

Sunrise Corridor Community Visioning

Steering Committee #4

September 4, 2024



Clackamas County



Happy Valley



Metro



ODOT

Hybrid meeting logistics

- The meeting is being broadcast via Zoom.
- Public participants will be able to listen to meeting content but will not be visible.
- Committee members and project staff on Zoom will be visible.
- If committee members on Zoom would like to speak, please alert Ana. We will also check in with committee members on Zoom.
- We have 5 minutes for public comment toward the end of the meeting.



Meeting Agreements

Ground rules

- Have an open mind.
- Come prepared to participate.
- Listen to and recognize the diverse concerns and interests of other members.
- Share discussion time, encouraging everyone to participate fully.
- One person speaks at a time.
- Ask questions of each other to gain clarity and understanding.
- Avoid speaking on behalf of others or the group.
- Treat each other with mutual respect.

Expectations

- Patience with today's tech and differences in attendance.
- The meeting will start and end on time.
- Members and facilitator will work to hold to the agenda.
- If a topic is not on the agenda, we'll put it on a list for future discussion.



Agenda

1. Welcome and introductions
2. Project and community engagement updates
3. Update on Sunrise Gateway Concept
4. Overview of strategies
5. Public comment
6. Next steps



Introductions - New committee members!

- Introduce yourself
- Organization or interest area
- Share something you'd like new members to know that you've heard or learned about the visioning area

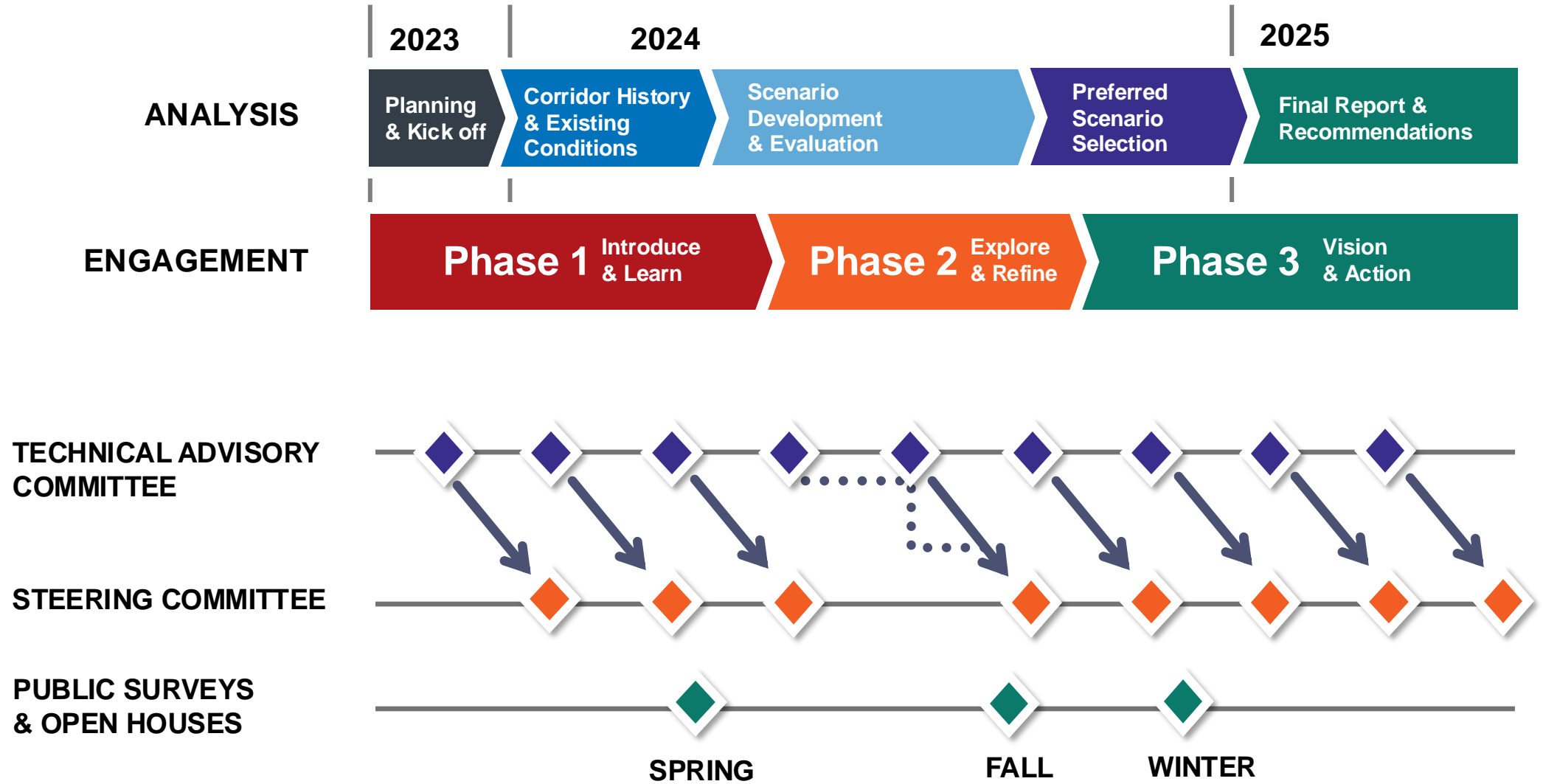


Project Update



Schedule

Sunrise Corridor Community Visioning



Update – Summer 2024

June

- Steering Committee meeting #3
- LEDIC presentation
- Happy Valley Council update
- Pop-up events: Farmers
Mkt, Oak Acres
- Leadership Cohort meeting #2

July

- Joint strategy development workshop for Steering Committee/Leadership Cohort
- Agency coordination on transportation
- Clackamas River Basin Council presentation

