

SUNRISE CORRIDOR COMMUNITY ACTION PLAN

DRAFT January 14, 2025



COMMUNITY VISION

The Sunrise Corridor Community is a thriving place that fosters well-being and belonging, where **people** enjoy economic success, safe mobility options, access to nature, and seamless connections within the area, as well as access to greater Clackamas County and beyond.

Parks

Small Businesses



7,600 Residents

Schools



Large Businesses



Clackamas River



14,000 Employees



39,000 Vehicles on
Highway 212 each day



COMMUNITY GOALS



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



Enhance health, well-being, and sustainability.



Promote communities with a full range of amenities, 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.



THEMES

SUNRISE CORRIDOR COMMUNITY ACTION PLAN

The Sunrise Corridor Community Action Plan outlines essential activities to achieve improvement and growth in the Sunrise Corridor community. There were many opportunities and challenges shared by the community through the plan, each important to different aspects of people's lives. The solutions are organized into four broad topic areas to help readers connect with the vision and the steps to achieve it.



JOBS AND ECONOMY



OPEN SPACE, PUBLIC HEALTH, AND ENVIRONMENT



NEIGHBORHOODS AND PLACES



TRANSPORTATION

Introduction

The Action Plan describes community-driven solutions to the challenges that people shared. Actions directly address one or more of these issues. Each action is defined by the issues addressed, implementation steps, and initial partners, funding, and timelines. Solutions may overlap and offer benefits across topics.

All actions are important to realizing the community vision. Select actions are designated in the plan as “big moves” or “quick wins” to bring focus where extra community coordination can help create effective and lasting solutions.



Big move actions need collaboration among partners and may take several years. These actions can create significant improvement in the community and lay a foundation for other actions.



Quick win actions are near-term solutions that bring quick results and build momentum for ongoing improvements. Quick wins may need only one champion and have lower costs than other actions.

Phasing

The estimated timeframes assigned to actions are near-, medium- and long-term. These rough estimates help illustrate phasing. The definitions are:

- **Near-term:** up to 2 years
- **Medium-term:** 3 to 5 years
- **Long-term:** 6 or more years

Cost

Conceptual cost estimates, represented by dollar signs, help show the estimated level of effort required for an action. These estimated costs are planning level and include both capital and operating costs.

- **\$:** under \$500,000
- **\$\$:** \$500,000 to \$2 million
- **\$\$\$:** More than \$2 million



Actions



Jobs and Economy

- Continually Align Development and Design Standards with Modern Industrial Facilities
- Match Development Opportunity to Mixed-use, Economic Development, and Access Goals
- Attract, Retain, and Cultivate Firms in Key Sectors
- Build Partnerships Between Industry and Higher Education to Bolster the STEM Workforce Pipeline



Open Space, Public Health, and Environment

- Connect and Protect Open Spaces and Natural Areas
- Monitor Environmental Quality
- Reduce Heat Island Effect
- Create and Connect New Multiuse and Nature Trails
- Enhance River Access Points and Parks



Neighborhoods and Places

- Retain Residential and Small Business Uses
- Safe and Accessible Parking Design
- Continue Compatible Land Use Patterns
- Neighborhood Art



Transportation

- Implement Sunrise Gateway Corridor Refinement Plan
- Enhance SE 82nd Drive Corridor
- Complete I-205 Multiuse Path Gap Plan
- Provide Sidewalk Infill, Bicycle Network, and Transit Connections
- Enhance Freight Access and Parking
- Enhance Transit Passenger Facilities
- Expand Clackamas County Connects Industrial Shuttle
- Support Enhanced Fixed Route Service



SUMMARY

Employment areas in the Sunrise Community study area include the Clackamas Industrial Area, North Clackamas Urban Enterprise Zone, and the Rock Creek Employment Area, together holding over 14,000 jobs. The area includes facilities important to regional transportation and warehousing, manufacturing and other light industrial sectors. These facilities supply major grocers across the region, building on available infrastructure, transportation and employment markets.



KEY ISSUES

Underdeveloped and underused land. Approximately 40 percent of the Rock Creek Employment Center's 465 acres is still undeveloped or underused. Other vacant properties or lots offer opportunities for new areas of growth.

Limited commercial and industrial development. Despite strong market conditions, the area has experienced little new commercial and industrial development in recent years.

Land readiness not aligned with industry needs. While the area has vacant and underused assets, land characteristics and readiness may not match the needs of growing industry sectors.

Economic success for major employers. The Sunrise Corridor community is anchored by 20 large employers that employ over 5,100 workers, or 36 percent of all workers. This large share could create imbalances or leave the area vulnerable to economic shifts.



The benefit of tailoring development to community and market needs includes:

- A rich diversity of uses in the manufacturing and logistics areas will foster the development of employment centers that cater to the full needs of employees and employers.
- Dedicated spaces for small-scale users play an important role in the incubation of businesses that create a sustainable pipeline of growth.
- Landscape buffers and associated requirements maintain compatibility between businesses, residents and other community members.

Timeline: Short term

Estimated Cost: \$

Potential Funding Sources:
Metro Community Planning
and Development Grants



Continually Align Development and Design Standards with Modern Industrial Facilities

A growing demand for industrial amenities translates into developer and lender requirements for high-quality industrial assets. Institutional investors and capital partners are now asking for enhanced design and facility features for long-term value.

Fully evaluating Clackamas County, Happy Valley and Metro regulations related to site and building design is a first step to identifying detailed strategies to ensure regulations are calibrated to the needs of modern facilities and users. Examples of elements to review include:

- Building coverage: Review and potentially increase allowable coverage to increase density and opportunity.
- Floor area ratio: For nonindustrial employment uses, ensure floor area ratios are consistent with trends in suburban-scale office and business park development forms.
- Building height: Review and allowable heights and compare to industry stakeholder needs.
- Diversity of uses: Review that a mix of uses is allowed outright to allow opportunity for complementary services like retail. If not, encourage changes to allow for it.
- Creating spaces for small-scale users: Small-scale industrial has emerged as a “missing” segment. Small-scale industrial use is a vital segment of the industrial and business community. This makes it easier to develop or redevelop sites for these uses, which could support the Sunrise Corridor Community's economic goals.



Match Development Opportunity to Mixed-use, Economic Development, and Access Goals

Best-in-class businesses need to deploy unique and compelling features in the designs of their facilities. In the near term, market demand is greatest for medium (5 to 15 acres) and large (15 to 25 acres) parcels. 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 successively larger sites with less business disruption. The opportunities for development are well matched to market demand today. To continue to capture opportunities for advanced manufacturing jobs and to foster a vibrant community, Clackamas County and Happy Valley can explore ways to support new market drivers for industrial amenities. Opportunities may be in redevelopment of existing sites or new development in already planned growth areas conforming to regional and local plans.

