



Sunrise Corridor Community Visioning

Welcome! Please sign in.



What you can do today:

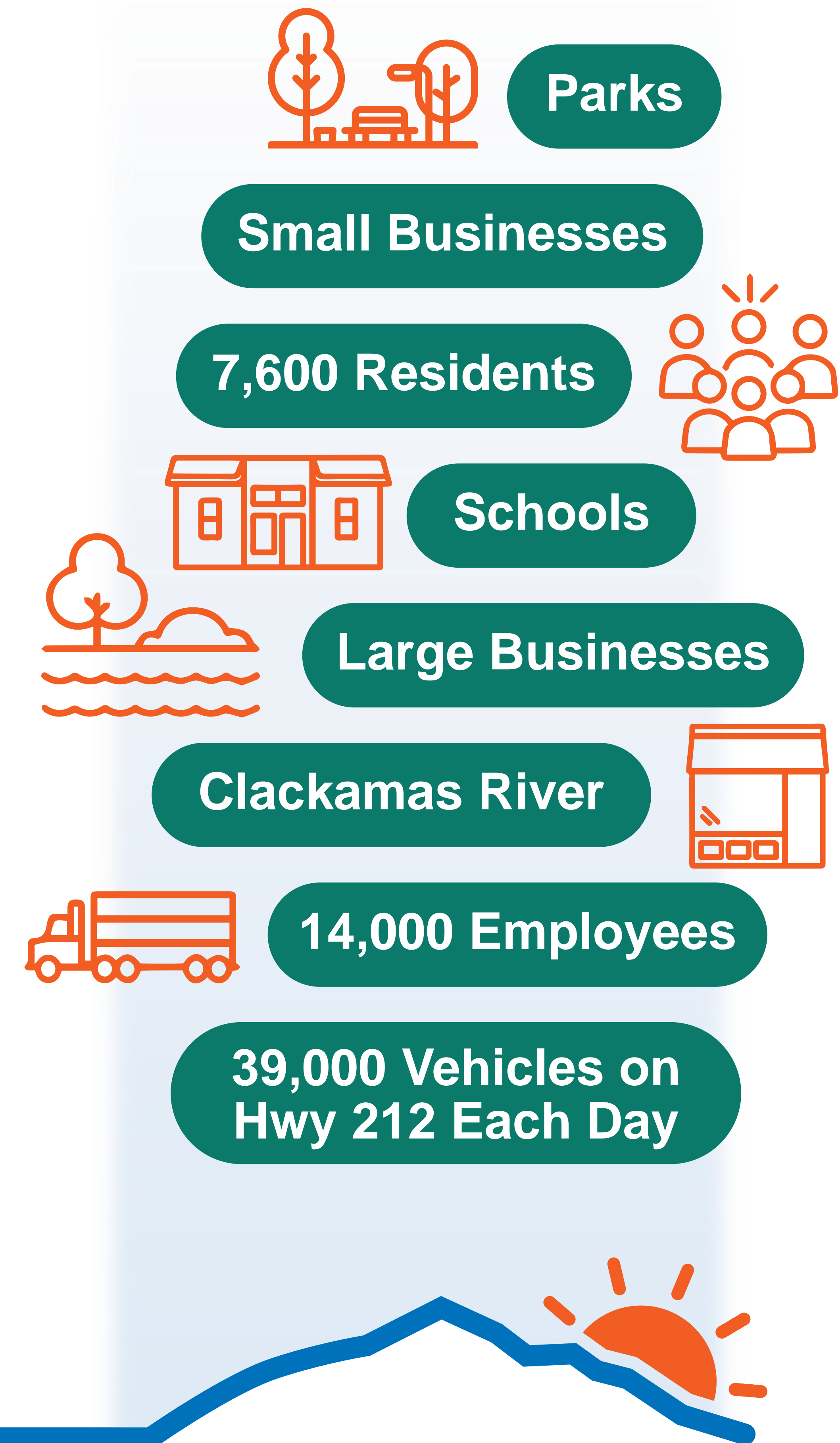
- 1. Learn** about the Sunrise Corridor Community Visioning process
- 2. Meet** project staff
- 3. Share** what you know about the area
 - Look at displays about needs and opportunities
 - Point out what works now and where there are challenges on the table maps
- 4. Review** goals proposed to guide the vision
 - Which of these goals matter to you and why?
 - Have we missed something?
- 5. Provide feedback** through a survey



Project Overview

- The Sunrise Corridor Community Visioning effort aims to build meaningful partnerships with people who live, work and visit the area to develop an equitable, community-supported vision for the future of the community.
- Visioning efforts will:
 - Focus on community voices and cultural history, and identify community values
 - Analyze health impacts, economic opportunities, and accessible, safe infrastructure for the area
 - The County is collaborating with the City of Happy Valley, Oregon Department of Transportation, and Metro to build momentum to implement the vision

The Visioning Area includes:



Transportation and Economic History of the Corridor

Developing New Roads

20th century

From 1920 to 1940, the state sets about expanding and graveling all roads in the state, spurring development of lands. Lower cost transportation expands lumber, agricultural and mining industries.

Sunnyside Road

1900-present

The Sunnyside Road is marked in maps dating back to the early 20th Century.