August

- Leadership Cohort meeting #3
- Agency coordination on transportation



Sunrise Gateway Corridor Concept Overview

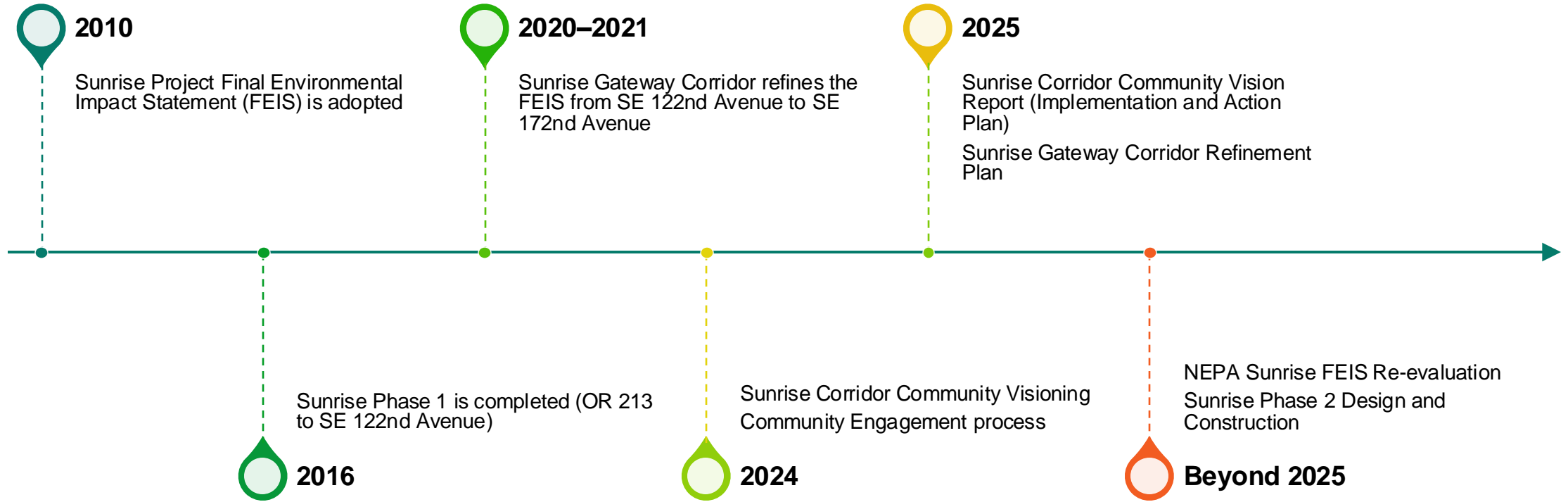
Agency coordination and refinement plan

Overview of the concept

Discussion



Sunrise Corridor Planning Efforts



Sunrise Gateway Corridor Concept

DRAFT Gateway Concept 122nd Tie-In



The 122nd Tie-in is designed to preserve the long-term diamond interchange footprint and allow phased construction of the ultimate mainline expressway and bridge over the crossroad.

135th/142nd/152nd Tie-In



This tie-in allows the consolidation of left-turn access to/from OR 212/224 through the development of a grade-separated overcrossing of the highway and new Sunrise Gateway Corridor and provides a gateway to the industrial site.

Rock Creek Junction

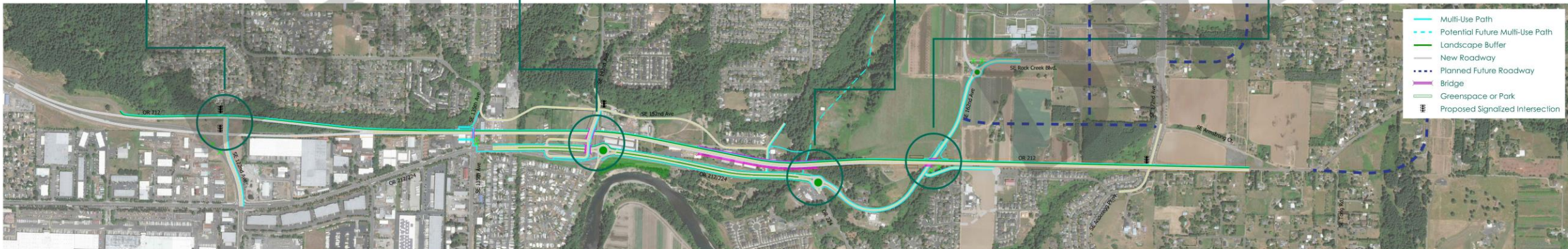


Rock Creek Junction will be converted into multi-lane roundabout to improve safety and provide adequate capacity following the development of the Sunrise Gateway Corridor.

Rock Creek Junction/ 162nd to 172nd Tie-In



This improvement minimizes right-of-way impacts and provides access to the Rock Creek Employment area via OR212, OR224, and the Sunrise (at 172nd Avenue) corridor.



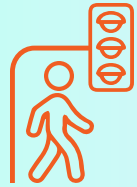
- Agency coordination and refinement plan
- Overview of the concept



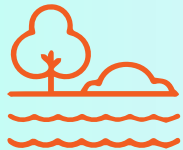
Scenario and Strategies Development



Community Goals



Create a **safe and resilient** transportation network for everyone that improves travel opportunities for **pedestrians, bicyclists and transit-riders**



Enhance **health, well-being and sustainability**



Promote complete communities to meet the **basic needs of all residents**

Support **economic development**



Preserve and **enhance local identity**, including historical and cultural assets



Create **lasting improvements** through agency coordination and **partnerships**



Strategy Categories



Land Use



Regional
Connectivity



Economic
Development



Safe and Connected
Streets



Open Space and
Identity



Public Health and
Environment



Land Use

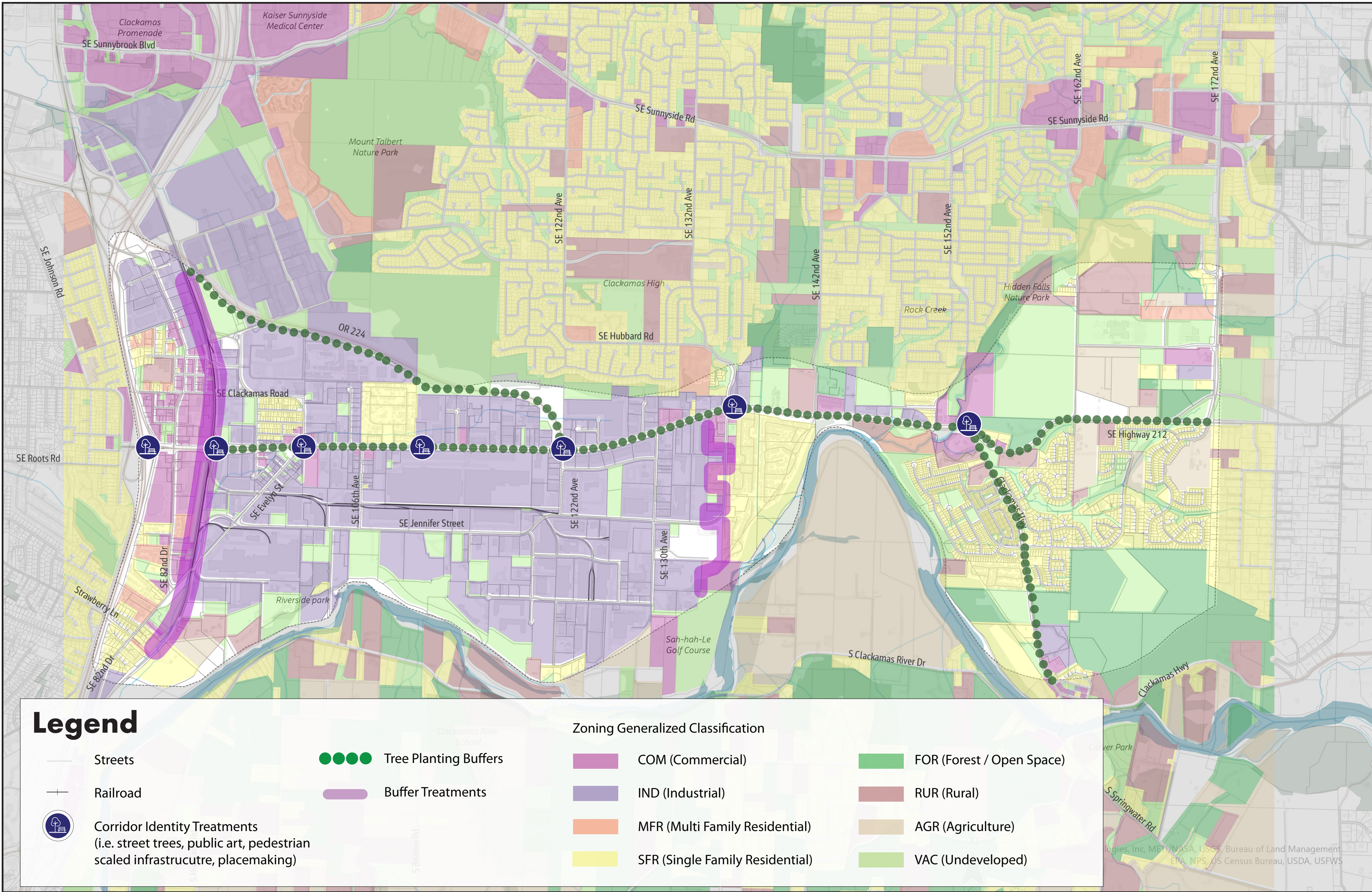
The Sunrise Corridor study area includes primarily industrial land uses, with some residential uses in the area. A balanced community would guide future growth and ensure compatibility among existing and future land uses.

