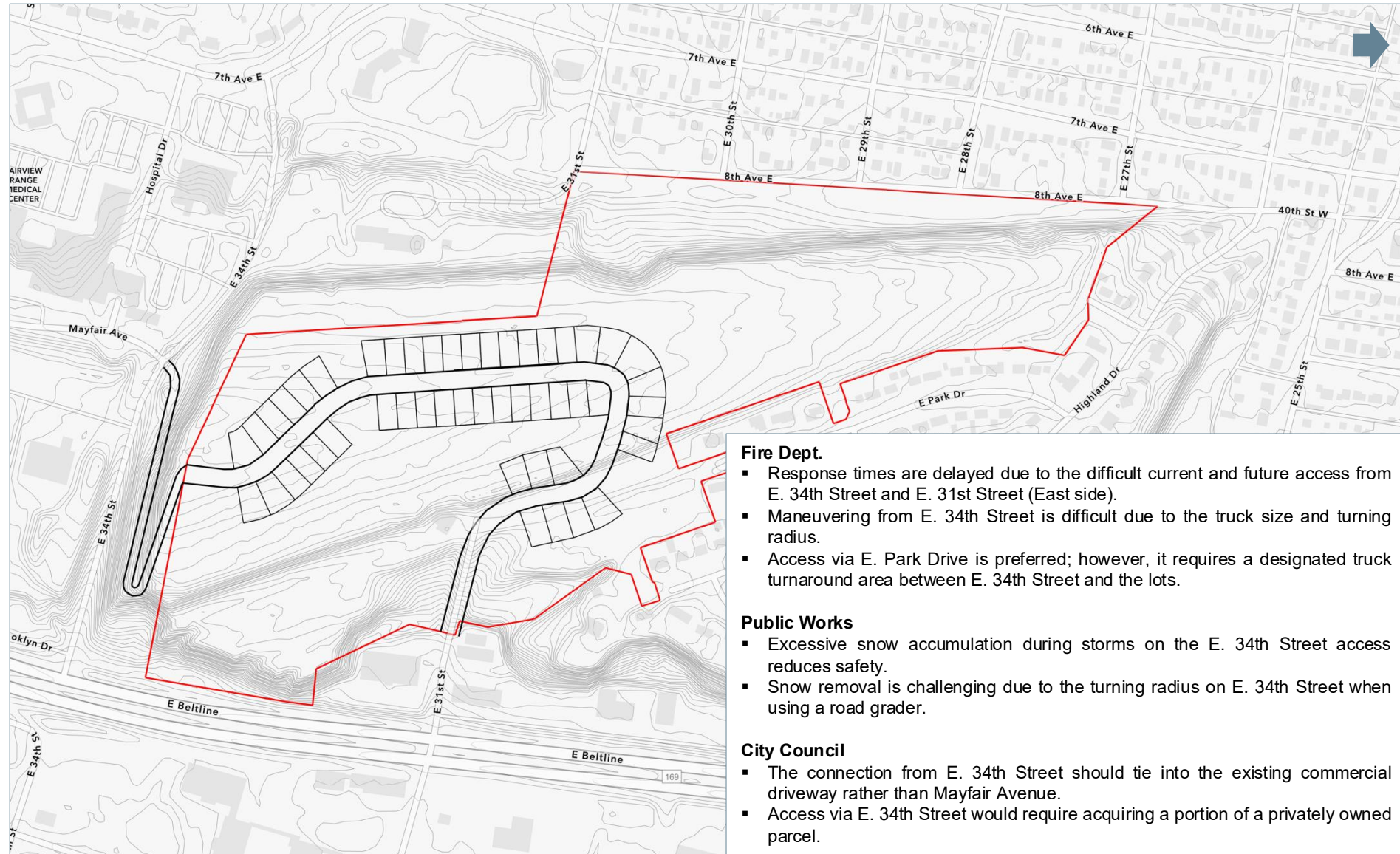
Goal #5: Create a sustainable neighborhood development that will serve as a model for future residential developments in the broader community and region.

- a. Utilize native plantings in the park and open spaces that prioritize habitat creation, support pollinators, and reduce the urban heat island effect.
- b. Design outdoor parks and public spaces to promote human health and connection to the natural environment.
- c. Incorporate green infrastructure and site stormwater management systems within public areas to capture and clean stormwater for reuse as irrigation in the community park and open spaces.
- d. Explore energy and water-efficient designs for future housing in the neighborhood.

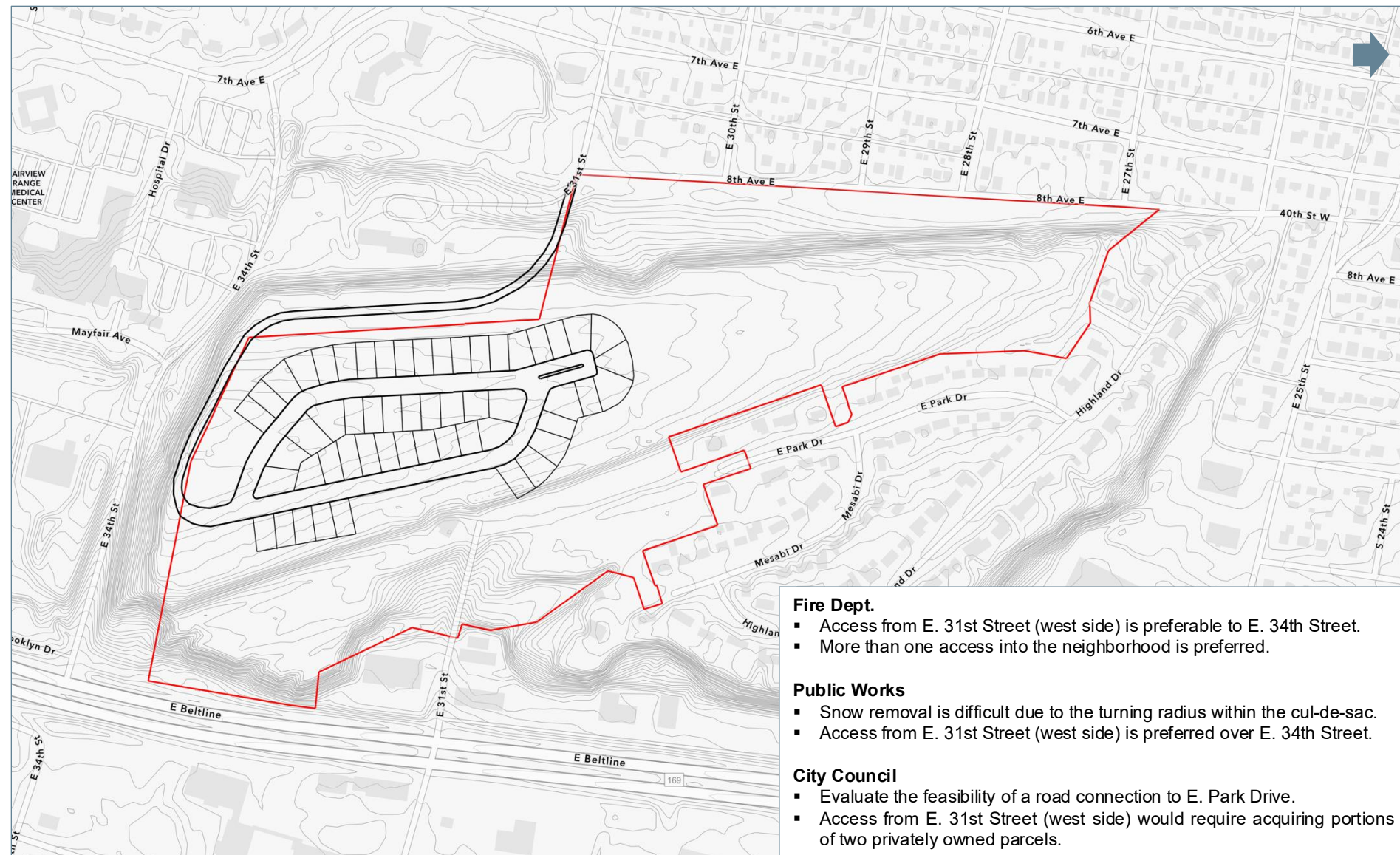
3. Development Concepts

**Development Concepts
19 February 2025
City Council**

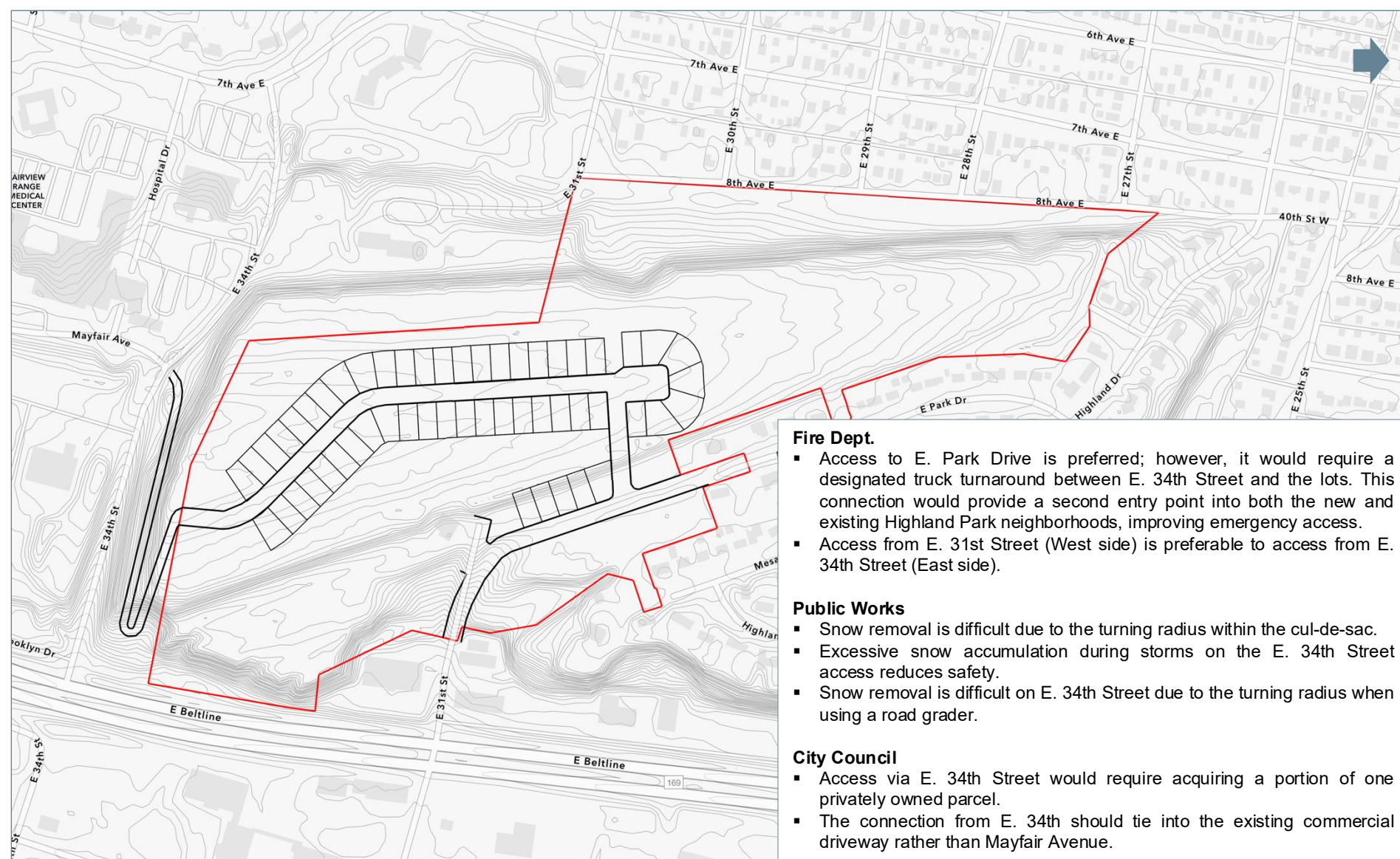
Concept A1 – 19 Feb 25 Council Meeting & Staff



Concept B1 – 19 Feb 25 Council Meeting & Staff



Concept C1 – 19 Feb 25 Council Meeting & Staff



Fire Dept.