Early Residential Mobile Home Parks

1960-1970

Around 1960 people began developing residential / mobile home parks in the Sunrise Corridor.

Clackamas Town Center

1975-1985

The Clackamas Town Center Mall opened in 1985 after a decade of planning, community opposition and construction.

Urban Growth Boundary

1979

Oregon established the Portland Metro Urban Growth Boundary in 1979. It has since expanded to Rock Creek, Tong Road, and into Damascus.

Sunrise Expressway

2013-2016

ODOT built the limited-access 4-6 lane Sunrise Expressway connecting I-205 and Hwy 212, including a multi-use path.

The Future

Beyond present day

The next steps for Clackamas County include...

2050 – Carbon Neutral Clackamas County

Growing Transportation

Late 19th century

Clackamas District was established in 1843. Upper Clackamas River Valley gets new roads and trails, but main transportation still by water due to rough trails in rain weather. Oregon and California Railroad and the East Side Railway spur growth in the region.

Sunrise / Highway No. 171

1900 - present

Through the early 20th century, the Sunrise Corridor (Highway No. 171) was mostly a regional farm road. The roadway has been updated over time.

Happy Valley

1965- present

Happy Valley was established in 1965. Key issue at the time was Portland's boundary expansion and maintaining a rural community character.

I-205

1967-1977

I-205 was built as an alternative route to I-5. The highway opened up the Clackamas County region to lower cost transportation and facilitated growth. It took another 10 years to connect the highway through Portland and across the Columbia River.

Clackamas Industrial District

1986-2006

The Clackamas Industrial Area is one of three urban renewal districts in Clackamas County. This industrial area is a regional distribution, warehousing and wholesale trade center.

Sunrise Corridor FEIS

2010

The Sunrise Corridor's Final Environmental Impact Statement was approved in 2010.

Sunrise Corridor Gateway Concept

2020-2021

Clackamas County led revisions to the Sunrise FEIS concept for incorporation into the 2020 Get Moving Measure. This revised Gateway Concept helped to address safety and congestion issues.