ISSUES

- High percentage of light industrial land
- Underdeveloped and underutilized land
- Displacement risk and lack of housing options
- Conflicting land uses and isolation
- Lack of neighborhood character

STRATEGIES

- A. Employ anti-displacement policies for residential uses and businesses:** Anti-displacement policies can include community land trusts, an affordable housing database, mobile home park zoning, neighborhood-scale commercial areas, ordinances to discourage chain stores, and streamlined permitting processes, and affordable housing for the workforce.
- B. Encourage contiguous land development patterns:** Encourage related land use patterns that connect areas that create healthy, safe and livable communities.
- C. Adopt regulations that foster compatibility between land uses:** Strategies include land-use buffer zones or mixed-use zones that integrate residential with compatible light industrial.
- D. Enhance neighborhood character:** Strategies for establishing cohesive neighborhood character could include planting street trees, establishing pedestrian-scaled infrastructure, and establishing design standards to integrate land uses.
- E. Adopt smart growth parking policies:** As the project area continues to grow, reducing parking, improving facility design, and including shared parking and parking maximums can benefit and add value to the Sunrise Corridor.



Regional Connectivity

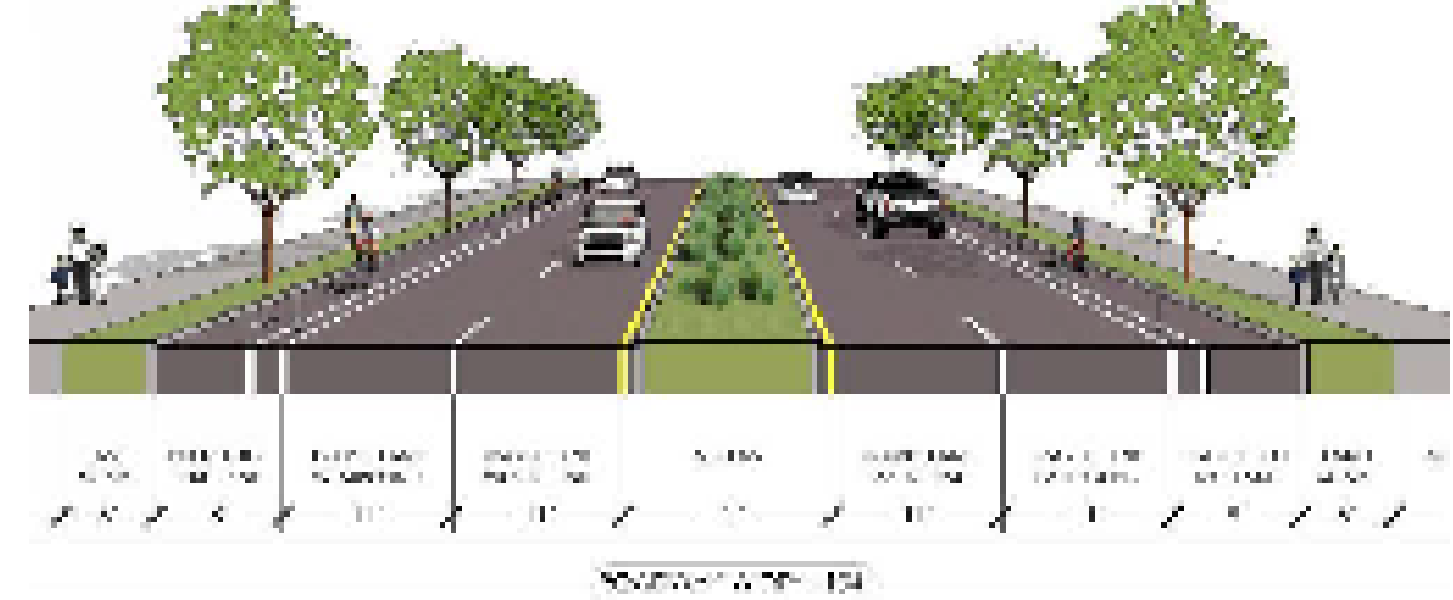
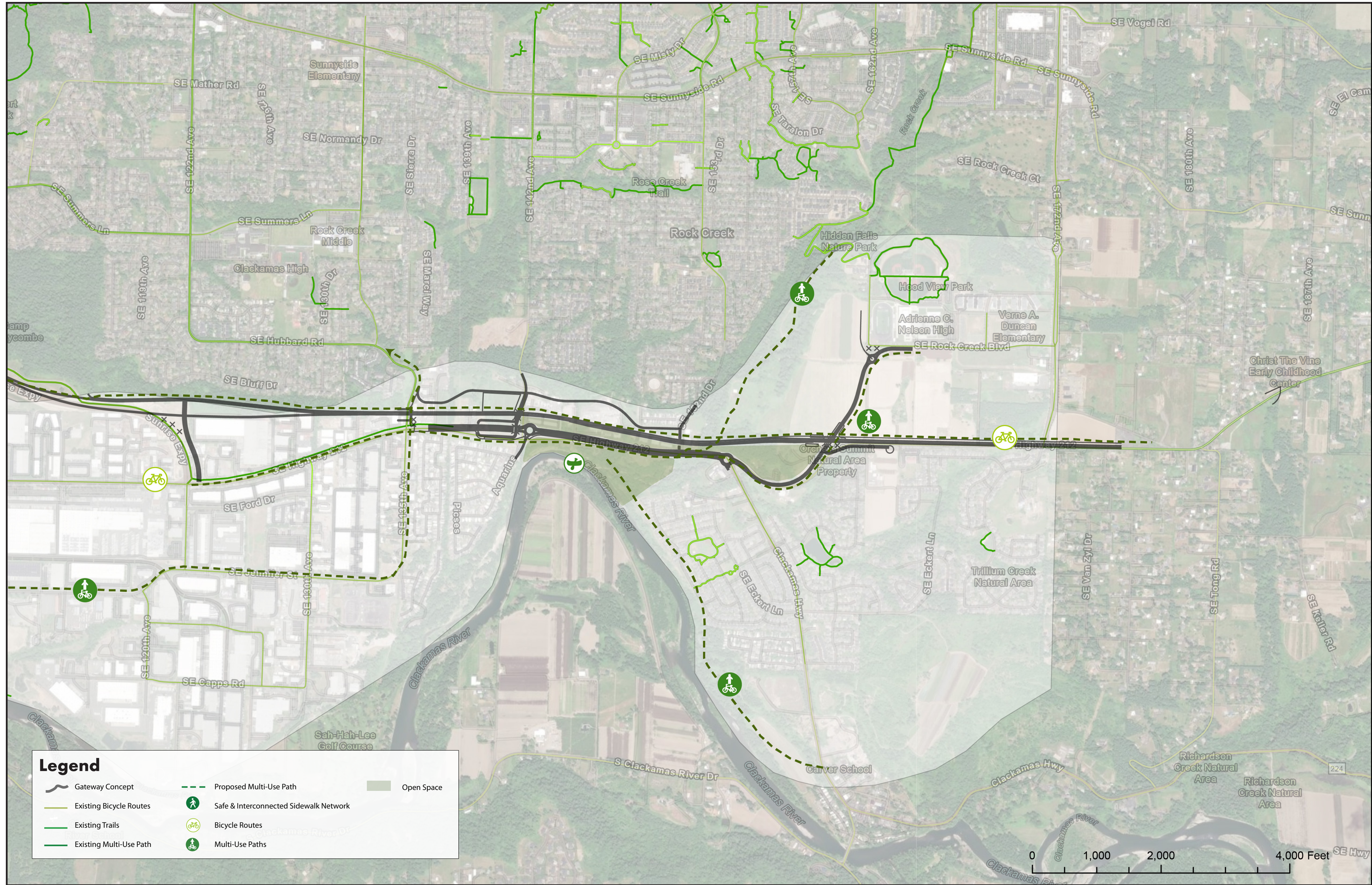
The Sunrise Corridor (Highway 212 and Highway 224) is a vital route between the Portland Metro area and Central to Eastern Oregon. The roadway is over capacity today and faces many safety and access issues for many of its users.