Initial steps may include regularly assessing local County or Happy Valley land use to identify barriers to development, to identify the conflicts and potential solutions. Community and partners can encourage developments that seamlessly integrate residential, commercial, and recreational spaces. The agency partners could also



find ways to scale development parcels to allow for medium and large developments that meet growing market demand. Other steps include continuing land use patterns in County and City plans that put compatible uses next to each other and create safe, attractive ways to continue light industrial development. The community, with partners can support and lead placemaking projects that bring amenities in employment areas, improving value and marketability.

Timeline: Medium term

Estimated Cost: \$-\$\$

Potential Funding Sources: To be determined



Attract, Retain, and Cultivate Firms in Key Sectors

The Vision Plan analyzed fast-growing employment growth sectors, including wholesale trade, transportation and distribution, healthcare, and manufacturing. Targeting firms in fast-growing and high-wage sectors could create jobs and promote economic mobility.

To make this happen, steps include understanding unique business needs, developing a database of firms' growth outlooks, targeting infrastructure toward site needs, and designing incentives for targeted businesses. Priority steps include developing an Economic Development Implementation Plan, leading outreach through business groups, and creating incentives for targeted businesses.



Timeline: Medium term

Estimated Cost: \$

Potential Funding Sources: Grants; partnerships

Build Partnerships Between Industry and Higher Education to Bolster the STEM Workforce Pipeline

The local community can work with education districts and businesses to develop and find talent, provide feedback on policies and regulations, and advance infrastructure investments. This is particularly important to provide opportunities for students and young professionals in the project area by connecting them with high-growth job opportunities, retaining local talent and providing local employment opportunities. Agency partners will work with school districts and educational organizations to expand and grow partnerships.

Timeline: Medium term

Estimated Cost: \$

Potential Funding Sources: Grants; partnerships



NEIGHBORHOODS AND PLACES

SUMMARY

The study area is home to vibrant communities, including mobile home parks, growing residential areas along SE 82nd Drive, and thriving apartments and historic neighborhoods. The people in these neighborhoods need improved multimodal connections so that they can access schools, parks, and other resources.



The area also includes barriers to community connections, including prominent industrial land use, land parcels, large block sizes, a vehicle-centric transportation network, vehicle-scale public infrastructure, minimal landscaping and street trees, and limited access to open spaces. Enhancing community character through public art, pedestrian-scale lighting, landscaping, and street trees would promote community cohesion and the use of public space.

KEY ISSUES

Conflicting land uses and isolation. Residential areas are integrated within the industrial area and have limited landscape buffers. Retail and commercial areas are largely isolated to the west and not integrated as amenities near the industrial areas.

Displacement risk and lack of housing options. Single-family and multifamily housing make up nearly 19 percent of the land uses within the study area (mostly manufactured housing). There is a risk of displacement for residents, and increasing property values and high rates of industrial and commercial land use in the surrounding area, which would limit housing development opportunities.

Lack of neighborhood spaces. Because of the prominent industrial land use, vehicle-centric transportation network, and disconnect from open spaces, there is a minimal sense of identity and there are barriers to the connection with the community.

Poorly activated community spaces. People living in the area noted that open spaces are important to creating community identity. Creating and maintaining activities or park “programming” helps create social interaction and foster a sense of belonging. The activities reflect community values and culture, building a community-wide story that people can see themselves in.



BIG MOVE

Retain Residential and Small Business Uses

Members of the community recognized through the Sunrise Corridor Community Vision that displacement is a real and significant risk for people living, working or running their business in this area. The development patterns over decades have afforded people opportunities for lower cost homes and work locations compared to other places in the region. At the same time, new infrastructure, business growth and other programs could lead to more people looking to establish themselves in the area, creating growth that could push up prices for small businesses and homes.

To protect the opportunities for people at all income levels, the community can advocate for ways to preserve a mix of land prices through future redevelopment and growth. Some of these steps are already underway in the Sunrise Corridor community and elsewhere in the region. One example is the Clackamas River Community Cooperative mobile home park that became a housing cooperative, having exercised an option to jointly purchase a manufactured or mobile home park from the owner if they sell.

Other steps and measures the community may consider as pressures increase include:

- Create an affordable housing database specific to this region, or ensure local housing is included in regional database projects.
- Establish community land trusts - community partnerships can help purchase land with the express purpose of creating and maintaining affordable opportunities.
- Establish mobile home park zoning or other protections – a more rigid approach with risks as areas change, but can be used to provide protections and clear expectations for development where suited to local plans and conditions.
- Support incentives to encourage affordable housing – community partners can advocate for resources like funding or property dedicated to creating affordable housing or employment areas.

Timeline: Near or medium term

Estimated Cost: \$

Potential Funding Sources:
Grants; partnerships

Safe and Accessible Parking Design

Strengthening smart parking management policies and reducing parking can help make the area more walkable, reduce the heat island effect, and improve local water quality by reducing stormwater runoff. The following actions can help reduce the amount of land used for parking.

- **Improve parking facility design and operations:** Certain physical layouts and day-to-day management of parking facilities can provide increased parking on smaller parcels of land.
- **Apply smart growth parking policies:** Clackamas County and Happy Valley can continue to improve parking policies that improve access and safety, reduce paved surfaces and meet industry needs.
- **Encourage shared parking:** This is mostly successful if destinations have different peak periods or if they share patrons so motorists can park at one parking facility and walk to multiple destinations.
- **Explore parking maximums:** Climate-Friendly and Equitable Communities (CFEC) is a state law that removes the need for parking minimums, and will be addressed in the coming years. The Sunrise Corridor Community can support a focus on the maximum parking allowed to help design facilities to fit local needs.



Timeline: Near or medium term

Estimated Cost: \$-\$\$

Potential Funding Sources: Grants; partnerships





Continue Compatible Land Use Patterns

The Sunrise Corridor Community envisions a thriving future where today's mix of light industrial, residential and commercial uses continues to create complete communities where residents, employees and business owners work together to create success. Agency partners and an engaged community can work together to ensure that

development opportunities keep pace with changes in business needs and technology. This includes planning for changes in population and local work activities, to help maintain the balance that local community members said they value today.

- **In some cases there may be no regulatory changes needed.** Existing regulation accommodates day-to-day interactions between more- and less-intense uses, like homes abutting a lot with light manufacturing. In these cases, design that incorporates trees, bushes, slight hills or driveway location can avoid sound, sightlines and transportation access issues.
- **In some long-term cases the community may explore minor City or County zoning changes for specific lots to create opportunities that best serve residents, workers or businesses.** An example could be changes from light industrial to light commercial or retail between residential zones, to create walkable, service-oriented uses for residents. Another opportunity explored with the community was mixed use zone overlays to further incentivize retail or food businesses co-located or close to light industrial employment areas. This would be one way to provide for dining, recreation or service options for people living or working in the area, possibly reducing car travel for lunch or groceries.