Share what you know about the area



Challenges

Places you go

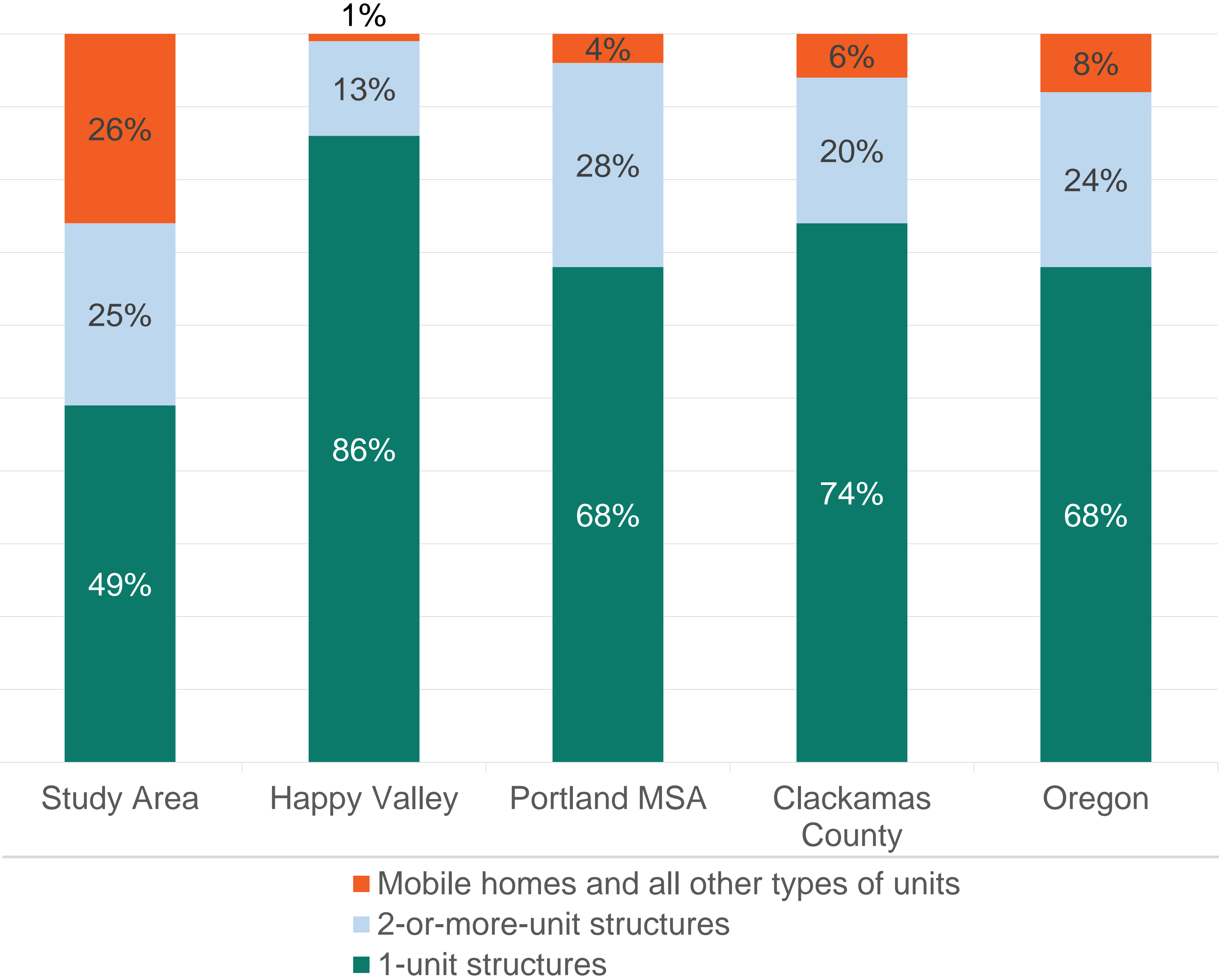
Ideas



Housing and Community

The number of residents is relatively low since much of the area is industrial. Population in the surrounding areas has grown rapidly.

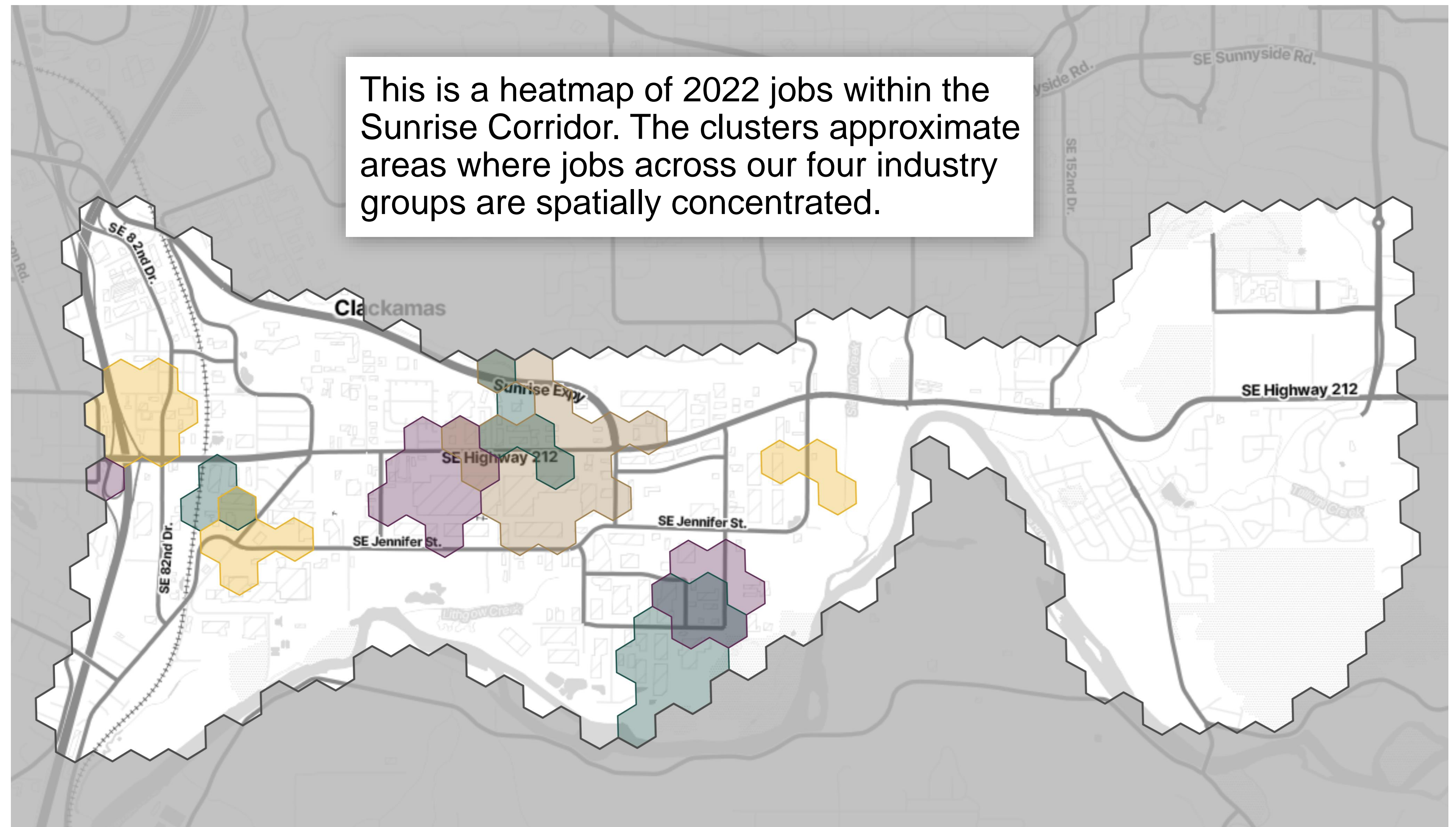
- Population growth (2011 to 2021)
 - Study area: +40%, 5,400 to 7,600
 - Happy Valley: +80%, 13,000 to 23,400
- Median income has grown by 53% over 10 years to \$60k; still less than county (\$85k) and state (\$70k)
- Single- and multi-family housing makes up 19% of total land in the study area
- About 25% of area residents (2,000 people) live in mobile or manufactured homes



Jobs and Economy

The area is one of the busiest freight distribution centers in the region.