ISSUES

- **Network insufficient for regional mobility needs.** Existing key signalized intersections are failing and more are anticipated to fail as the area grows.
- **Safety issues are prevalent along the corridor.** Several segments of Highway 212 and Highway 224 experience high amounts of crashes. People walking and bicycling in the study area experience an increased risk of crashes.
- **Limited walking, biking, and transit options.** The existing trail and on-street network has large gaps that make walking and biking difficult, while transit stops lack amenities.

STRATEGIES

- A. Sunrise Phase 2 (Gateway Concept):** The Sunrise Corridor experiences heavy congestion and limited mobility. As part of Get Moving 2020, Clackamas County developed the Sunrise Gateway Concept which included intersection and alignment improvements, reconstruction of portions of Highway 212, and crossing and bicycle/pedestrian improvements.
- B. Safety Improvements:** Safety improvements recommended for the corridor include safe and protected facilities for people walking and biking, medians along Highway 212 and 224 to visually narrow the corridor and slow speeds, pedestrian refuges at intersections to shorten crossing distances, and include roundabouts and left-turn restrictions to reduce conflicts.
- C. Walking and Biking Connections:** The Sunrise Gateway Concept and FEIS provided enhanced walking and biking connections along existing facilities, and enhanced connections to the regional trail system. These improvements include connections to the Mt. Scott Loop Trail, SE 82nd Avenue, and the Sunrise Multi-Use Path, a pedestrian/bicyclist bridge at SE 135th Avenue, and pedestrian-friendly crossings across the Highway 212/224 connection.
- D. Transit Enhancements:** Transit in the Sunrise Corridor area connects to several major corridors, including high-capacity transit corridors. The SE 82nd Avenue corridor includes a route from Clackamas Town Center north, and an extension of high-capacity transit from Clackamas Town Center to Oregon City. The Sunnyside corridor includes a connection from Beaverton to Clackamas Town Center and connection from Clackamas Town Center to the C2C Corridor on 172nd Avenue. Route 150 would serve 172nd Avenue in the future, with routing through the Clackamas Industrial Area.
- E. Use Transportation Demand Management (TDM) Strategies:** Transportation Demand Management (TDM) is defined as a set of strategies aimed at increasing individuals' transportation choices beyond driving alone to improve overall system efficiency. Clackamas County, TriMet, employers within the industrial district, and Clackamas Community College are undertaking efforts to improve transportation choices, including improved transportation options such as rideshare and shuttle services, parking management programs, and transit passes for students and employees.