- Access to E. Park Drive is preferred; however, it would require a designated truck turnaround between E. 34th Street and the lots. This connection would provide a second entry point into both the new and existing Highland Park neighborhoods, improving emergency access.
- Access from E. 31st Street (West side) is preferable to access from E. 34th Street (East side).

Public Works

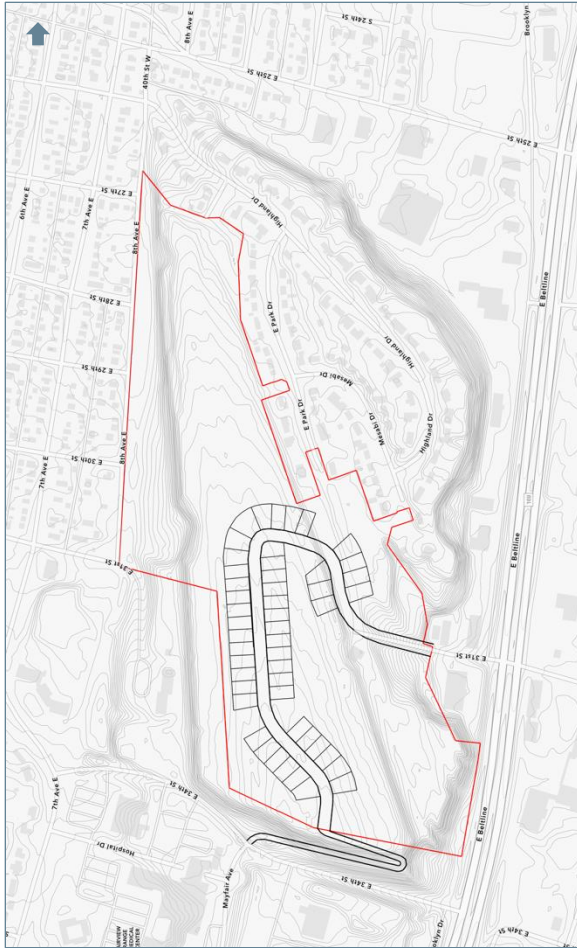
- Snow removal is difficult due to the turning radius within the cul-de-sac.
- Excessive snow accumulation during storms on the E. 34th Street access reduces safety.
- Snow removal is difficult on E. 34th Street due to the turning radius when using a road grader.

City Council

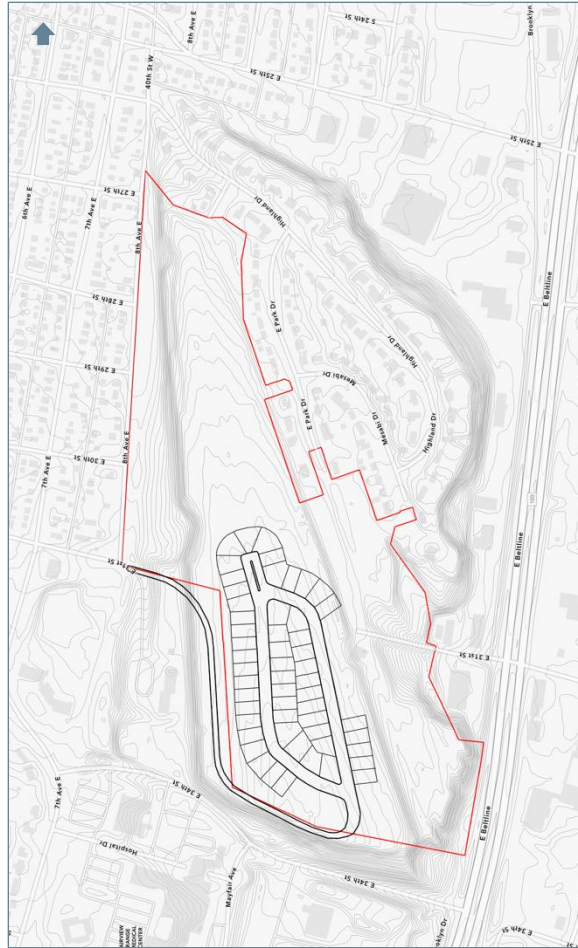
- Access via E. 34th Street would require acquiring a portion of one privately owned parcel.
- The connection from E. 34th should tie into the existing commercial driveway rather than Mayfair Avenue.