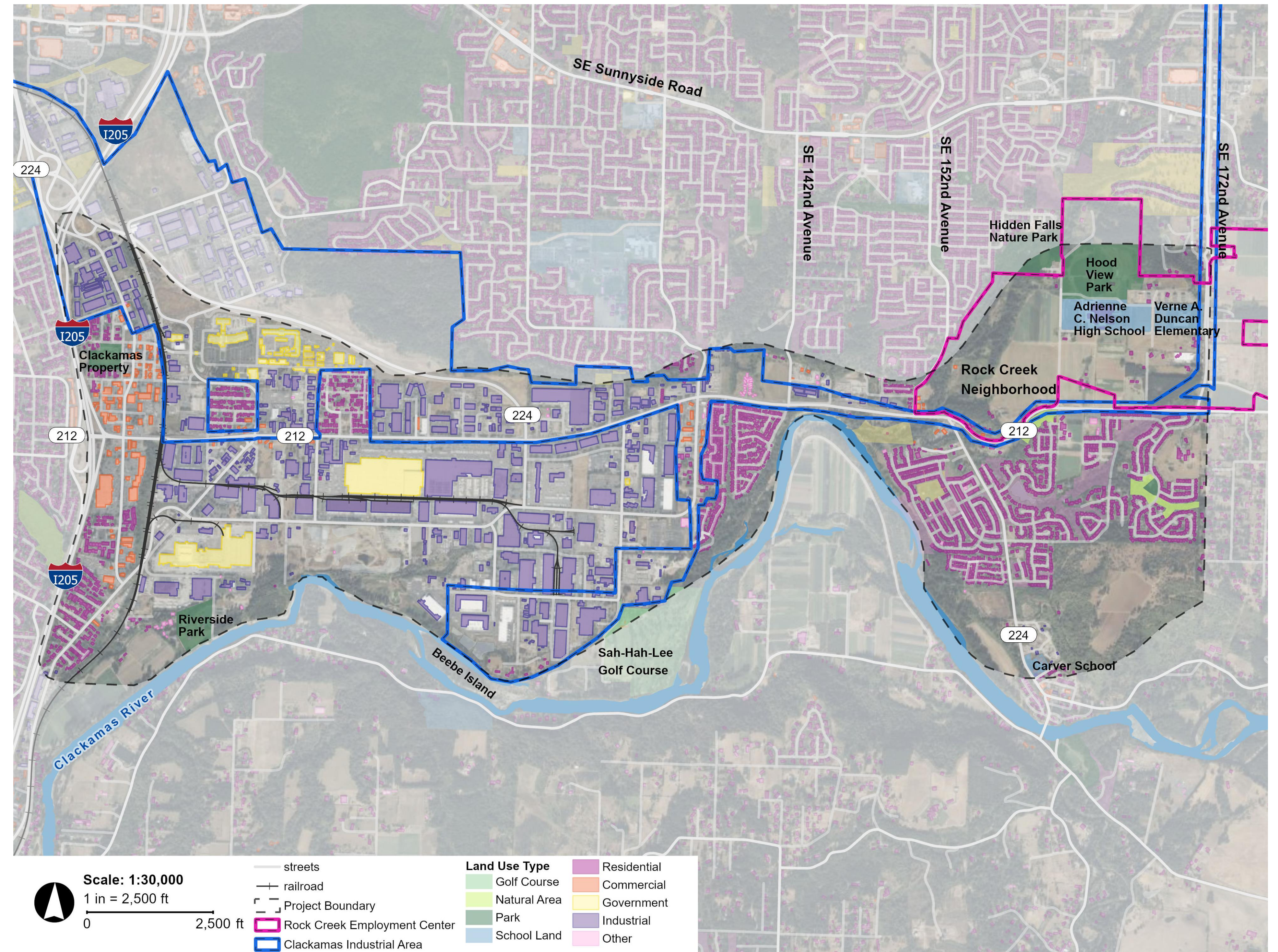
- 14,000 jobs
- Major industries: manufacturing, wholesaling, warehousing, and transportation
- Growth in the services sector
- Commercial and industrial businesses have low vacancies and increasing rents
- Aging properties and limited development area due to infrastructure, wetlands, and conflicting land uses
- Well-trained regional workforce, though long average commute time



Land Use

The area is dominated by light industrial uses that sometimes conflicts with pockets of residential and commercial use.