C

Public Health

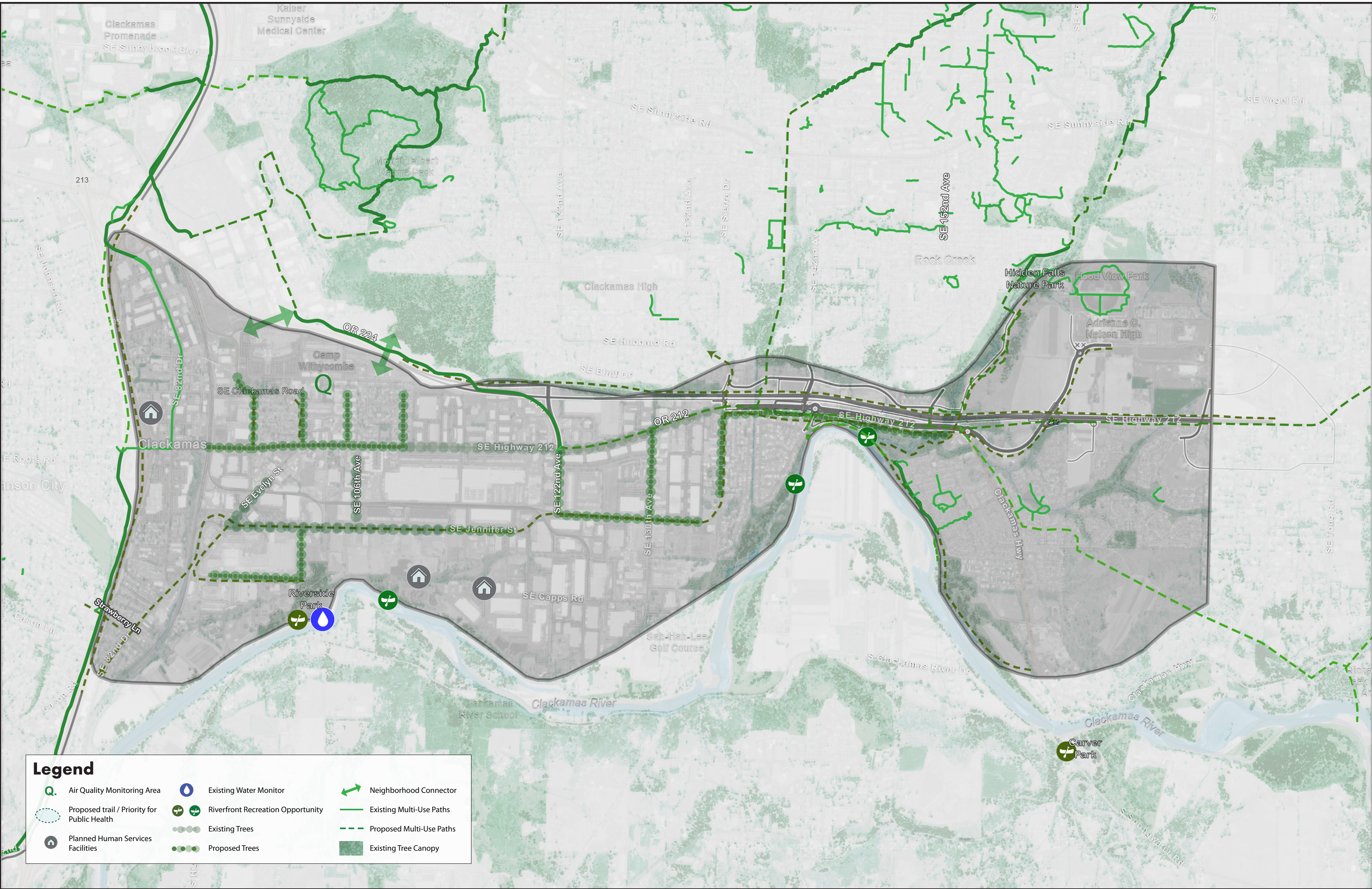
People living and working in the Sunrise Community seek to achieve good health, positive social connections, and a thriving quality of life through clear air, clean water, and a safe environment for their families and friends.

ISSUES

- **Healthy air:** Air and noise pollution can exacerbate existing physical and mental health issues, reduce activity, and lead to lost work, school, and recreation.
- **Local heat and tree cover:** Direct sun exposure, such as with high amounts of paving and roofing material, creates areas that retain heat well past sundown.
- **Access to natural areas:** People living and working in this area have limited opportunities to access natural areas and the Clackamas River.
- **Community connections:** Existing land uses, transportation network, available open spaces, and minimal sense of identity were barriers to maintaining connections throughout the community.

STRATEGIES

- A. Access to open spaces and the natural environment:** Time spent in nature and recreational areas is strongly linked to positive mental and physical health outcomes. Although an industrial area and freight corridor, the study area is rich with open spaces. In order to improve access to these resources, this strategy would identify access gaps, pair access improvements with bicycle and pedestrian network improvements, preserve greenspaces, and develop programs and public events to encourage and facilitate time spent outside.
- B. Reduce heat island effect:** A 2023 Metro heat study found that the Clackamas Industrial Area was the hottest location within the study area due to a high proportion of industrial developments. Generally, heat islands can occur when the ground surface is paved or covered with buildings, creating less shade and moisture that is needed to keep areas cool. Expanding the area's tree canopy can reduce the impacts of the heat island effect by adding shade, cooling the area and supporting cleaner air quality.
- C. Environmental quality monitoring:** The local community, especially residents, are concerned about air quality, water quality, and noise pollution especially as they pertain to public health and livability. Installing air quality sensors, noise monitoring, and water evaluation can help set standards for improving natural resources over the years to come.



Safe & Connected Mobility

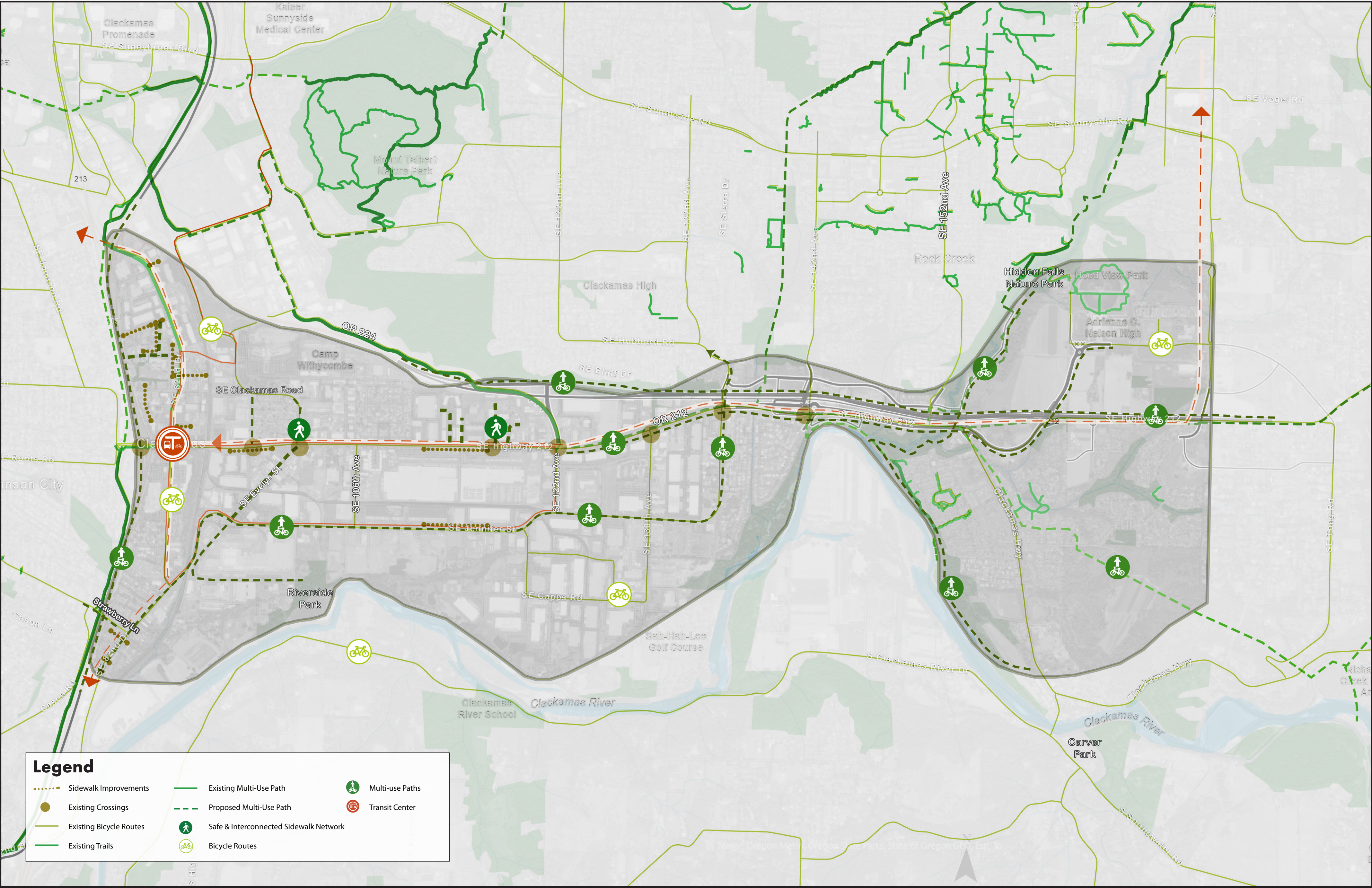
The project corridor is defined by OR 224 and OR 212, which facilitates thousands of trips per day. Residents, businesses, and commuters want the network to foster safe non-motorized travel, freight truck traffic, and connectivity.