Concepts – 19 Feb 25 Council Meeting & Staff

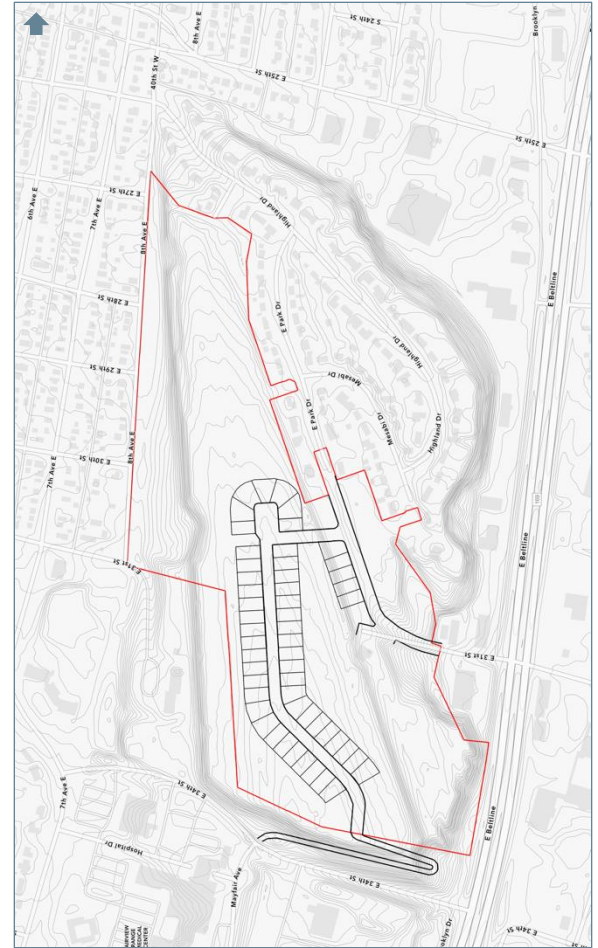
Concept A1



Concept B1

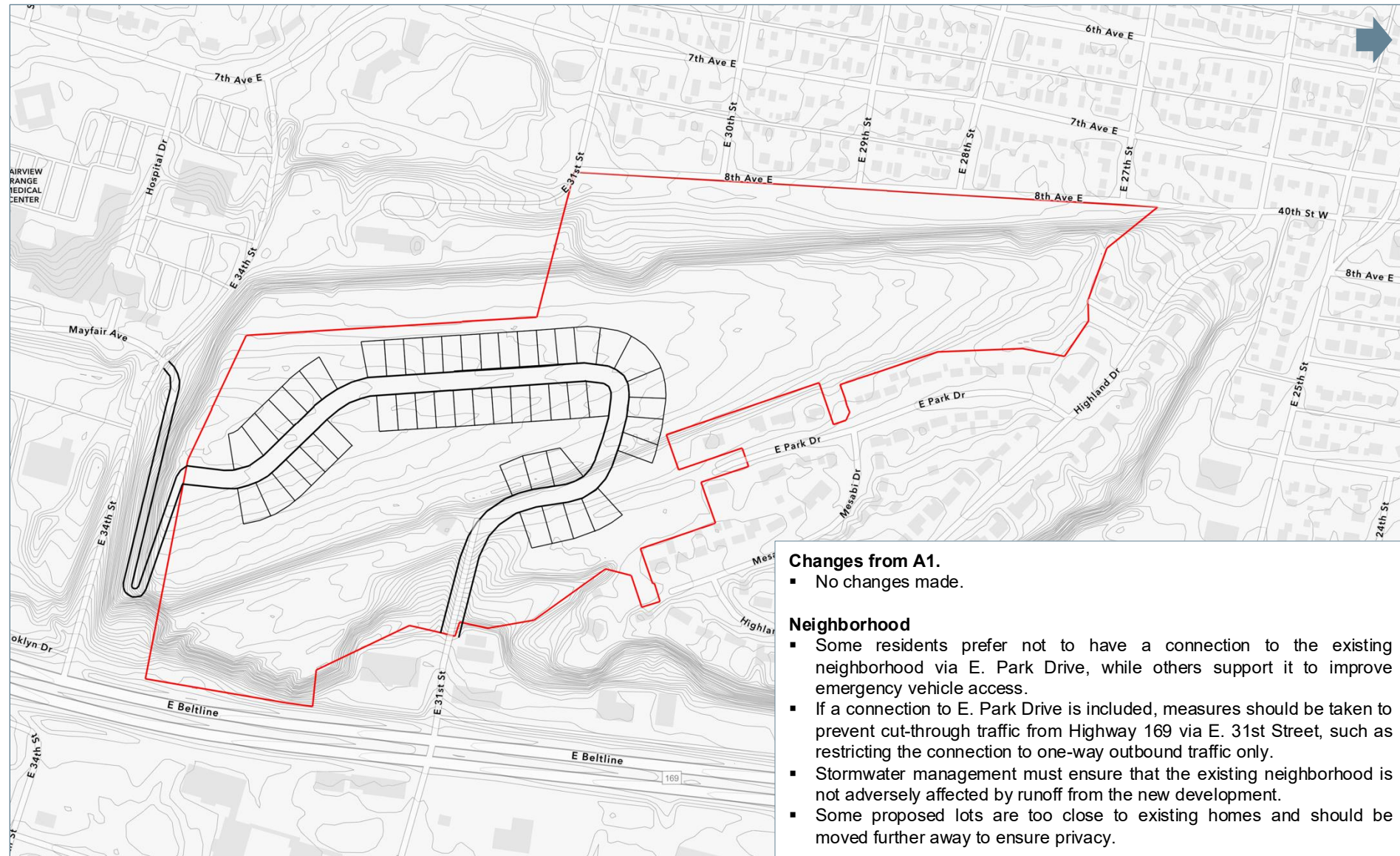


Concept C1

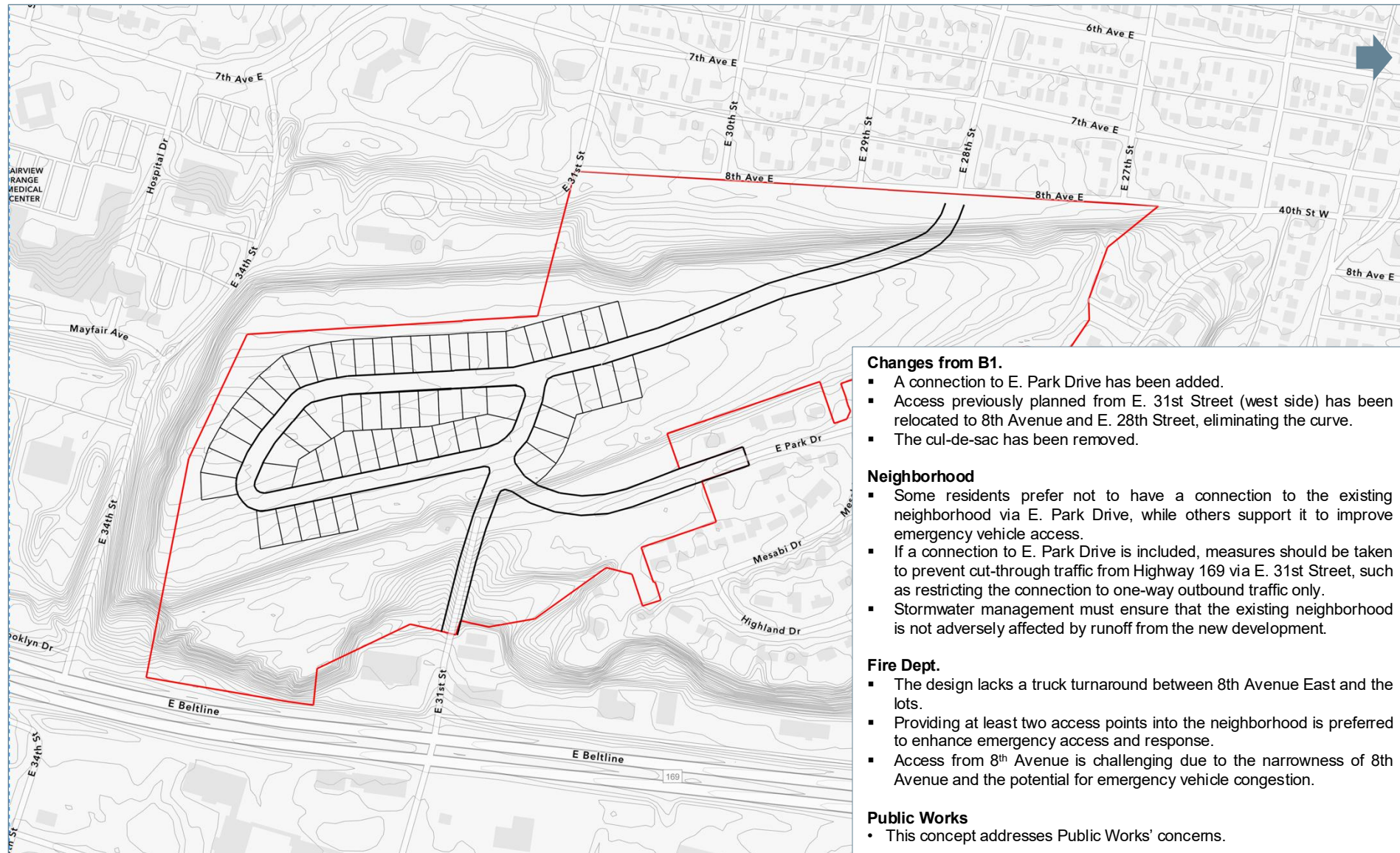


**Development Concepts
24 March 2025
Community Meeting**

Concept A1 – 24 Mar 25 Community Meeting



Concept B2 – 24 Mar 25 Community Meeting



Changes from B1.

- A connection to E. Park Drive has been added.
- Access previously planned from E. 31st Street (west side) has been relocated to 8th Avenue and E. 28th Street, eliminating the curve.
- The cul-de-sac has been removed.

Neighborhood

- Some residents prefer not to have a connection to the existing neighborhood via E. Park Drive, while others support it to improve emergency vehicle access.
- If a connection to E. Park Drive is included, measures should be taken to prevent cut-through traffic from Highway 169 via E. 31st Street, such as restricting the connection to one-way outbound traffic only.
- Stormwater management must ensure that the existing neighborhood is not adversely affected by runoff from the new development.

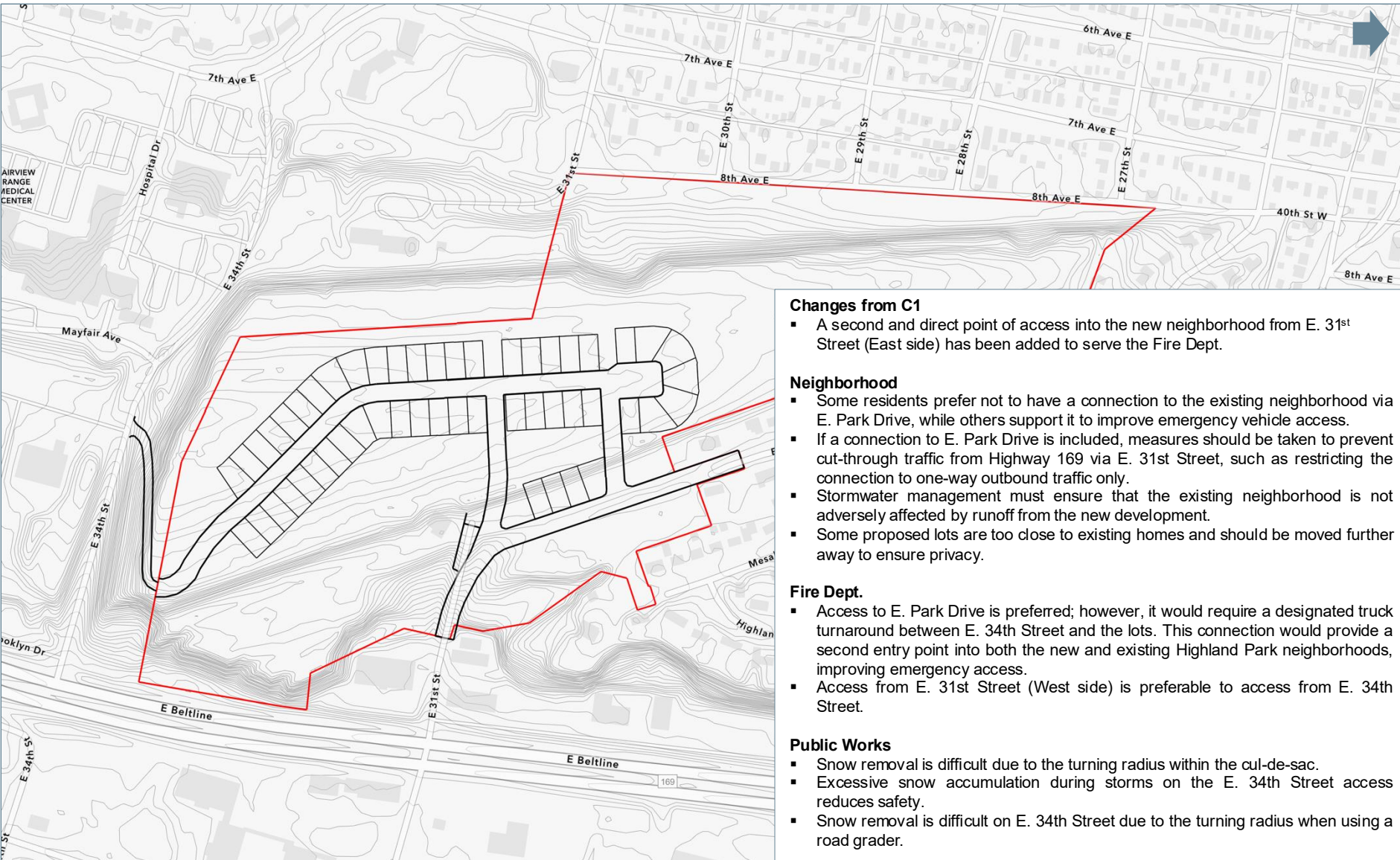
Fire Dept.

- The design lacks a truck turnaround between 8th Avenue East and the lots.
- Providing at least two access points into the neighborhood is preferred to enhance emergency access and response.
- Access from 8th Avenue is challenging due to the narrowness of 8th Avenue and the potential for emergency vehicle congestion.

Public Works

- This concept addresses Public Works' concerns.

Concept C2 – 24 March 25 Community Meeting



Changes from C1

- A second and direct point of access into the new neighborhood from E. 31st Street (East side) has been added to serve the Fire Dept.

Neighborhood

- Some residents prefer not to have a connection to the existing neighborhood via E. Park Drive, while others support it to improve emergency vehicle access.
- If a connection to E. Park Drive is included, measures should be taken to prevent cut-through traffic from Highway 169 via E. 31st Street, such as restricting the connection to one-way outbound traffic only.
- Stormwater management must ensure that the existing neighborhood is not adversely affected by runoff from the new development.
- Some proposed lots are too close to existing homes and should be moved further away to ensure privacy.

Fire Dept.

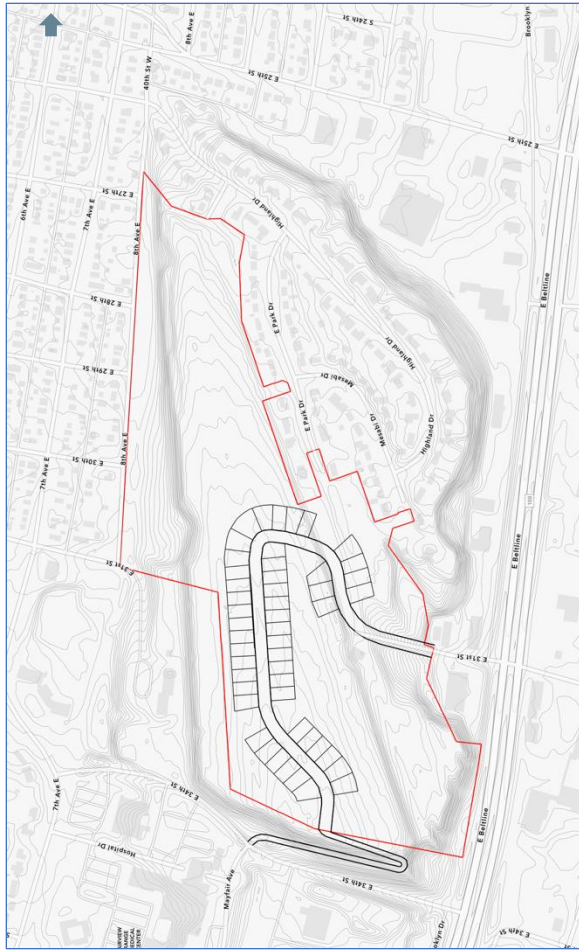
- Access to E. Park Drive is preferred; however, it would require a designated truck turnaround between E. 34th Street and the lots. This connection would provide a second entry point into both the new and existing Highland Park neighborhoods, improving emergency access.
- Access from E. 31st Street (West side) is preferable to access from E. 34th Street.