- Multiple jurisdictions - land zoned by both Clackamas County and Happy Valley
- 40% of total land is industrial
- Some conflicting land uses, with industrial next to residential
- Retail services are far from industrial areas, isolating employees from services and goods
- There is nearby access to educational, healthcare and community facilities



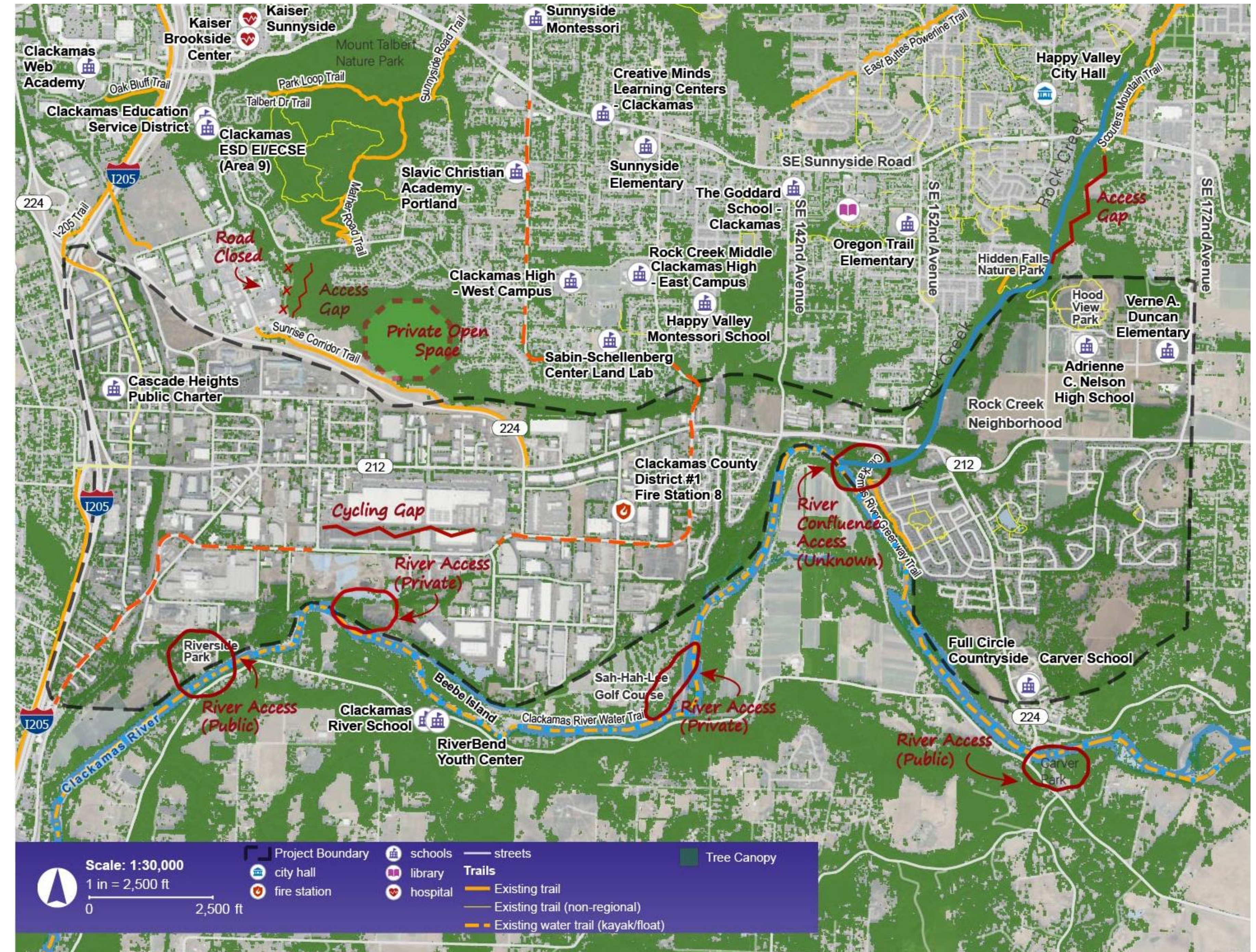
Source: Metro Regional Land Information System (RLIS), Esri structures, Jacobs



Open space and natural resources

The study area has natural resources and open space to consider with future growth.