ISSUES

- **Limited multimodal travel options** and access across OR 224 and 212.
- **Network insufficient for truck and freight needs.** Existing roadways do not accommodate the size and number of freight trucks in the area.
- **Large land use parcels have limited cut through access,** resulting in a low number of streets and travel route options.

STRATEGIES

- A. Safe and Interconnected sidewalk network:** The sidewalk network within the study area is approximately half complete. Priority sidewalk gaps are shown in the map.
- B. Safe and interconnected bicycle network:** Bicycle facilities in the area mostly consist of unprotected bike lanes adjacent to high-speed corridors. Upgraded facilities would improve safety, comfort, and connectivity.
- C. Truck Parking hub:** Freight is critical to the local economy. OR 212 and SE Jennifer Street are freight routes. A lack of truck parking creates safety and sightline challenges for other roadway users. A freight hub on these routes would provide parking and queuing space.
- D. Freight access:** Truck drivers in the area need safe space to maneuver, transfer and deliver goods without conflicts along freight routes. This strategy would implement safety improvements such as truck aprons in key locations.
- E. Safe Crossings:** Employees, children, families, and seniors in the study area want to be able to cross main roadways and local streets. Improvements would upgrade crosswalks with high visibility striping, better lighting and signal timing, and ADA treatments.
- F. Physical Connectivity:** Identifying connectivity gaps and working with agencies and community partners would increase access at parks, trails, the Clackamas River, and across major roadways and parcels to improve access.
- G. Develop mobility hubs:** A mobility hub connects travel options – typically walking, biking, transit, and ride sharing – in a single place to support first-mile, last-mile connectivity. This strategy would provide connections and transit preferential treatments at key locations, and explore a station at OR 212 and SE 82nd Drive.
- H. Increase transit service:** Frequent transit service means less time waiting for the bus to arrive, better trip connections when transferring lines, and shorter travel times. This strategy would support TriMet’s planned frequent service additions, support expanding the TriMet service area boundary, and provide transit-supportive zoning and first and last mile connections.



Open Space & Community Identity

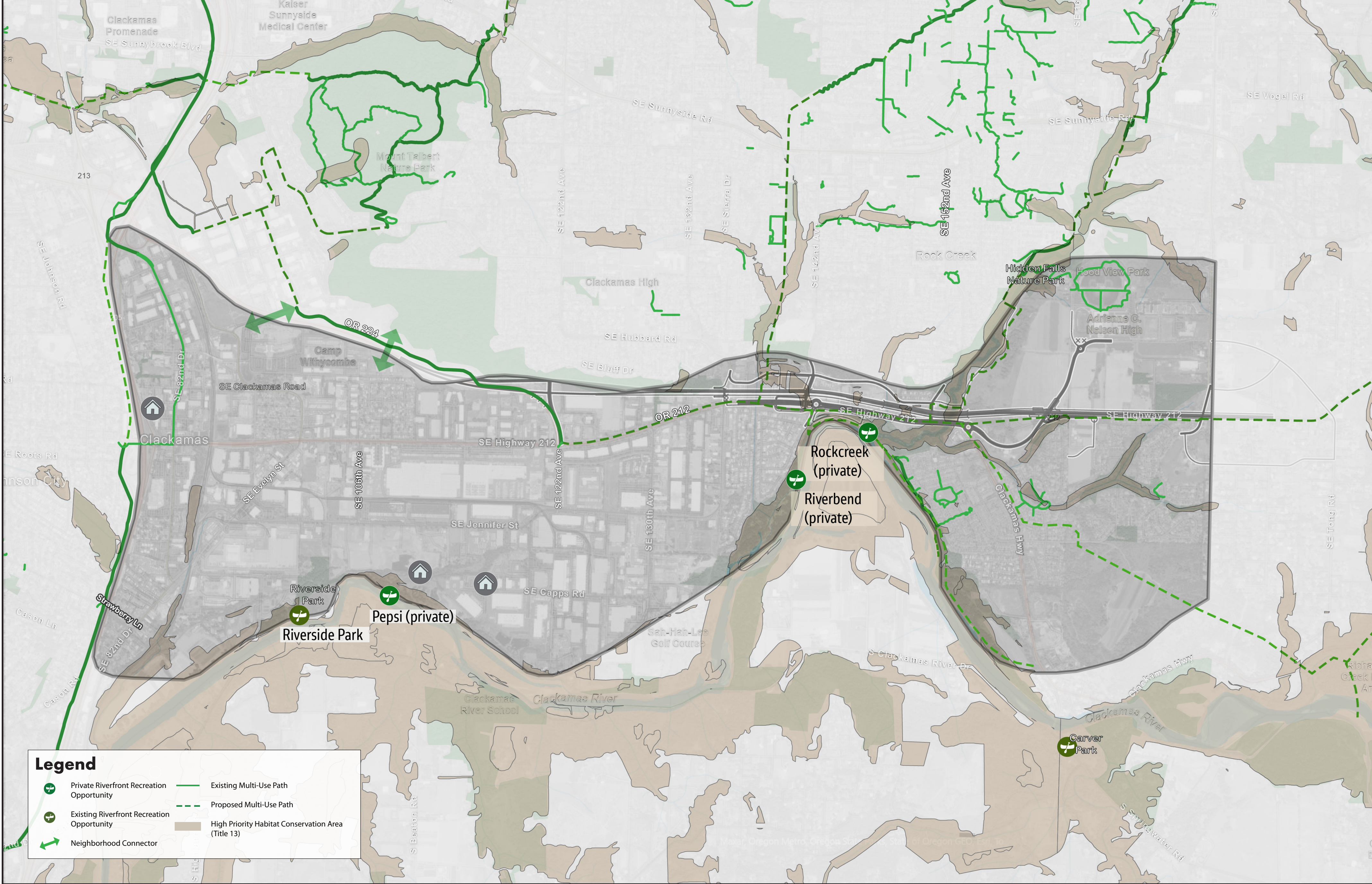
The Sunrise Area is home to many open space areas including forested hiking trail parks, such as Mt. Talbert Nature Park and Hidden View Park, Riverside and Carver Parks, the Clackamas River, and the Sunrise Shared-Use Trail. However, residents and employees feel they cannot safely access and utilize these existing natural resources. Community members and key stakeholders have indicated a need for a more livable, healthy, and sustainable place to live and work.