Timeline: Medium or long term

Estimated Cost: \$

Potential Funding Sources:
Partnerships, Staff time





Neighborhood Art

A neighborhood derives its distinct identity from elements such as land use, landscaping, open space, urban design, transportation, architectural elements, and the size and scale of development and infrastructure. Neighborhood art, such as murals and sculptures, can provide character and a sense of place to communities. The following actions can help provide neighborhood art within the study area:

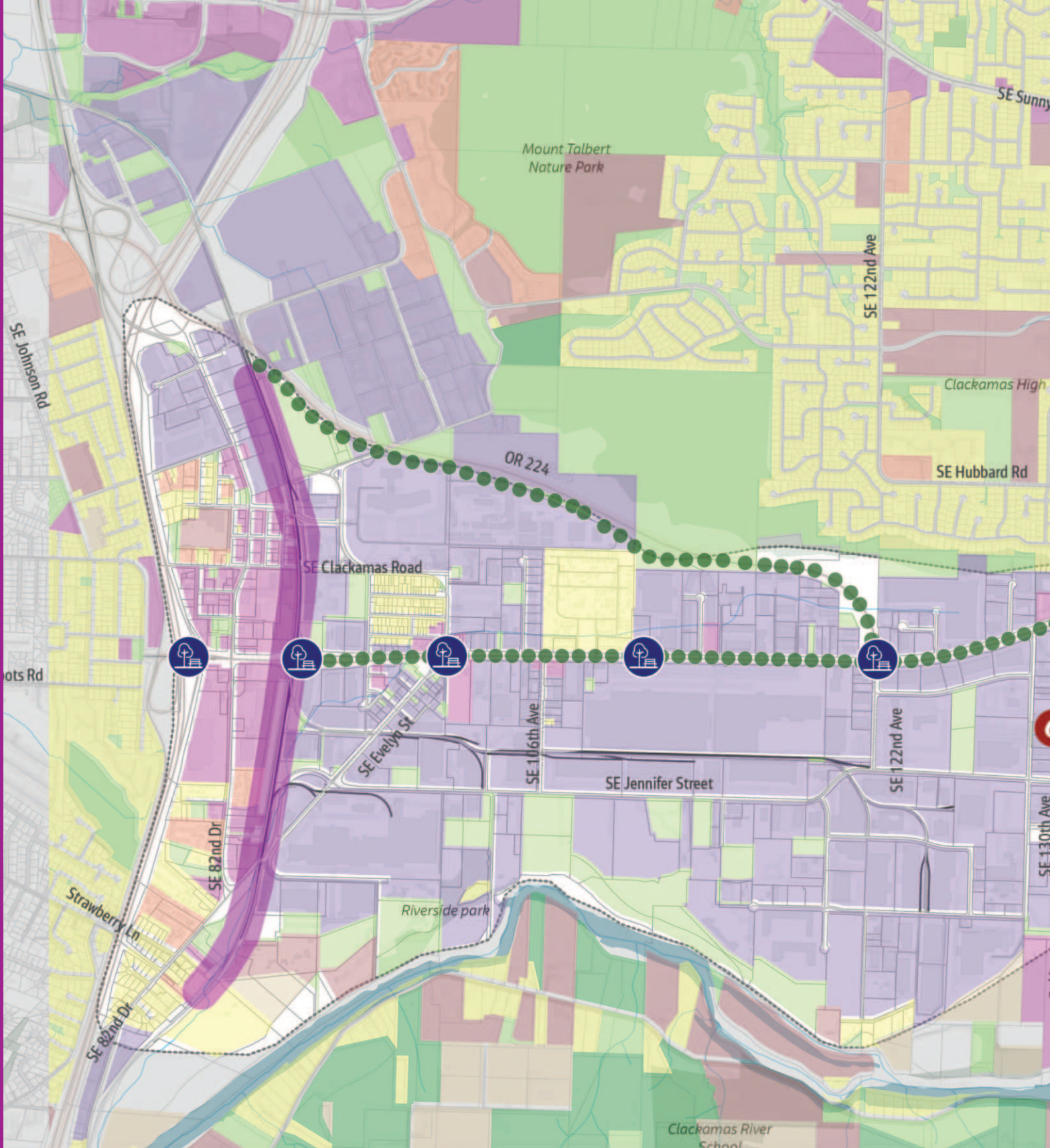
- **Explore regulation to allow public art and murals.** Existing regulations address signs on public property, but do not explicitly cover public art and murals. The issue has the potential to result in complex legal issues for owners and agencies. Vision partners should assess the need for regulation and create coordinated policies and guidelines that allow for public art and murals.
- **Encourage and facilitate partnerships with businesses:** Buildings, pavement, and other hardscaping within the corridor provide potential spaces for murals and other types of public art, which can create a sense of community identity and placemaking. This action would identify buildings, sidewalks, and other spaces eligible for public art and partner with local companies to request and develop mural space.
- **Hire local artists:** Once art space is identified, contract with local artists to prepare installations. Potentially collaborate with local nonprofits to collect applications for art projects.
- **Increase placemaking signage:** Signs that identify places in the community can help establish style and function in a space, define and celebrate community, and provide local wayfinding. This action would identify, design, and install signs.

Timeline: Near or medium term

Estimated Cost: \$-\$\$

Potential Funding Sources: Grants; partnerships





Legend

Streets

Railroad



Corridor Identity Treatments
(i.e. street trees, public art, pedestrian
scaled infrastructure, placemaking)



Tree Planting Buffers



Buffer Treatments



Clackamas Fire (Station 08)



Kaiser Permanente Sunnyside
Medical

Zoning Generalized Classification

COM (Commercial)

IND (Industrial)

MFR (Multi Family Residential)

SFR (Single Family Residential)

OPEN SPACE, PUBLIC HEALTH AND ENVIRONMENT

SUMMARY

Residents and employees cannot access the many open areas safely or easily (such as Mount Talbert Nature Park, Hidden Falls Nature Park, Riverside Park, Carver Park, the Clackamas River, and the Sunrise Shared-use Trail). The community has indicated that protecting the Clackamas River and expanding access for recreation are high priorities. Community members and key stakeholders want a more livable and sustainable place to live, work, and play. In addition, a large amount of paved surfaces and buildings, coupled with limited trees and landscaping in the urbanized parts of the corridor, creates a heat island effect. Community members have expressed a desire for expanded access to nature both within and around the study area.