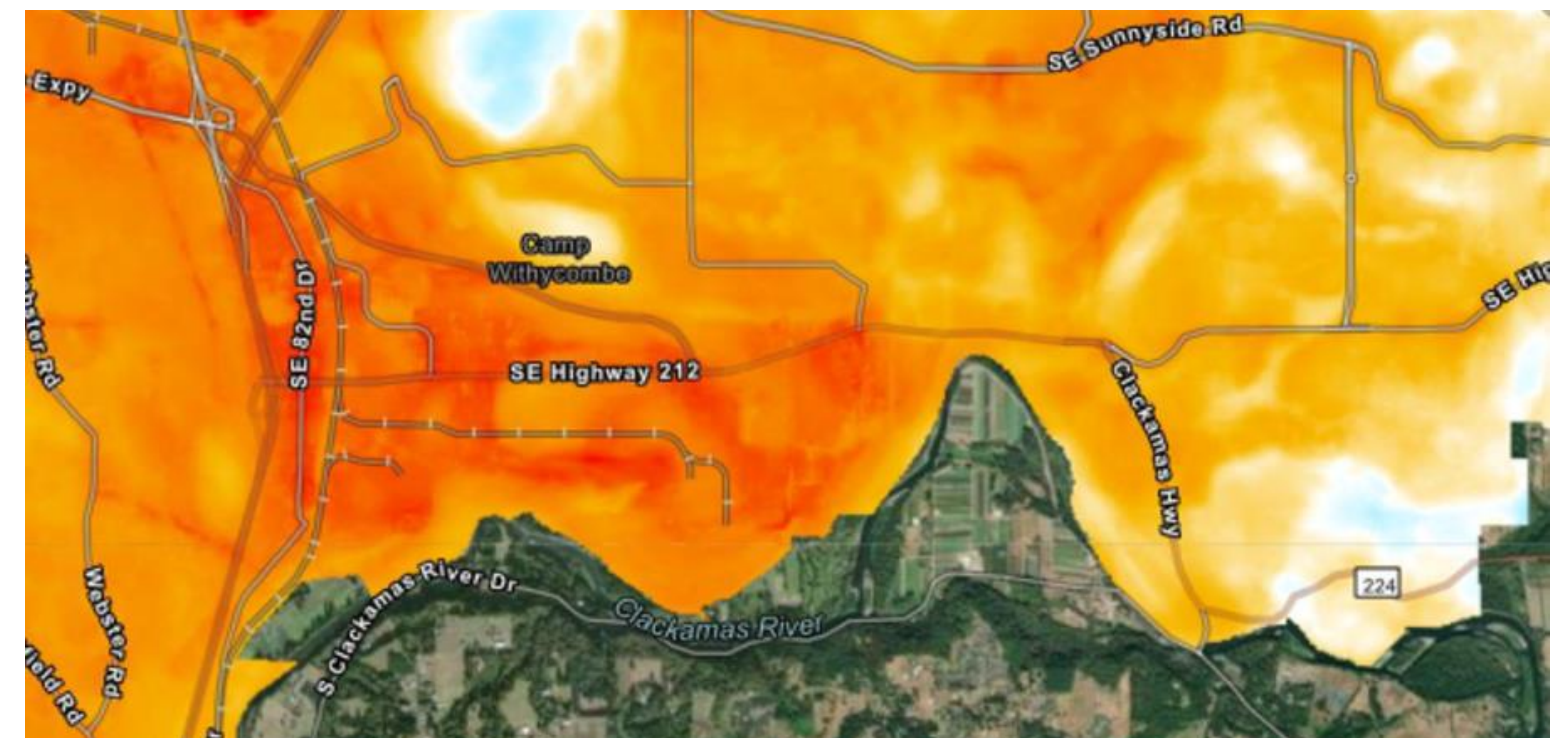
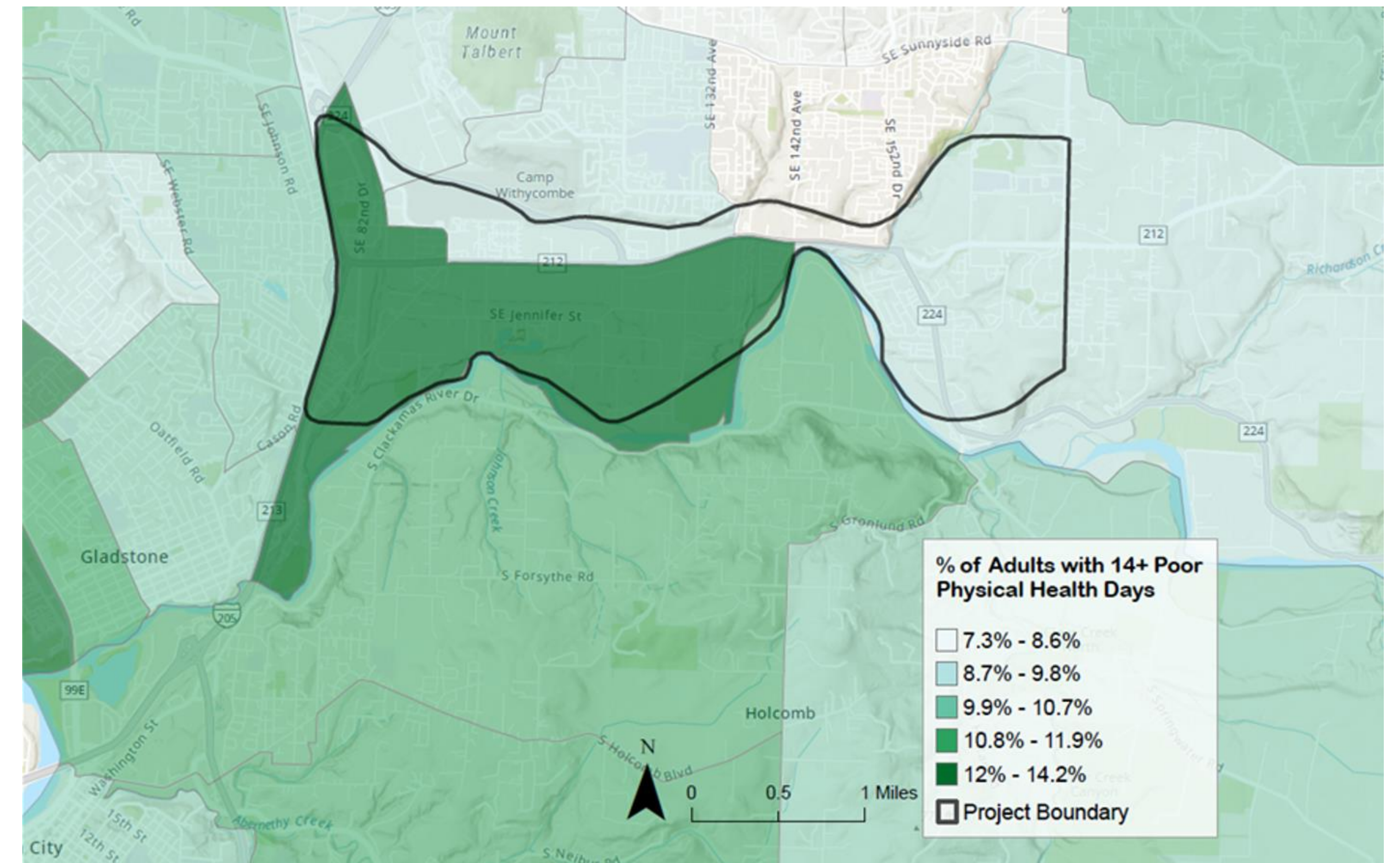
- Highway 212 is a key route to recreation areas – Mount Hood and Clackamas River corridor
- Two public parks on Clackamas River and some additional private / limited access
- Area is surrounded by forested hiking areas, parks, sports facilities, playgrounds and other open spaces
- Industrial area has few trees
- Clackamas River is a source of drinking water, recreation