Public Works

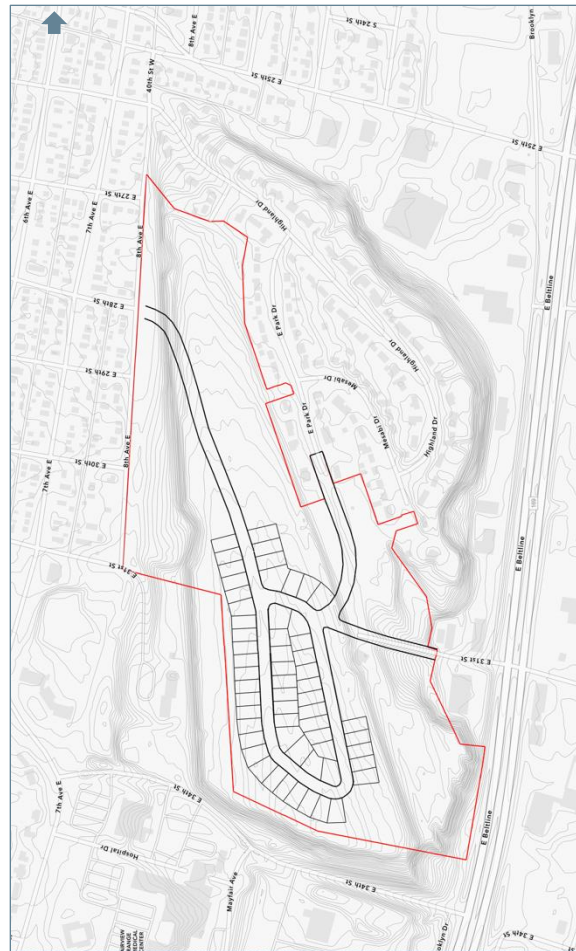
- Snow removal is difficult due to the turning radius within the cul-de-sac.
- Excessive snow accumulation during storms on the E. 34th Street access reduces safety.
- Snow removal is difficult on E. 34th Street due to the turning radius when using a road grader.

Concepts – 24 Mar 25 Community Meeting

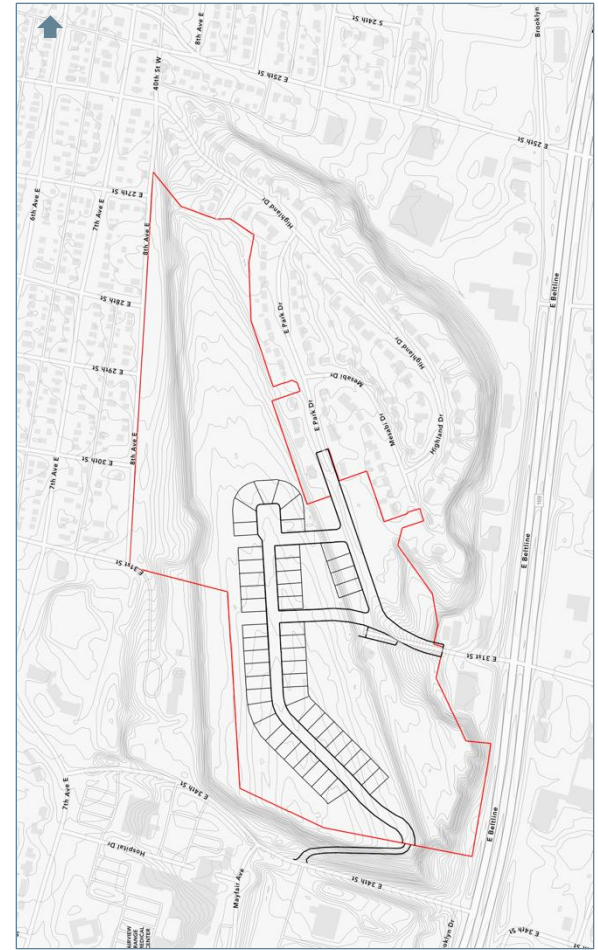
Concept A1



Concept B2



Concept C2



Road Access, Circulation, Connections

- There should be no connection between the existing neighborhood and Highway 169 via East 31st Street.
- If an entrance off East 31st Street connects to Hwy 169, it should be a one-way out.
- There should be no connection between the new development and East Park Drive.
- Access to the new neighborhood should be from East 34th St. and 8th Ave.
- There should be a second entrance off East 31st Street and 8th Avenue.
- The traffic study needs to account for the traffic if connected to Highway 169/E. 31st St.

Future Neighborhood Impacts

- Prevent stormwater drainage from the new development to neighboring houses on E. Park Drive.
- Relocate future houses further away from those on East Park Drive to ensure that the future neighborhood does not overlook the backyards of East Park Drive homes.
- How will the recent mining news impact the future development and the school district?

Project Budget/Funding/Financing

- Project financing should be transparent.
- It is not cost-beneficial to add roads and utilities to the hill.
- Will current homeowners be assessed for the cost of the new development?

City Services

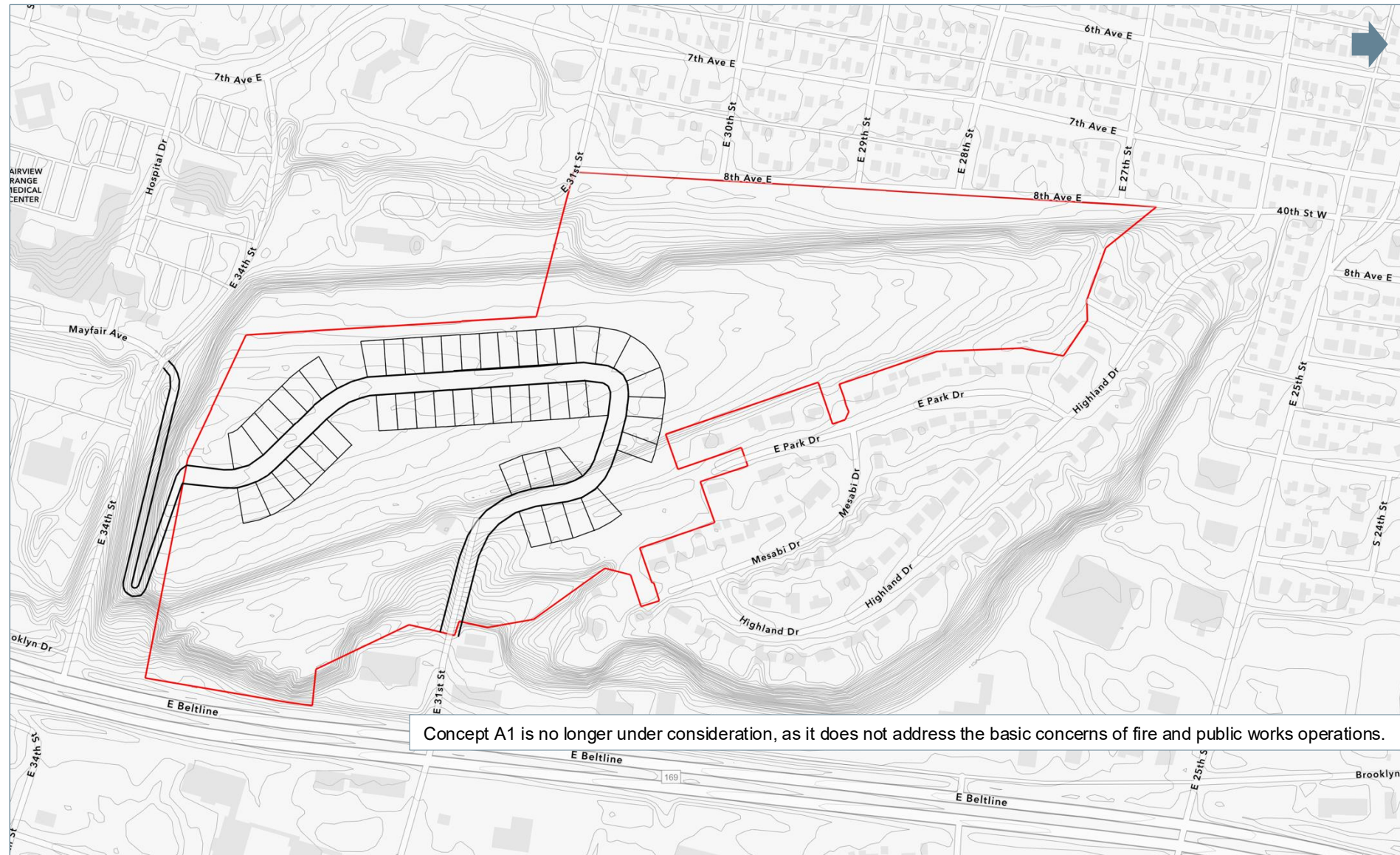
- Fire/police/civil have not really had issues in the existing neighborhood.
- People live on the hill for a reason. We chose to live there. Safety and security access are not a priority. People working for the city should be able to plow without a second entrance to the existing neighborhood.