KEY ISSUES IN THE COMMUNITY

At-risk air and noise quality. Air and noise pollution can exacerbate existing physical and health issues, such as asthma, bronchitis, heart disease, and mental issues. Additionally, they can increase hospital and emergency room visits, leading to lost work and school days, and unexpected expenses.

Local heat retention and minimal tree cover. Development over the past 40 years has reduced the acres covered in trees, vegetation, and natural habitat. Direct sun exposure creates uncomfortable levels of ambient heat. Paving or roofing material retains heat well past sundown, and constant exposure to heat can result in illness or injury.

Insufficient open space and parks in neighborhoods. 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. Residents are also concerned about the traffic in the area and development impact on local wildlife that may be moving through the area on the way to the natural spaces south and north of the study area.

Limited access and connections to green spaces. Connectivity and access to the Clackamas River and other natural areas are limited, despite how close these features are to residents. Community members have expressed the need to enhance and expand the existing trails in and around the project area, and to connect residents to open spaces for recreation and personal health purposes. Planned trails create an opportunity to improve public health through increased exercise, access to nature, and connections between people.



Timeline: Near or medium term

Estimated Cost: \$\$-\$\$\$

Potential Funding Sources: Grants, Partnerships



Connect and Protect Open Spaces and Natural Areas

The Sunrise region is home to many natural areas of interest, including the Clackamas River, Hidden Falls Nature Park, Riverside Park, Scouter's Mountain, Mount Talbert Nature Park, and Carver Park. This diverse array of open spaces presents an opportunity to link these areas through bike paths, pedestrian walkways, and multi-use trails. By connecting the existing open spaces in the region, residents and visitors will have abundant opportunities to enjoy the outdoors.

To give people the opportunity to spend more time in nature, better access is required, including preserved green spaces and programs and events that encourage and facilitate people to spend time outside. Providing safe outdoor spaces where people can congregate intergenerationally is conducive to public health. Agency partners, including Happy Valley, Metro, Clackamas County, and the North Clackamas Parks District can take the following higher-priority steps:

- Create neighborhood connectors between Mount Talbert Nature Park and the neighborhood south of the Sunrise Corridor.
- Enhance urban spaces and riparian buffers to support local wildlife. County-level focus could be on planting native species and creating bird- and pollinator-friendly habitats.
- Protect the existing natural creek and trees (such as the coastal redwood) as development comes in.
- Partner with local businesses for equipment to borrow and enjoy the river; host free community events to provide equipment.
- Partner with organizations to create inclusive pedestrian, bike, and automobile parking access to the Clackamas River. Additionally, make efforts to restore the salmon passage along the river, and create an educational trail with signage about salmon, local wildlife, and other environmental and botanical information about the riparian land and river.



Monitor Environmental Quality

Environmental monitoring includes air quality, water quality, and noise pollution. The local community members, especially residents, are concerned about these elements as they pertain to public health and livability. Residents understand that traffic, freight, and manufacturing impact environmental quality; however, these effects can be managed and mitigated to provide the clean air, clean water, and access to quiet spaces that are key to public health.

Key actions include:

- Create a buffer between residential neighborhoods and large roads and industrial areas using trees, walls, and landscaping.
- Work with the Oregon Department of Environmental Quality to install a low-cost air quality sensor or air quality monitoring equipment, or both.
- Develop a community outreach program to identify a site in the study area for real-time air quality health information monitoring.
- Monitor noise to identify mitigation options.
- Partner with Clackamas Water Environment Services to deploy an environmental monitoring program, which includes evaluations of stream health in surface water areas and geomorphic monitoring to evaluate the impacts of urban runoff on stream habitat.

Timeline: Near or medium term

Estimated Cost: \$\$

Potential Funding Sources:
Grants; partnerships



Reduce Heat Island Effect

A 2023 Portland Metro heat study found the Clackamas Industrial Area to be the one of the hottest areas in the Portland Metro region, because of its high proportion of paved surfaces and buildings. Multifamily residential, mixed-use, commercial, and industrial land uses contribute to heat island effects, where cement and asphalt paved surfaces and buildings reduce shade and moisture, increasing temperatures. Urban areas have significantly higher temperatures than natural areas or the countryside.

Expanding the tree canopy can mitigate this by adding shade, cooling the area, and improving air quality. Clackamas County and the community have worked together to reimagine the urban space to reduce the heat island effect. These suggested efforts include planting trees and vegetation buffers, promoting sustainable building methods, and softening large parking areas by including shade, landscaping, and pervious pavement. To achieve this, the community could conduct the following:

- Identify candidate locations and corridors to increase tree cover, landscaping, and vegetation to help cool the air.
- Utilize planting buffer strips between sidewalks and streets to increase tree cover and treat stormwater drainage to reduce heat island effects. Landscape planting buffer strips also improve pedestrian safety, capture and filter stormwater, and reduce pavement.
- Implement green technologies, such as green roofs, rooftop gardens, and reflective coatings. Work with developers and building code regulations to incorporate the use of materials that reflect more sunlight and absorb less heat.
- Introduce open space and recreational features that help reduce pavement coverage, such as parks, water features, and other features to introduce shade and cool the air.



Timeline: Short-term

Estimated Cost: \$-\$\$

Potential Funding Sources: Grants; partnerships





Create and Connect New Multiuse and Nature Trails

The community can benefit from the development of new trails to offer safe and scenic routes for walking, biking, and exploring nature. Trails promote physical activity and overall well-being, provide opportunities to strengthen community bonds, encourage environmental stewardship, and support wildlife habitats through new trails and outdoor connectivity. The City of Happy Valley and Clackamas County can take the following steps to achieve such goals:

- Develop parklet viewpoint areas for viewing the river and other natural areas.
- Develop and implement a Clackamas River Trail through the area.

Timeline: Medium and long term

Estimated Cost: \$\$

Potential Funding Sources: Grants; partnerships



Enhance river access points and parks

The Clackamas River is an asset to the county. Beyond being picturesque, the Clackamas River supports important wildlife habitats, provides drinking water and hydroelectric power, and is a favorite recreation spot for rafting, hiking, and fishing. Steps to enhance river access points and parks include the following:

- Create a riparian protection buffer between existing river and any future development.
- Identify potential riverfront recreation opportunity areas.
- Develop more entry points and trails that connect communities to the river.