Community Health

There are health inequities in the area. Many residents may have a higher risk from pollution and/or have limited access to safe travel options.

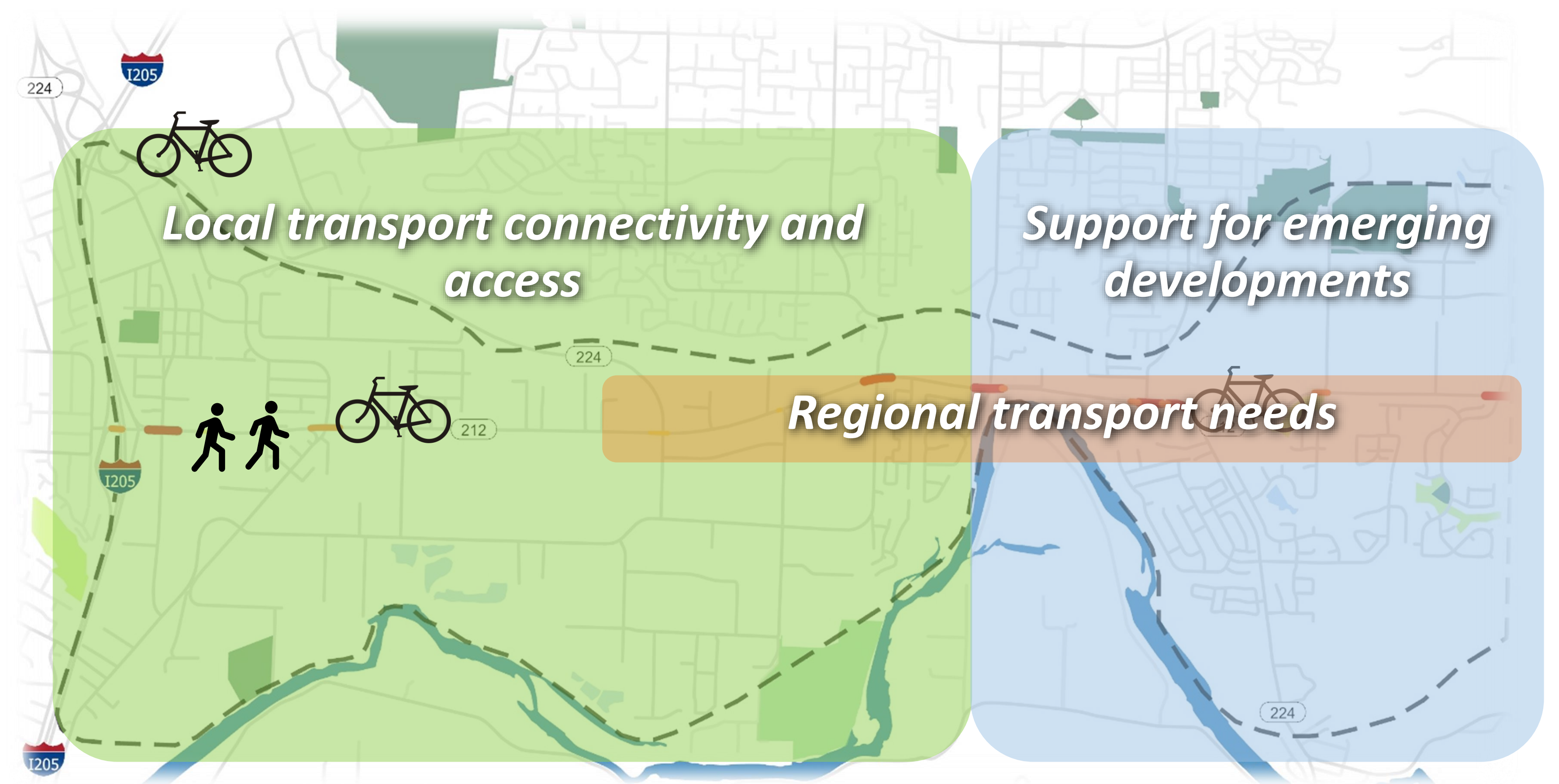
- Higher residential shares of:
 - Low-income residents and communities of color
 - Seniors and people with disabilities
 - Households without a car
 - Adults with depression and poor mental health
 - People with poor physical health
 - People with asthma
- The area is exposed to:
 - Air pollution
 - Noise pollution
 - Extreme heat and limited tree coverage