New Development Characteristics

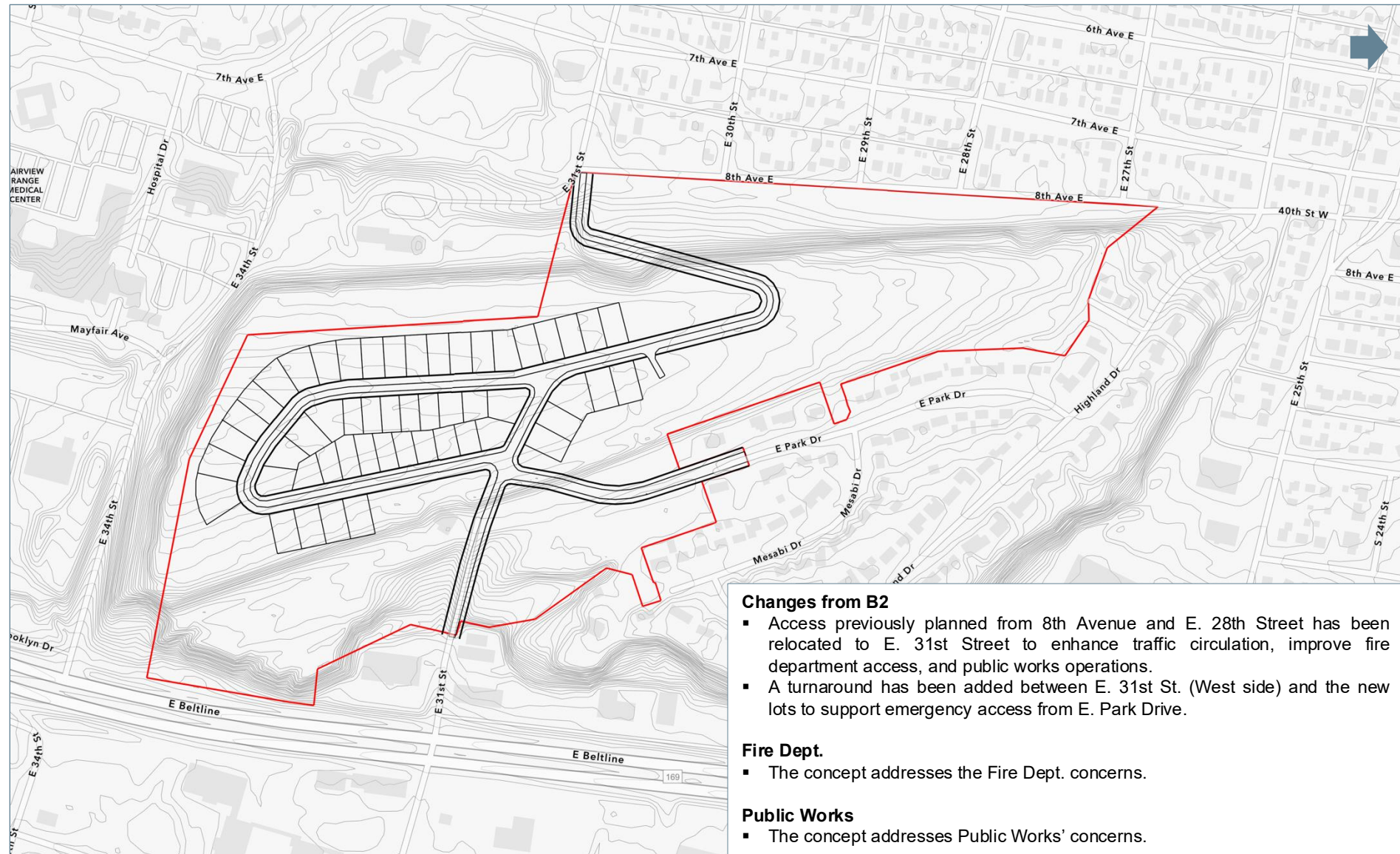
- There should be a variety of lot sizes larger than 65 feet wide.
- There should be sidewalks in the new development to promote pedestrian safety.
- Do not want to see a loss of green space on the hill.

**Development Concepts
4 June 2025
Council Meeting**

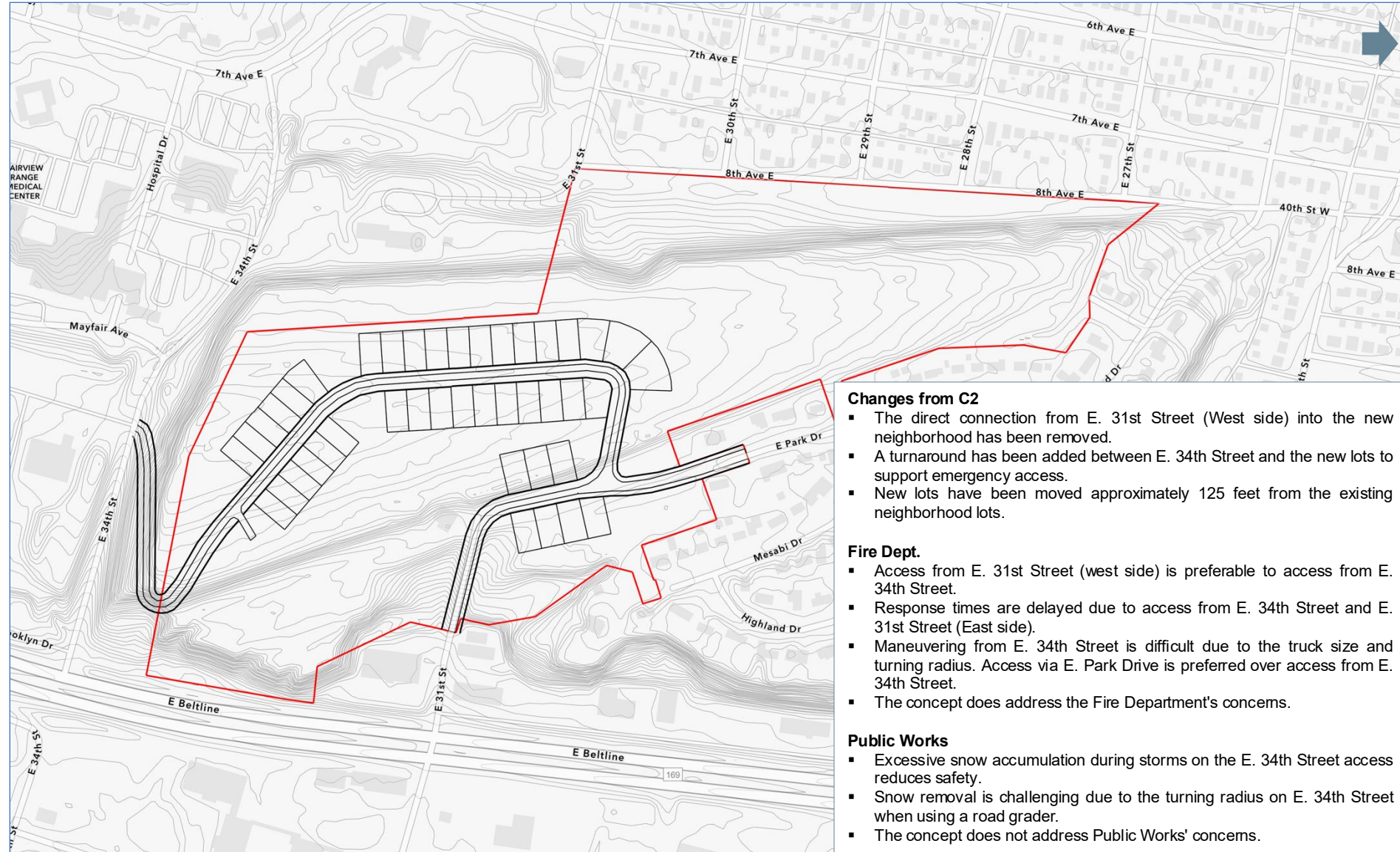
Concept A1 – 4 June 25 Council Meeting & Staff



Concept B3 – 4 Jun 25 Council Meeting



Concept C3 – 4 Jun 25 Council Meeting



Changes from C2

- The direct connection from E. 31st Street (West side) into the new neighborhood has been removed.
- A turnaround has been added between E. 34th Street and the new lots to support emergency access.
- New lots have been moved approximately 125 feet from the existing neighborhood lots.

Fire Dept.

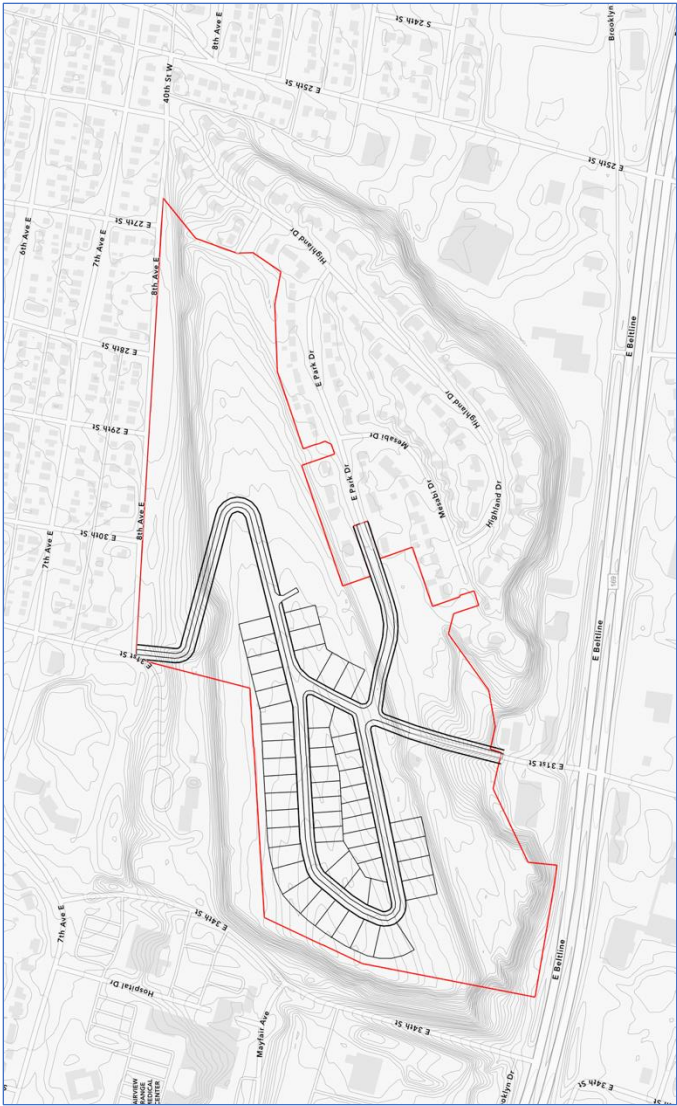
- Access from E. 31st Street (west side) is preferable to access from E. 34th Street.
- Response times are delayed due to access from E. 34th Street and E. 31st Street (East side).
- Maneuvering from E. 34th Street is difficult due to the truck size and turning radius. Access via E. Park Drive is preferred over access from E. 34th Street.
- The concept does address the Fire Department's concerns.