Timeline: Medium term

Estimated Cost: \$-\$\$

Potential Funding Sources: Grants; partnerships





PUBLIC HEALTH



Air Quality Monitoring Area



Riverfront Recreation Opportunity



Neighborhood Connector



Clackamas Fire (Station 08)



Existing Trees



Green Corridor Opportunity



Existing Tree Canopy



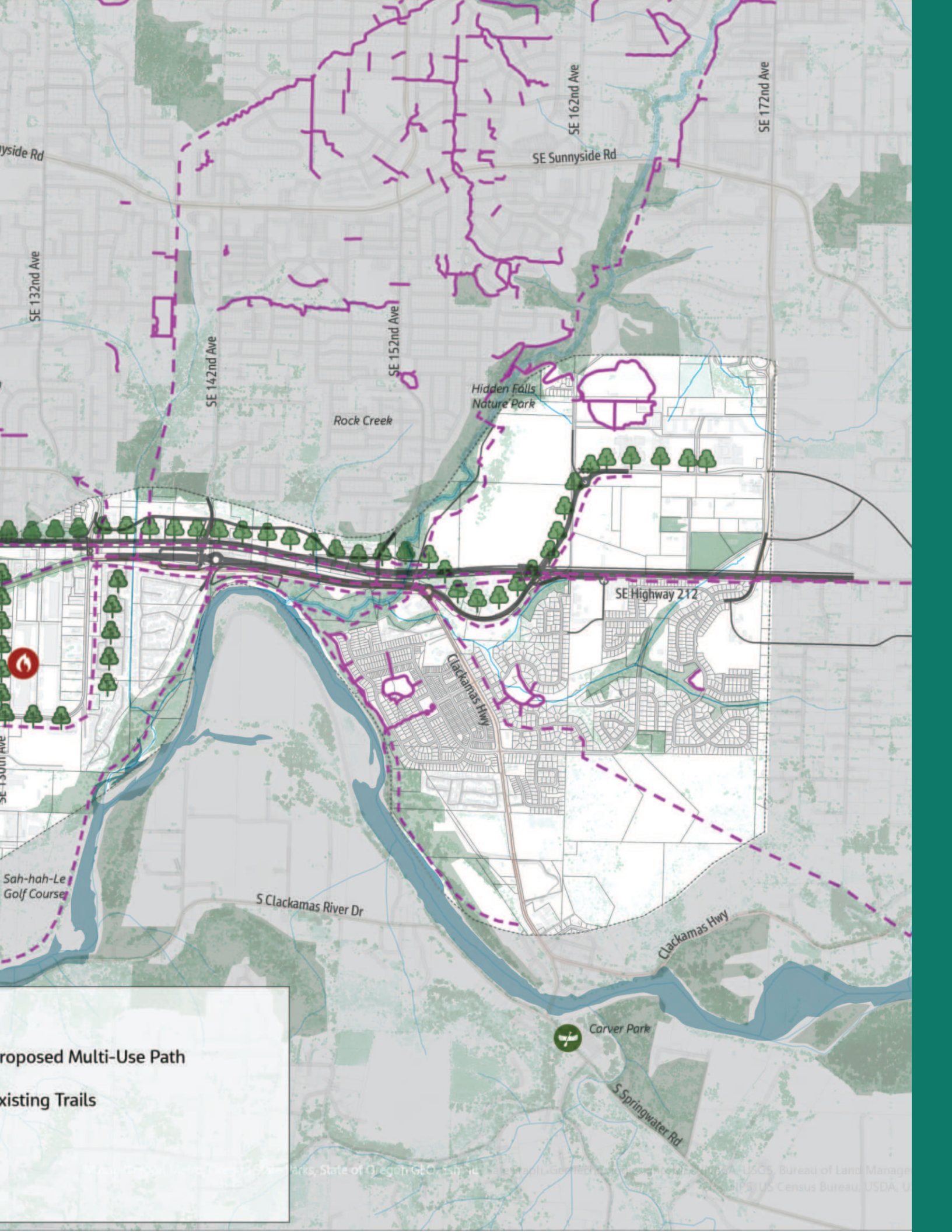
Kaiser Permanente Sunnyside Medical



P



E



Proposed Multi-Use Path

Existing Trails

SUMMARY

The Sunrise Corridor Community relies on local transportation connections and access across the region and state. People and businesses across the Portland Metro region rely on OR 212 and OR 224 to connect to Central Oregon and beyond, as they are important links for commerce and personal connection. OR 212 and OR 224 are regionally significant, especially as there are few east/west corridors in the area. The community needs safety, multimodal improvements, and truck and freight solutions along the corridor.



KEY ISSUES

Meeting statewide, regional and local mobility needs. OR 212 has served the region as surrounding communities have grown nearby, creating conflicts with its original purpose as a major east-west state highway. Today people go to local destinations and bike or walk more than before. The road network is over capacity, causing traffic congestion and crash risks. Not serving today's transportation needs leaves the employers and communities unprepared for growth.

Traffic safety. Fifteen segments of OR 212 and OR 224 are on ODOT's Safety Priority Index System lists because of high numbers of injury-inducing or fatal crashes. This includes crashes involving people walking and biking in the study area.

Challenges crossing major roadways. OR 212 and 224 contribute to the local economy but act as a physical and perceived barrier to the community, specifically for residents. Crossings are needed to help employees complete their transit trips, to help children safely arrive at school, to help families access recreation, and to support independence and self-sufficiency among seniors. The community needs locations identified and safe and accessible crossings designed for nonmotorized travel.

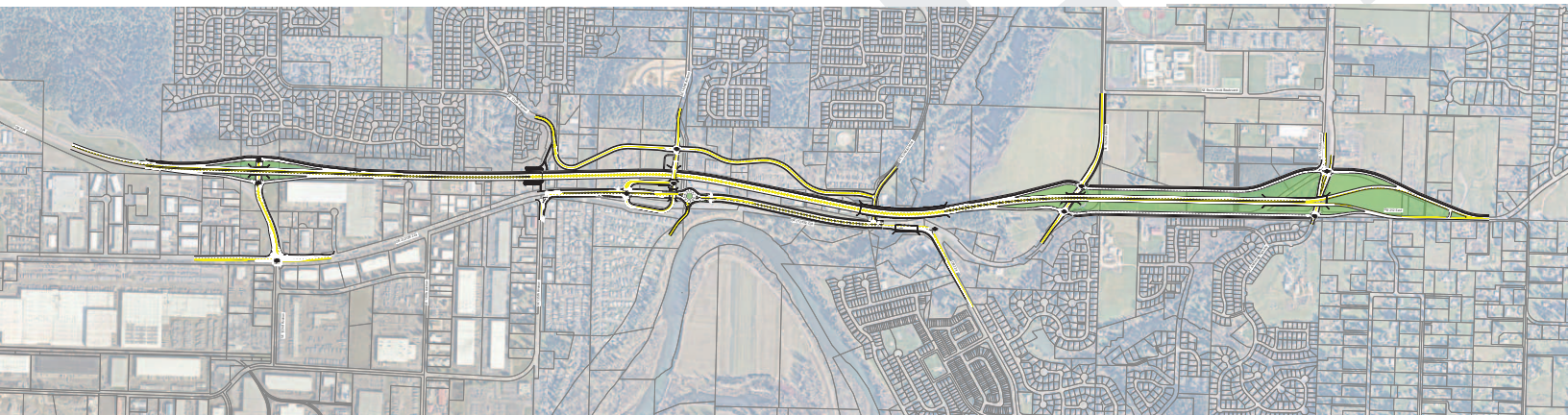
Limited multimodal travel options. The existing regional trail and on-street network has large gaps that make walking and biking a more difficult, inconvenient, and uncomfortable travel option. People want more options to get around in the study area. Community members feel that there are limited options to walk or bike, and updating these facilities to make them safer are a top priority. According to U.S. Census data, nearly 10 percent of households west of SE 142nd Avenue do not own a vehicle, 9 percent of workers commute by walking, and 8 percent of workers commute by public transit. Lastly, 17.5 percent of people in the area have a physical, mental, or emotional disability, and would gain more independence with increased travel options.