ISSUES

- Neighborhood level open space and parks. Development in the form of large industrial sites and warehouses limits the amount of open space available to residents and workers. Families are looking for places to play and interact with their community.
- Access and connection to the Clackamas River. People noted there was limited connectivity to the Clackamas River and other natural areas. There are limited parks or public spaces like parks or trails to see or be near the river.
- Multi-modal trails and walking paths. There are opportunities to enhance and expand the existing trails in the project area and connect residents to open spaces for recreation and health.
- Activating community spaces to create sense of place. People living in the area noted that open spaces are important to creating community identity.

STRATEGIES

- A. Multi-modal connections to natural spaces:** There are many natural spaces within and near the project area, but accessing them by active modes is difficult. Increasing multi-modal connections involves creating physical linkages in the transportation network.
- B. Enhance river access points:** Participants in a community survey emphasized that public access to the river is limited. A key priority should be to enhance river access points, better improve pathways to and from the river, and provide amenities along the river.
- C. Multi-use and nature trails:** Trails in the study area include the Hidden Falls to Rose Creek Loop Hike, the Carver Park and the Clackamette Park floating route, and the Sunrise Expressway Multi-Use Path. There is a lack of multi-use/nature trails within the residential and commercial areas of the project site and a disconnect between existing trail networks.
- D. Enhance and develop parks:** Parks can support valuable community services and recreation opportunities, helping to maintain what residents love about the area. This strategy recommends identifying park enhancements, as well as identifying opportunities to create new parks across the study area.



Economic Development

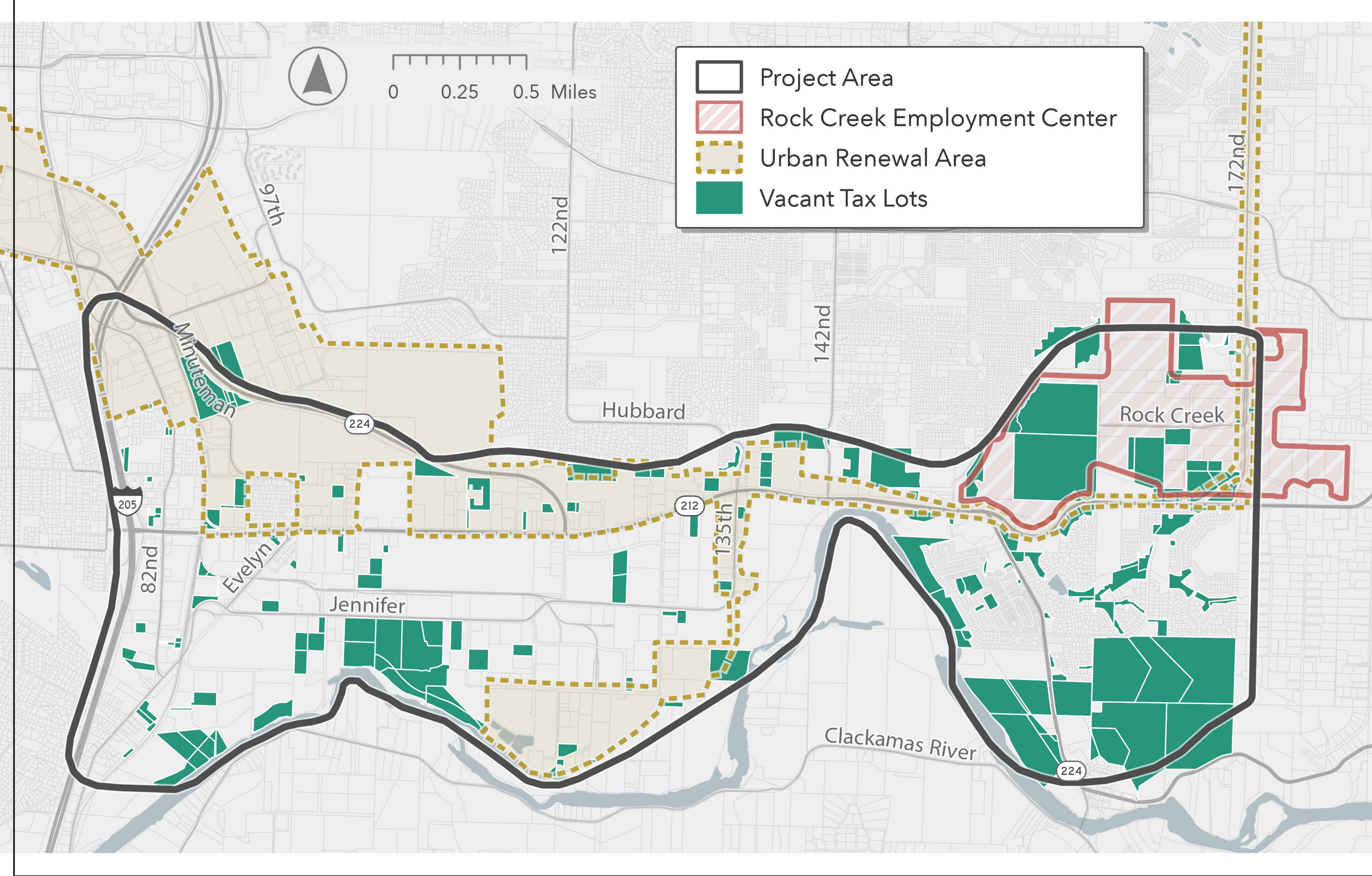
The Sunrise Corridor study area includes industrial land uses making up over 40% of the area, and meanwhile includes substantial residential and commercial displacement risk. Key issues contributing to these risks include conflicting land uses, limited development activity, and vacant and underutilized assets.