Public Works

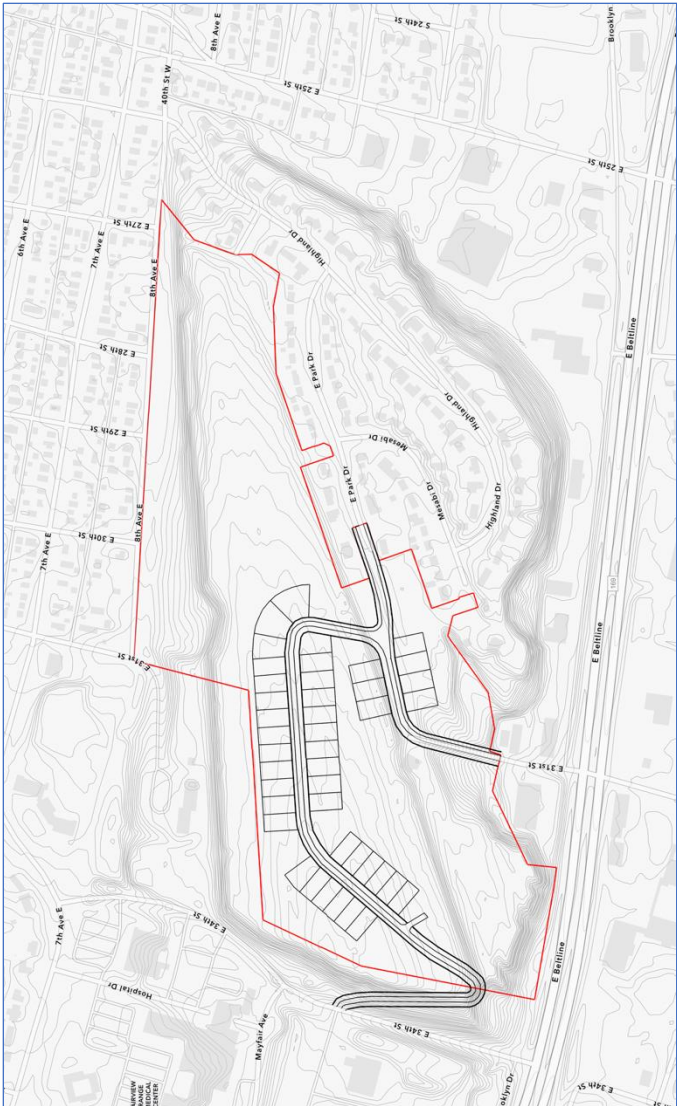
- Excessive snow accumulation during storms on the E. 34th Street access reduces safety.
- Snow removal is challenging due to the turning radius on E. 34th Street when using a road grader.
- The concept does not address Public Works' concerns.

Concepts – 4 Jun 25 Council Meeting

Concept B3



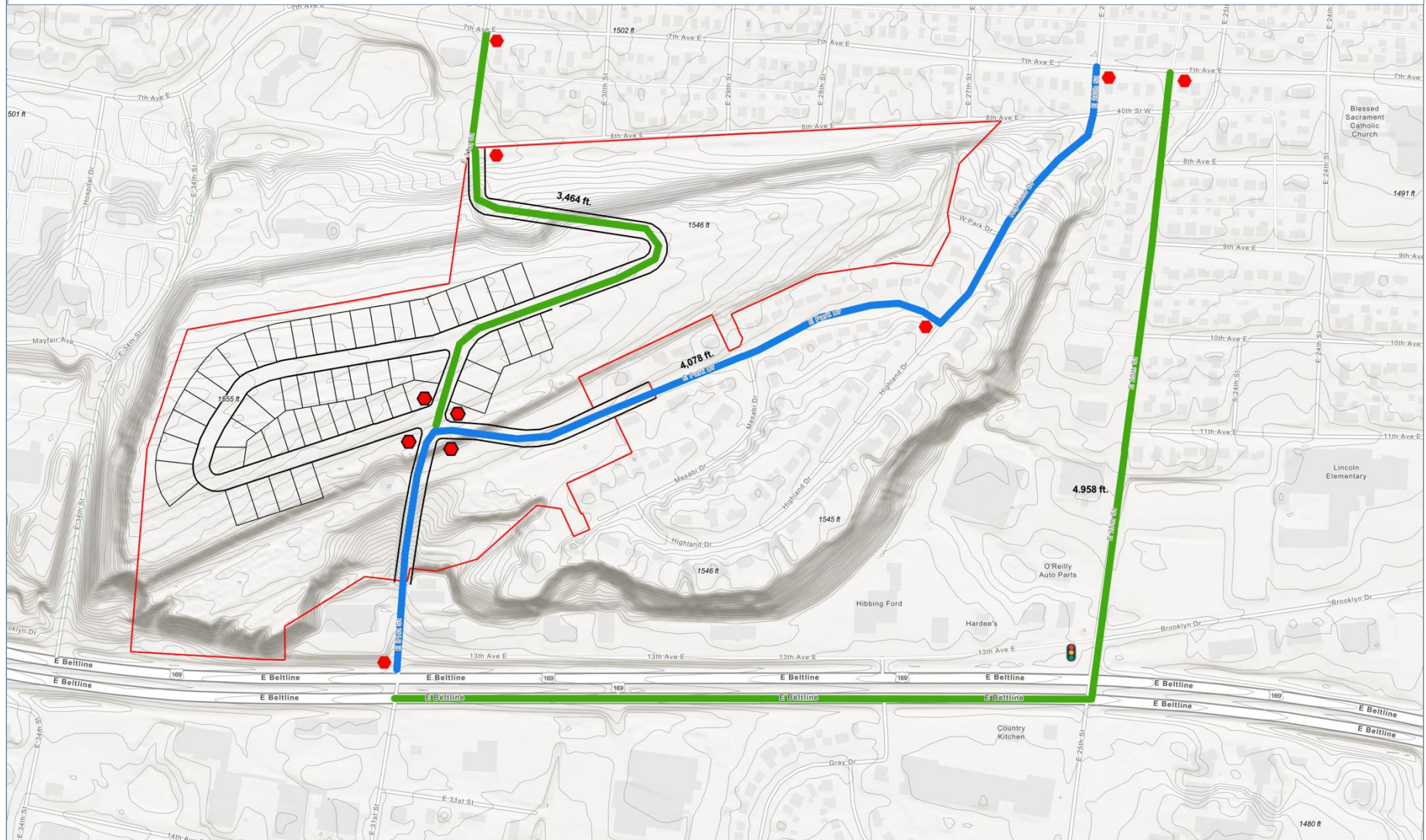
Concept C3



4. Traffic Movement & Counts

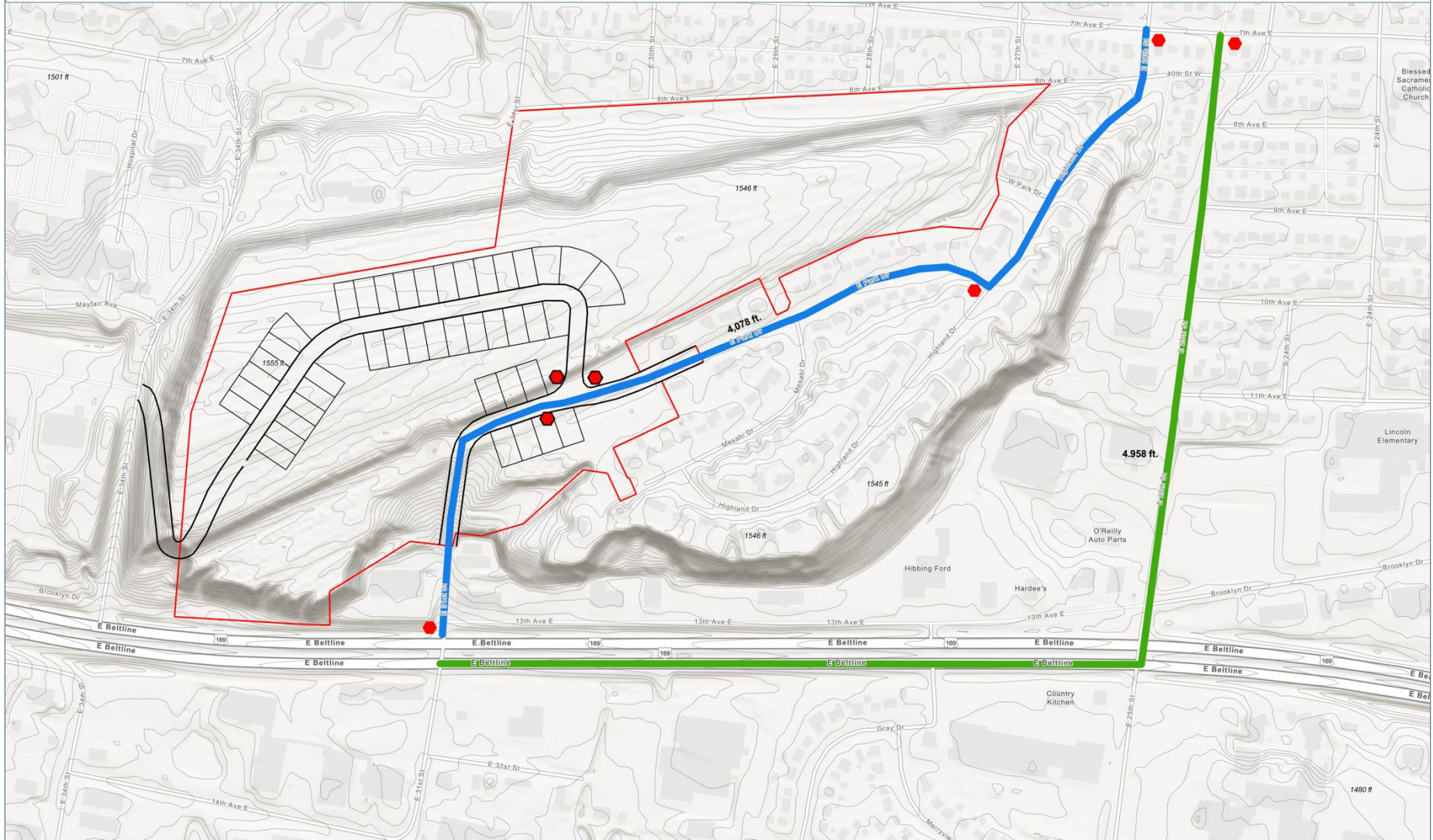
Concept B3 – Highland Park Cut Through Traffic (No Hwy. 169 Traffic Improvements)

Cut-through traffic, though currently undetermined, between Hwy. 169 and 7th Ave. E. may be more inclined to use either E. 31st Street, which is shorter and has far fewer driveway curb cuts and intersecting streets than the existing Highland Park neighborhood route, or Highway 169 and E. 25th Street, which offers a more controlled, uninterrupted, and predictable movement.