Network insufficient for truck and freight needs. Existing roadways can't accommodate the size and number of freight trucks in the area that serve statewide and local markets. This creates safety issues for both trucks and other road users. People shared about freight barriers into or through the Clackamas Industrial Area because of limited road space, short queuing areas, and limited parking.



Implement Sunrise Gateway Corridor Refinement Plan

The Sunrise Gateway Corridor Refinement Plan would improve safety on the corridor; increase mobility between I-205 and U.S. 26; and enhance transit, pedestrian, bicycle, auto, and freight connections in the area, and overall regional access and connectivity. ODOT, Clackamas County, and other partners will work together to advance the plan.



Step 1: Support or Accept Refinement Plan

To move the highway process forward, Happy Valley and Clackamas County must officially support (e.g. acknowledge or provide a Resolution of Support) the Gateway Corridor Refinement Plan. Metro and ODOT would determine what action by their agencies is necessary at this stage.

Step 2: Secure Funding

ODOT, Clackamas County, Happy Valley, and Metro must pursue funding for each phase of the Sunrise Gateway Corridor, such as environmental review, design and construction. Key funding sources for these facilities could include applications to programs such as the Rebuilding American Infrastructure with Sustainability and Equity program, the Highway Safety Improvement Program, the Statewide Transportation Improvement Program and other sources described in the Refinement Plan.

KEY PARTNERS:

Metro, ODOT, Clackamas County and Happy Valley

TIMELINE: Near term

COST: \$





Step 3: National Environmental Policy Act Re-evaluation and Environmental Permitting

An environmental impact statement (EIS) was completed in 2010 to satisfy National Environmental Policy Act (NEPA) requirements for the corridor. To support the Refinement Plan, a re-evaluation report will need to be prepared. The re-evaluation would determine whether there is a need for a supplemental EIS or whether the Refinement Plan is generally consistent with the Final EIS and could meet the original Purpose and Need. Once re-evaluation is complete, Clackamas County, Happy Valley, Clackamas County, Metro, and ODOT may need formal action to recognize the results to secure additional funding and proceed to final design.

KEY PARTNERS: Metro, ODOT, Clackamas County, Happy Valley	TIMELINE: Medium term	COST: \$\$
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Step 4: Final Design

Further refinements to the recommended Refinement Plan alternative will need to be completed to prepare this project for final design and construction. It is recommended that a 30 percent design be prepared following completion of the environmental reevaluation report or in conjunction with a supplemental FEIS, if necessary.

KEY PARTNERS: ODOT, Metro, Clackamas County, Happy Valley	TIMELINE: Medium term	COST: \$\$
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Step 5: Construction

ODOT will prepare plans, specifications, and cost estimates (local roadway improvements may be led by local agencies) for competitive construction bids. Once ODOT determines the contracting mechanism—whether a traditional design, bid, and build or an alternative delivery method—the project will be advertised for construction bidding and be built. Similarly, local agencies may use different methods to design, bid, and build local roadways.

KEY PARTNERS:

ODOT, Metro,
Clackamas County and
Happy Valley

TIMELINE:

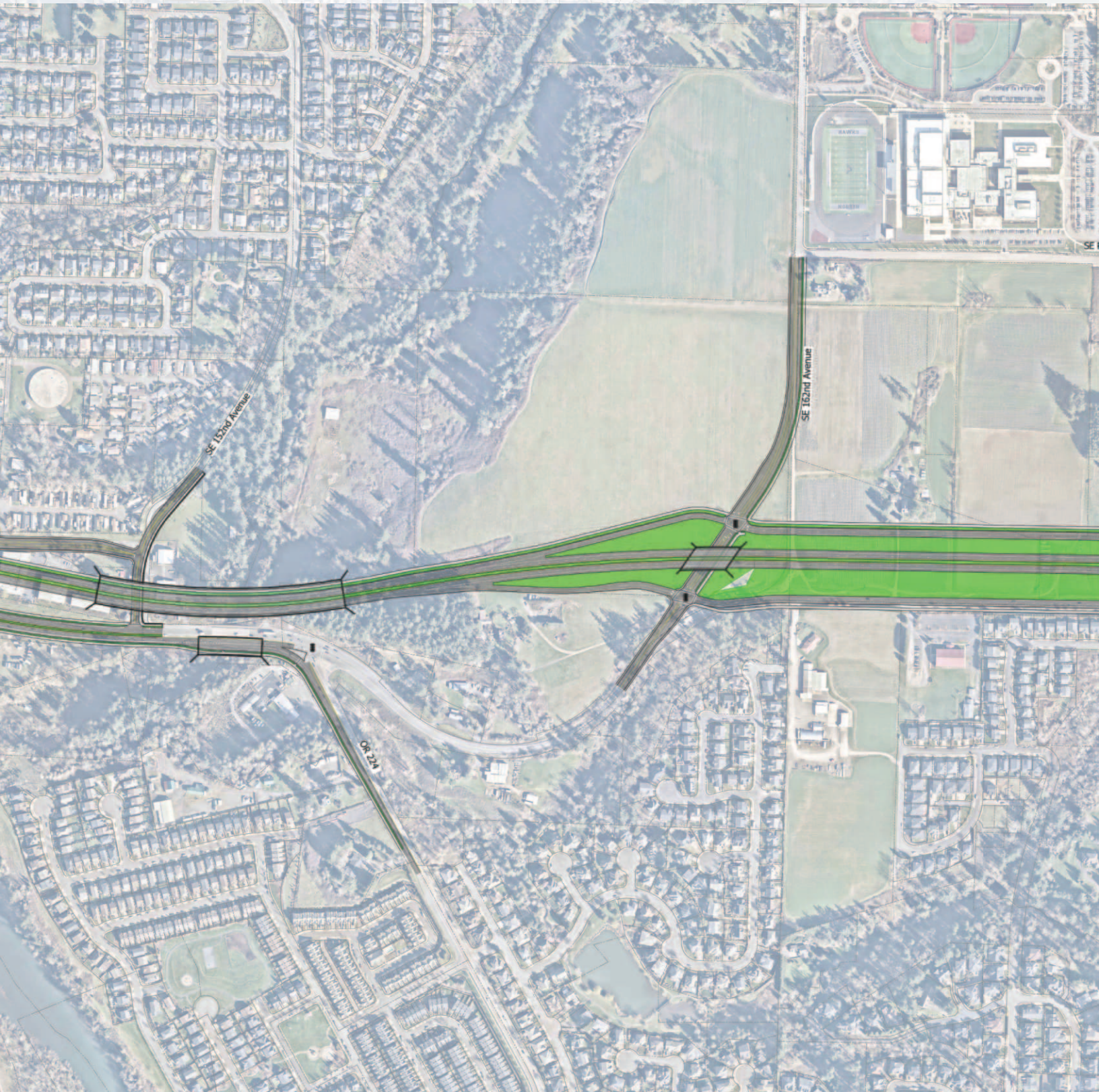
Long term

COST:

\$\$\$









Enhance SE 82nd Drive Corridor

SE 82nd Drive is an important cultural and historical neighborhood for local residents and small businesses. This corridor has local amenities including major grocery stores, home retail stores, offices, school and religious facilities, and social service offices, as well as a mix of housing options in single-family homes, apartments, and manufactured homes.

The corridor is a nexus of the many issues raised by community through this plan: abutting residential uses near light industrial and commercial activity, poor pedestrian crossings and infrastructure, unsafe bus stops, needed neighborhood livability improvements, and opportunities to maintain and foster livable communities. As such, SE 82nd Drive presents an opportunity to improve one of the area's oldest neighborhoods.



The Visioning Study identified overarching improvements like new and refurbished commercial properties, pedestrian safety through sidewalk connections, lighting and landscaping; modernized crossings at Highway 212 and accessing residential areas; and increased transit service with new bus stops and transit connection points. Clackamas County can work with partners to help SE 82nd Drive thrive and adapt through the following steps.

- SE 82nd Drive Corridor Plan
In coordination with Metro and TriMet, develop a community-driven plan to prepare SE 82nd Drive for the future and enhance transportation safety.



- For transportation, go beyond a vision to advance preliminary (30%) designs for roadways, crossings, sidewalks, and bus stops, and integrate preferred alternative from the I-205 multiuse path project.
- For land use, develop local design guidelines to enhance opportunities for small businesses in walkable neighborhoods and reduce permitting requirements inhibiting future development.
- The SE 82nd Drive Corridor Plan will identify specific funding programs and create project cost estimates and summaries to prepare the plan for adoption by relevant agencies and grant applications.

Timeline: Short and medium term

Estimated Cost: \$\$

Potential Funding Sources:
Regional flexible funds and federal capital programs





Complete I-205 Multiuse Path Gap Plan

The I-205 multiuse path currently provides a bicycle and pedestrian connection along I-205 from Vancouver, Washington to SE 82nd Drive in Gladstone, Oregon. The path provides 16.5 miles of continuous off-street travel for people walking and bicycling.

However, there is a one-mile gap in the path from SE Herbert Court to OR 212 in Clackamas County. The I-205 Multiuse Path Gap Plan would engage community members and stakeholders to develop an alignment and design solution to fill in the one-mile gap, providing a completed path for pedestrians and bicyclists, and improving safety and accessibility.



Timeline: Medium term

Estimated Cost: \$\$

Potential Funding Sources: Grants; partnerships



Provide Sidewalk Infill, Bicycle Network, and Transit Connections

A safe and connected pedestrian network is important to increase walking as a mode of transportation. The Vision and other County plans identify roads that are missing sidewalks or only have a sidewalk on one side of the street. These sidewalks connect people to transit stops and important locations for families, such as grocery stores, schools, and housing. This project also identified needed bicycle network upgrades, including bike lanes and multiuse path improvements.

Filling in these gaps is key to improving safe travel. This can benefit the most vulnerable travelers who may not have multiple cars at home. There are flexible regional funding options for sidewalks, bike lanes and transit stops - including federal and regional grant programs, and transit capital funds - and they can sometimes be included in large scale corridor projects. One example was a County application to Metro's regional flexible funding allocation cycle for sidewalk and roadway improvements on SE Jennifer Avenue. Sidewalks are also funded as requirements with land developments. Key steps to implementation include the following:

- Engage local affected communities to verify sidewalk improvement and connection needs, and to prioritize locations in a transparent and community-centered way.
- Prepare grants requests to implement the prioritized projects individually or in a package, clearly communicating the needs and benefits and community buy-in.
- Advance sidewalk designs to shovel-ready status, prepare cost estimates and obtain required construction approvals.
- Provide lighting upgrades along the corridor, targeting safety benefits for people walking and bicycling, pedestrian-scale infrastructure, and illumination for people at transit stops. (Combine lighting upgrades with neighborhood art for the community.)

Timeline or Phasing: Short term

Estimated Cost: \$\$\$

Potential Funding Sources:

Regional flexible funds; federal capital programs; private development; community pathways program



Enhance Freight Access and Parking

Truck drivers in the study area need safe and reliable space to maneuver, transfer, and deliver goods; and to access warehouses, loading docks, or other facilities without concern of conflicts with other roadway users. Because there are many large trucks in the area during the daytime, streets design must accommodate all vehicles, reducing day-to-day congestion and unsafe maneuvers. Key steps to implementation include the following:

- Use Metro's Regional Freight Network as a starting point to check the safety and functional status of the established freight network.
- Connect local streets within or near the network to better accommodate freight access and mobility needs.
- Construct near-term local safety improvements on connector and local roads, such as corner truck aprons, curbs, and safer pedestrian spaces.
- Identify a location and develop a truck parking and queuing mini freight hub; add tree cover, landscaping, restrooms, and a commercial corner store.