ISSUES

- **Industry concentrations and a diversifying economic base.** The area has concentrations of manufacturing, wholesaling, warehousing, and transportation uses. The economy is diversifying and seeing growth in the service sectors.
- **Vacant Opportunity Areas.** The area has large vacant and underrealized sites, including the Rock Creek Industrial Area.
- **Limited Development Activity.** Despite strong market conditions, the area has seen limited new commercial or industrial development in recent years.
- **Aging Properties.** Over 45 percent of commercial and industrial properties are over 25 years old. Roughly 25 percent are over 40 years old
- **Infrastructure and Land Readiness.** While the area has vacant and underutilized assets, land characteristics may be misaligned with the needs of industry sectors
- **Major Employers.** The Sunrise Corridor Community is anchored by 20 larger employers (150 employees or more) that employ over 5,100 workers

STRATEGIES

- Explore code and zoning amendments to reach goals around mixed-use, economic development, and access:** Developing a diverse inventory of flexible sites will provide opportunities for recruitment as well as places for firms to scale in-place and move into larger sites with less business disruption.
- Ensure that development and design standards are aligned with modern industrial facilities:** Enhanced design and facility features for buildings can assure long term value. The County can review and amend standards related to site and building design to ensure standards meet user needs.
- Attract, retain, and cultivate firms in key sectors:** The County, in coordination with partners and other stakeholders, should develop focused actions to attract, retain, and cultivate firms in professional business services, wholesale trade and distribution, healthcare, and manufacturing. These sectors have been experiencing rapid growth and high average wages.
- Partnerships between industry and higher education to bolster the STEM workforce pipeline:** The County should create a strategic plan to identify and bring together partner organizations and private firms to improve the workforce pipeline in targeted sectors with higher wage growth and economic stability. The industrial and employment areas would be served by industry-led and community-supported partnerships to build initiatives to remain competitive and attract a range of quality jobs. Examples of collaborative objectives include developing and finding talent, providing feedback on policies and regulations, and advancing infrastructure investments.

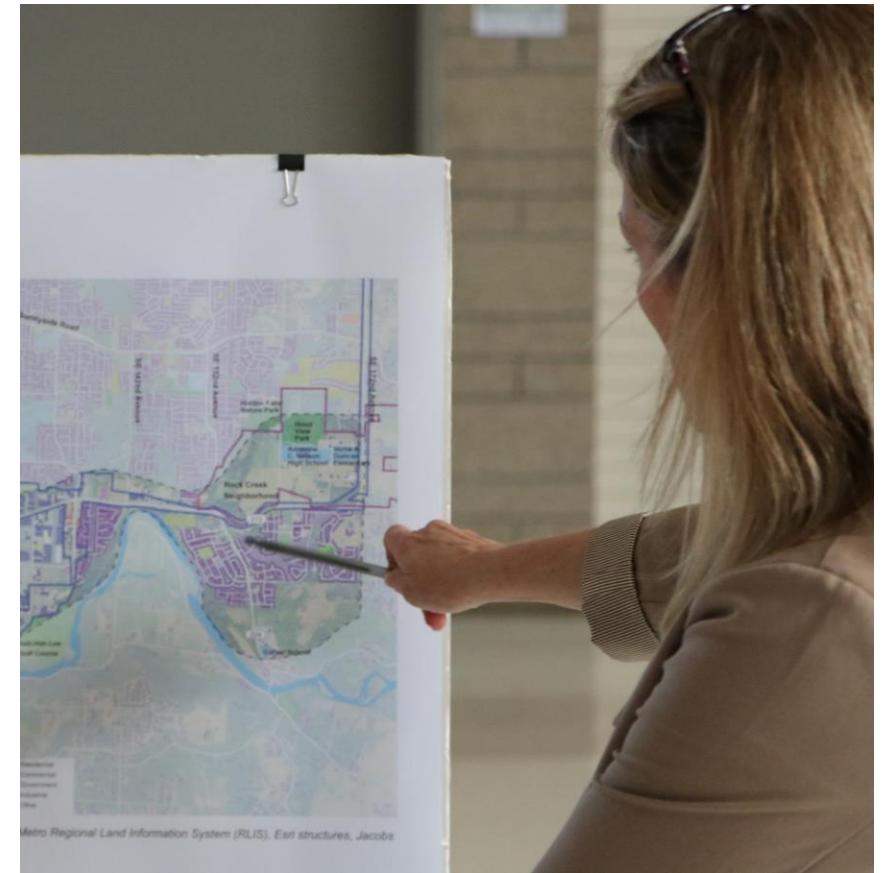


Check-in chat

You have a few minutes to talk to your neighbor.

Share with each other:

- Your initial reaction to the strategies
- The two strategies that are most exciting to you and why



Public Comment

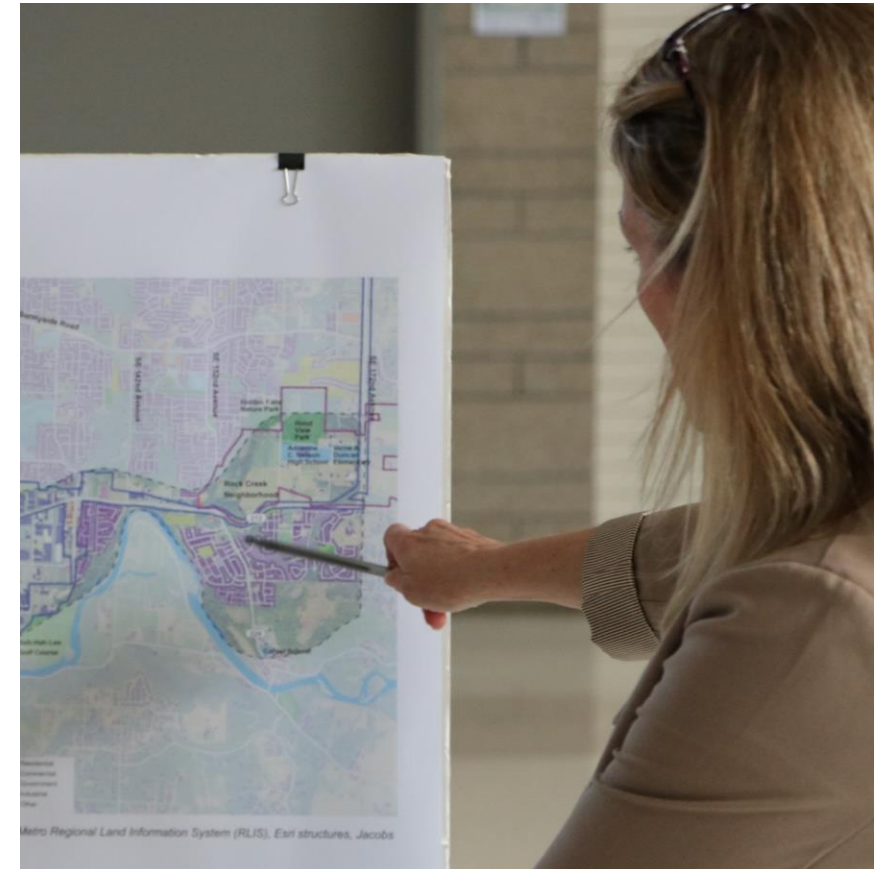
Public attendees:

- Thank you for coming: In-person and Zoom audience
- Anything you'd like to share about the project or project area?



Next Steps

- Incorporate public feedback to create a preferred scenario and action plan
 - Feedback opportunities include an open house, survey, and focus groups in September/October
 - **Join us at the Fall Open House!**
September 24th, 5:30-7:30pm
Adrienne C. Nelsen High School
- Next Steering Committee meeting – November





Thank you!

<http://www.clackamas.us/sunrise>



Clackamas County



Happy Valley



Metro



ODOT