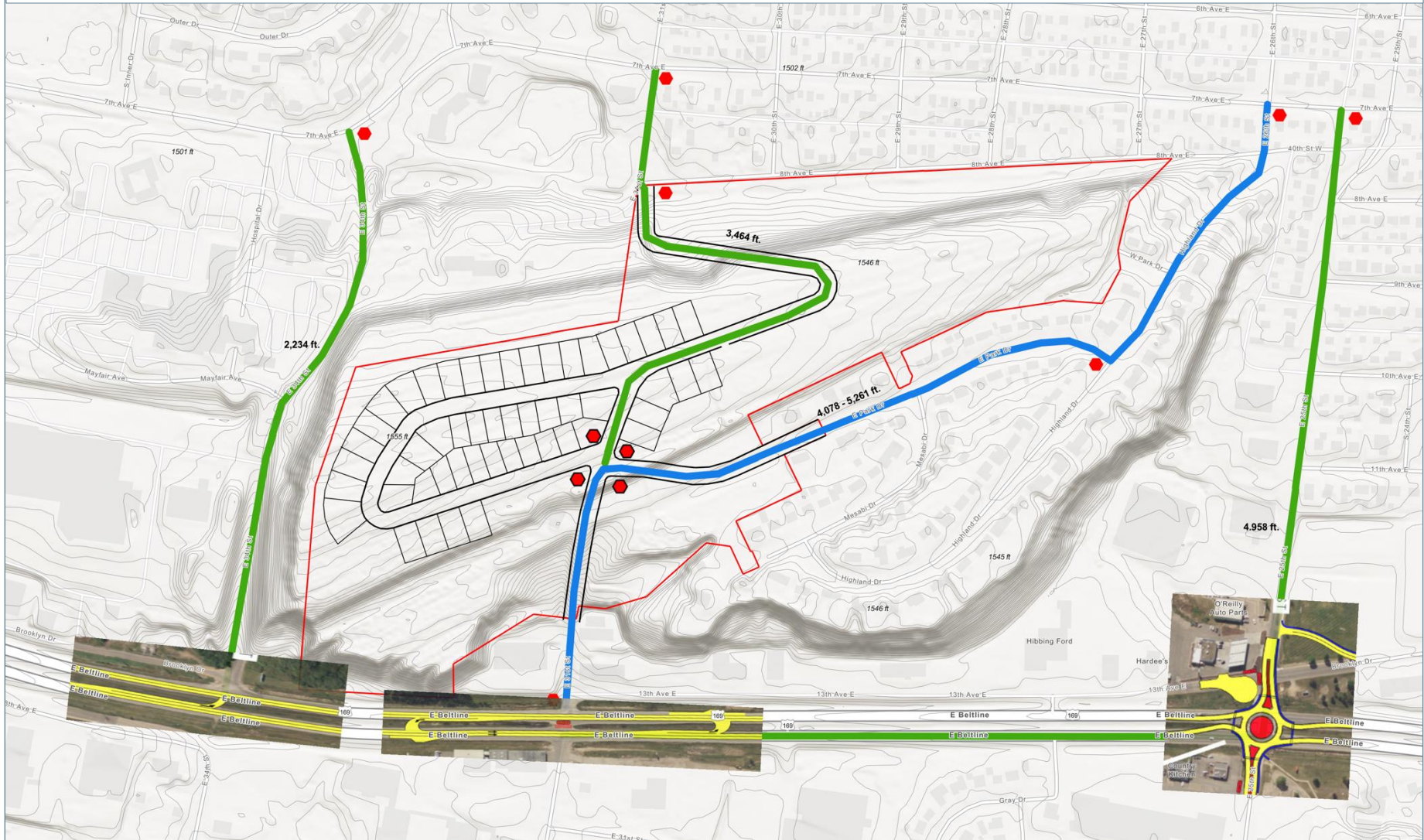
Concept C3 – Highland Park Cut Through Traffic (No Hwy. 169 Traffic Improvements)

Cut-through traffic between Highway 169 and 7th Avenue East, though currently undetermined, may be slightly more likely to use the existing Highland Park neighborhood route due to its shorter length. However, the greater number of driveway curb cuts and intersecting streets along this route may discourage its use, especially when compared to Highway 169 and E. 25th Street, which offers a more controlled, uninterrupted, and predictable movement.



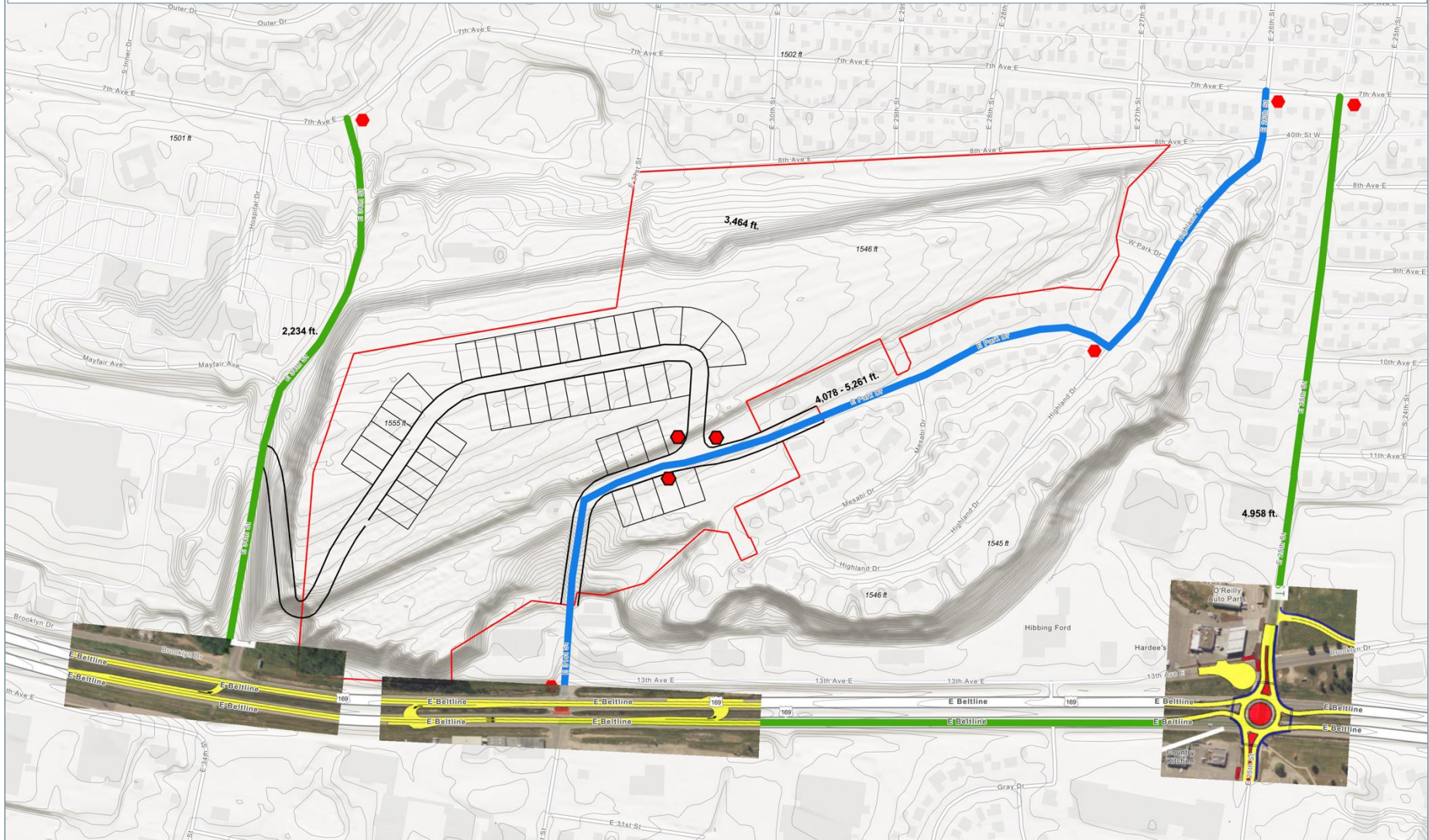
Concept B3 – Traffic Movement (With Hwy. 169 Improvements)

The Highway 169 improvements offer three options for traveling from Highway 169 to 7th Street East. Two of these routes are shorter, and all offer fewer potential disruptions from curb cuts, driveways, and stop conditions, resulting in more controlled, uninterrupted, and predictable travel compared to the existing Highland Park neighborhood route. A schedule for the Hwy. 169 improvements are undetermined at this time.



Concept C3 – Traffic Movement (With Hwy. 169 Improvements)

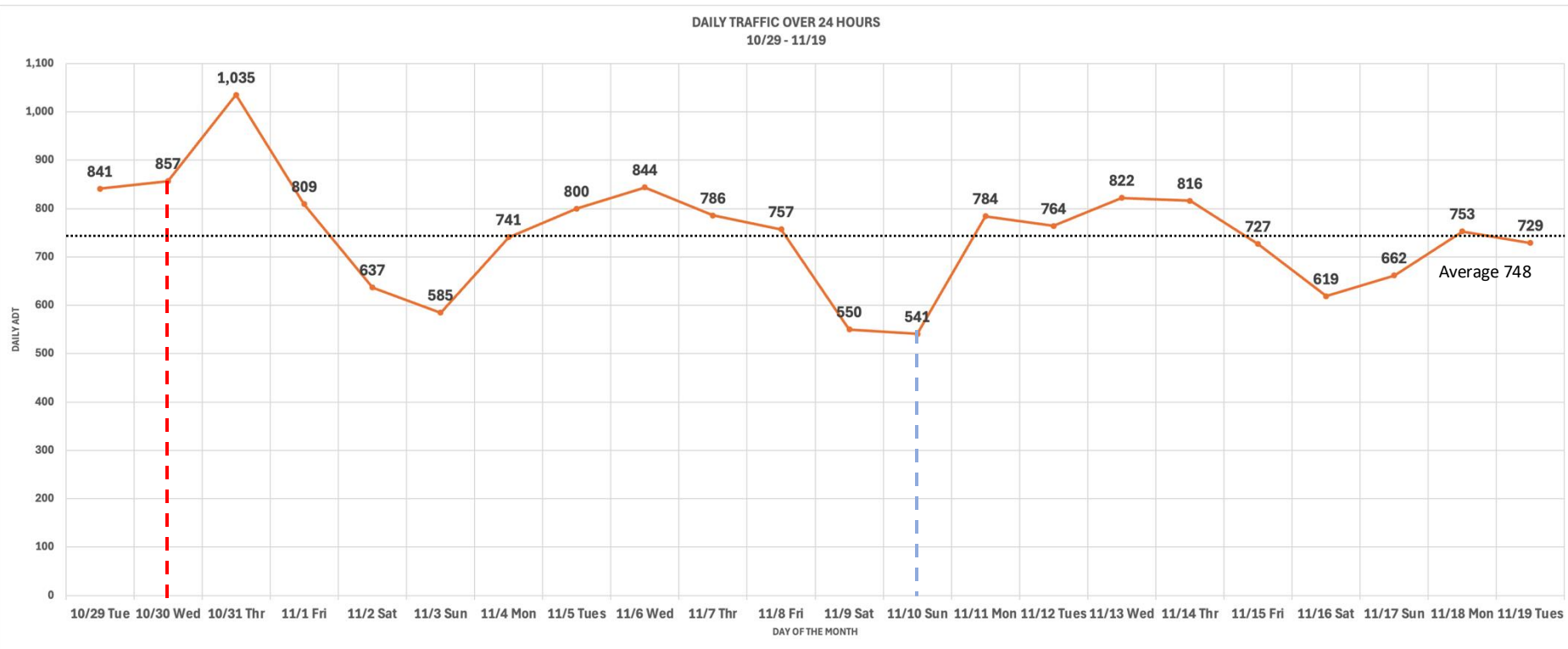
The Highway 169 improvements offer two options for traveling from Highway 169 to 7th Street East. One of these routes is shorter, and both have fewer potential disruptions from curb cuts, driveways, and stop conditions, resulting in more controlled, uninterrupted, and predictable travel compared to the existing Highland Park neighborhood route. The schedule for the Highway 169 improvements has not yet been determined.