Timeline: Medium or long term

Estimated Cost: \$\$

Potential Funding Sources: Partnerships; grants

Enhance Transit Passenger Facilities

Residents in the study area need bus stops that are safe, convenient, comfortable, and have amenities to facilitate transfers between transit and other modes. Amenities may include rain and shade cover, bicycle parking, seating, transportation route information, and capacity to accommodate multiple routes to facilitate transfers between transit routes. Steps to improve access to transit include the following:

- Work with community to prioritize amenities including shelters, transit maps, bicycle parking, lighting, and trash bins based on ridership, routes, and existing land uses. Determine necessary pedestrian infrastructure.
- Coordinate with TriMet and other local agencies and property owners to determine available right-of-way where enhancements are needed.
- Work with ODOT and local jurisdictions to improve streets.
- Identify potential locations to improve passenger transfers and good sidewalk connections such as standard bus stops or mini-hubs that provide links to other modes and amenities.

Timeline: Medium to long term

Estimated Cost: \$\$

Potential Funding Sources: FTA grants; partnerships

Expand Clackamas County Connects Industrial Shuttle

The Clackamas County Shuttle provides connections to help fill gaps in the TriMet service network, relieve congestion, and support local employment. The study area route links the Clackamas Town Center Transit Center with the Clackamas Industrial Area, getting people to key locations.

The main priority for expanding access is to increase service frequency. Other goals include enhancing the efficiency and use of the service with strategies such as marketing and public education, incentives through employer transportation benefits, and educating people on the service at local events or businesses.

Timeline: Near or medium term

Estimated Cost: \$-\$\$

Potential Funding Sources: Grants; TriMet; Federal Transit Administration (FTA)

Support Enhanced Fixed Route Service

TriMet's 2023 Forward Together plan recommended new routes and service balancing that apply to the Sunrise Corridor community. These new long-term routes provide greater service based on updated outreach and market analysis.

TriMet's 2023 Regional Transit-Oriented Development Plan includes goals that encourage communities to offer multimodal, user-friendly, and accessible areas with mixed land use. An effective transit service is built on land use density, connected and safe pedestrian networks, mixed land uses, and building entrances close to stops. Other steps to support this action include the following:

- Zone for transit-supportive land uses near potential transit centers that allow for increased density, mixed uses, and affordable housing (refer to the land use strategies within this document for more detail).

- Provide more options for people to get to and from transit stops from their home and other destinations (for example, siting transit or mobility hubs, sidewalks, and bike lanes, micromobility stations, and local shuttles like the Clackamas County Connects).
- Help explore the idea of expanding transit service in the eastern part of the project area. The eastern service area boundary ends in the Sunrise Corridor community at about SE 162nd Avenue. To deploy bus service on SE 172nd Avenue, TriMet will need to expand the service area.

Timeline: Medium term

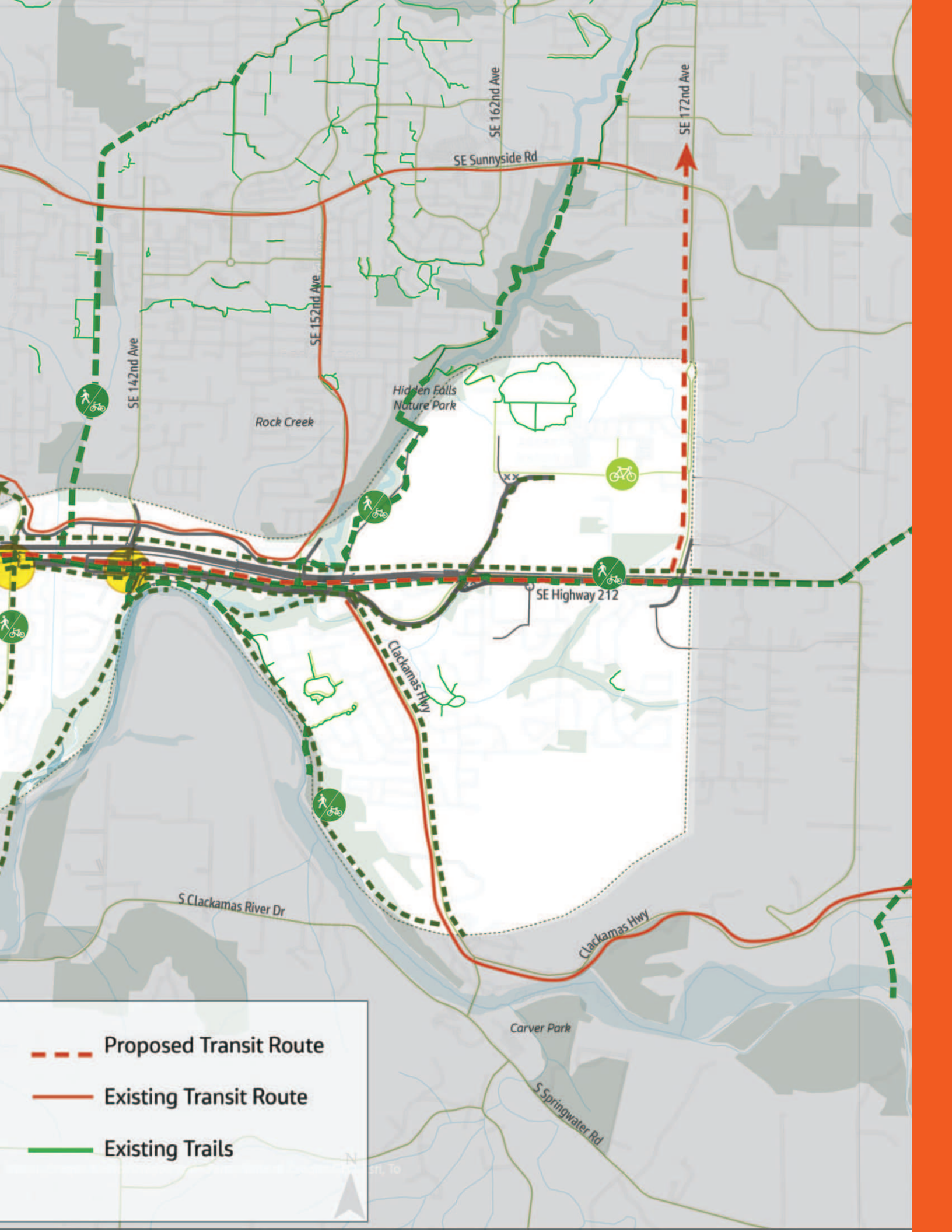
Estimated Cost: \$\$-\$\$\$

Potential Funding Sources: Grants; partnerships





-  Safe & Interconnected Sidewalk Network
-  Potential Transit Transfer Facility
-  Sidewalk Improvements
-  Clackamas Fire (Station 08)
-  Existing Crossings
-  Bicycle Routes
-  Pedestrian/Bicycle Priority
-  Kaiser Permanente Sunnyside Medical



- Proposed Transit Route
- Existing Transit Route
- Existing Trails