DAILY TRAFFIC OVER 24 HOURS

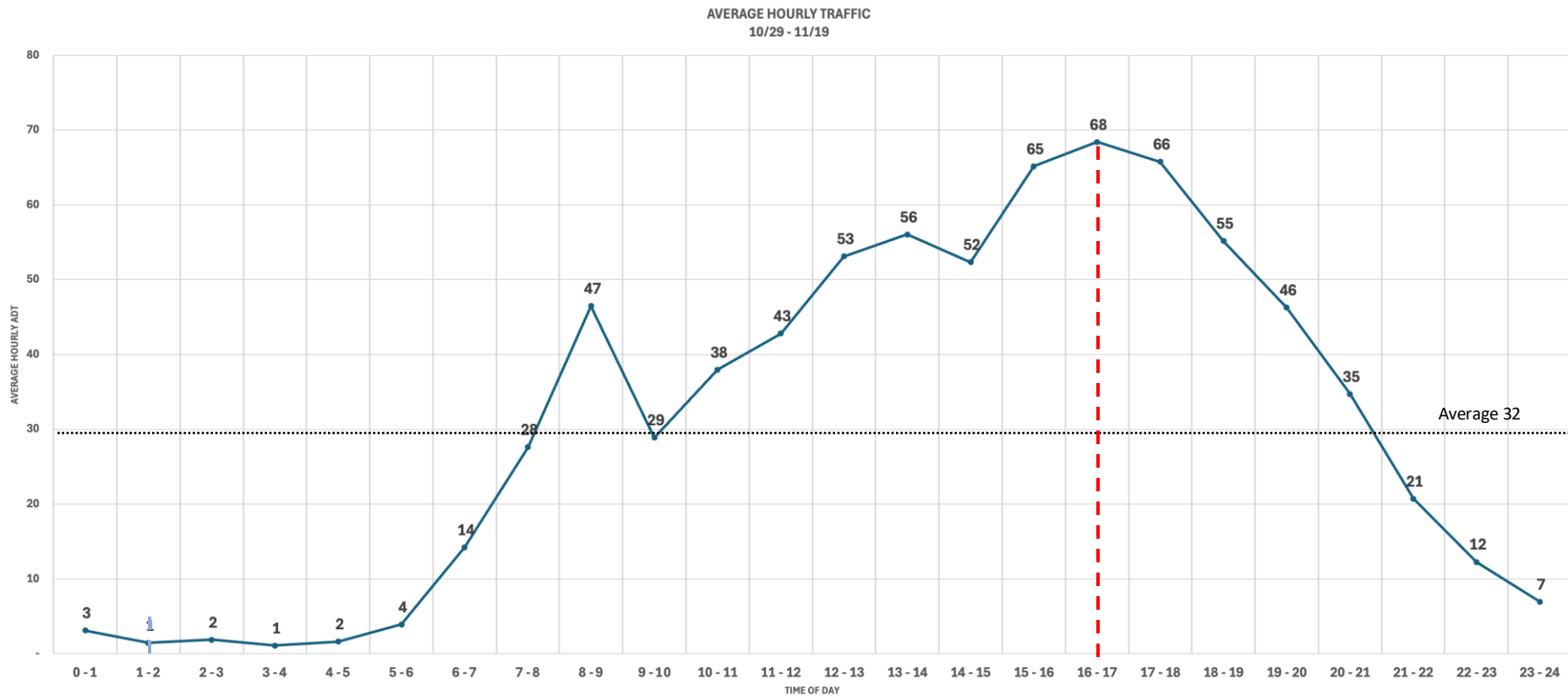
10/29 – 11/19

--- Peak Hour (excluding Halloween)
--- Lightest Hour



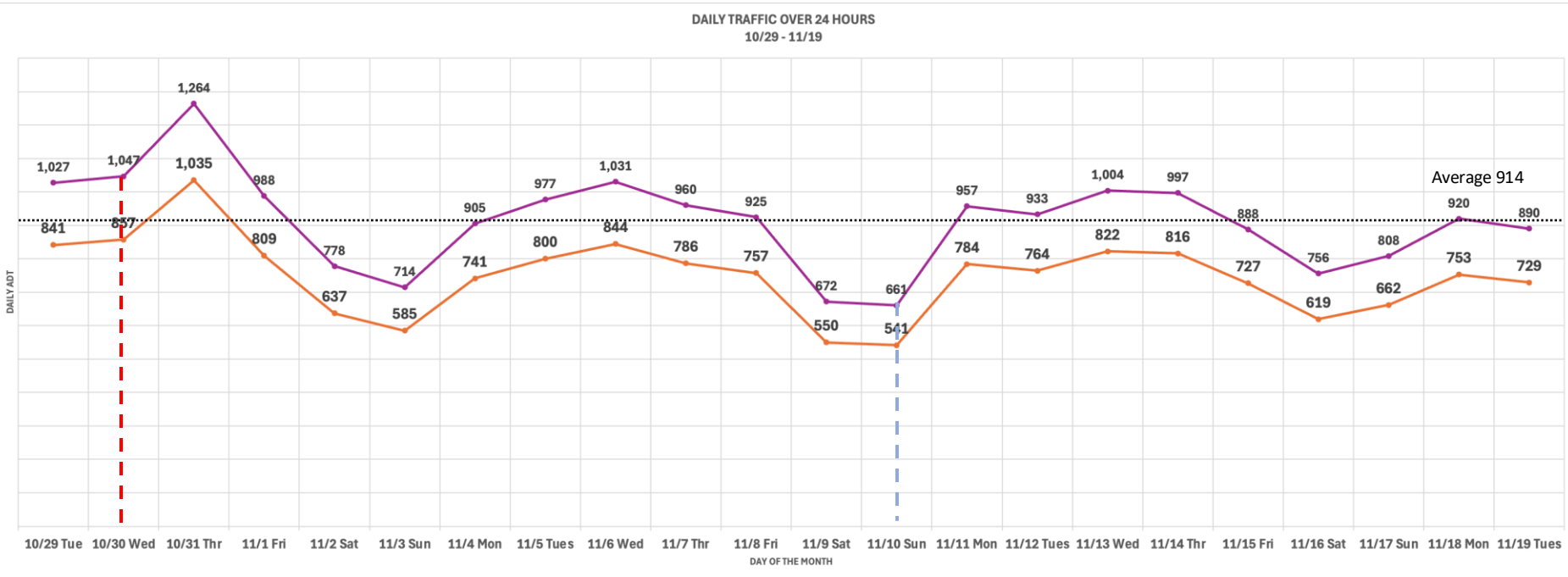
AVERAGE HOURLY TRAFFIC OVER 24 HOURS 10/29 – 11/19

--- Peak Hour
--- Lightest Hour



52 Lot Subdivision
40% of ADT Assigned to E. Park Drive
AVERAGE HOURLY TRAFFIC
OVER 24 HOURS
10/29 – 11/19

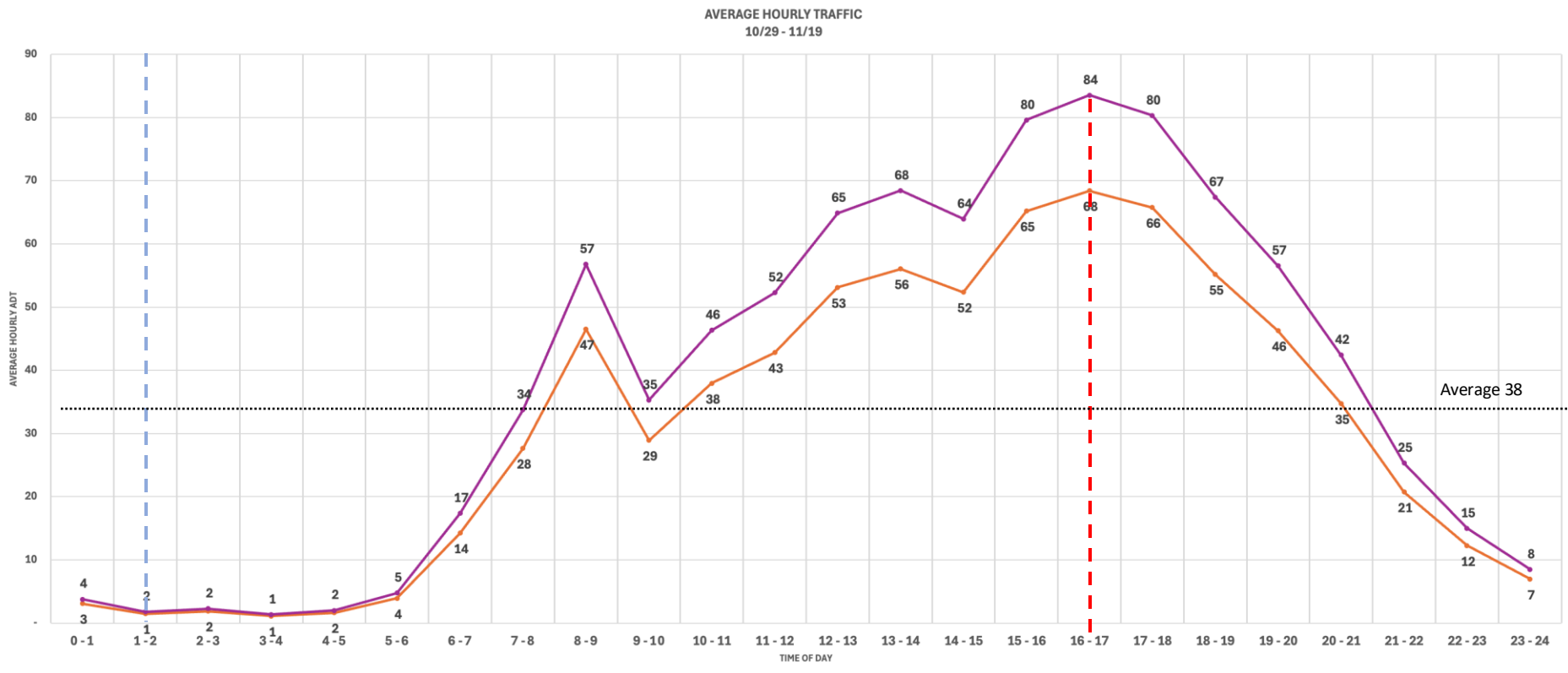
--- Peak Hour
--- Lightest Hour



Assuming the new 52-unit subdivision was in place on 10/29, the estimated increase in auto trips would be about 22%, assuming 40% of all traffic from the new subdivision used E. Park Drive.

52 Lot Subdivision 40% of ADT Assigned to E. Park Drive AVERAGE HOURLY TRAFFIC OVER 24 HOURS 10/29 – 11/19

--- Peak Hour
--- Lightest Hour



Assuming the new 52-unit subdivision was in place on 10/29, the estimated increase in peak auto trips would increase from 68 to 84 trips, assuming 40% of all traffic from the new subdivision used E. Park Drive.

5. Discussion, Feedback & Next Steps