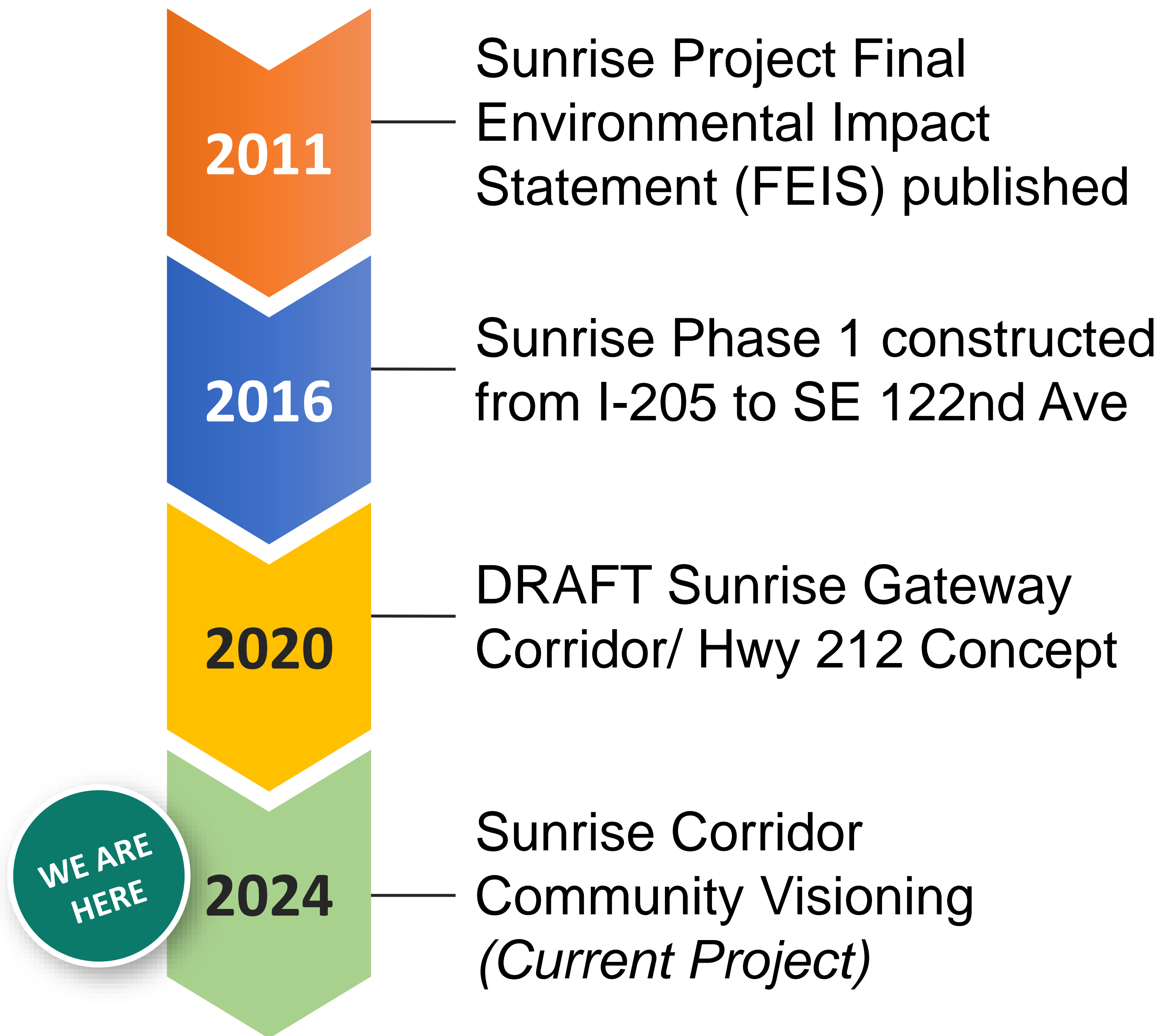
Regional Transportation

There is a need to balance access to and within the area both for residents and employees, and for people traveling through for business or recreation.

- Traffic congestion and safety issues on Highway 212
 - 6 intersections expected to be very congested by 2040
- Freight movement relies on access and regional connectivity.
- Limited highway crossings for pedestrians
- Limited walking and biking facilities on highways and local streets



Sunrise Project (OR-212)



Sunrise Corridor Community Visioning will propose options to improve the 2020 Sunrise Gateway Concept that will:

- **Build on FEIS** and 2020 Sunrise Gateway Concept
- **Gather public input** on potential improvements and updates to the design
- **Partner with** ODOT, Happy Valley, Metro, and community to refine the concept for all users.



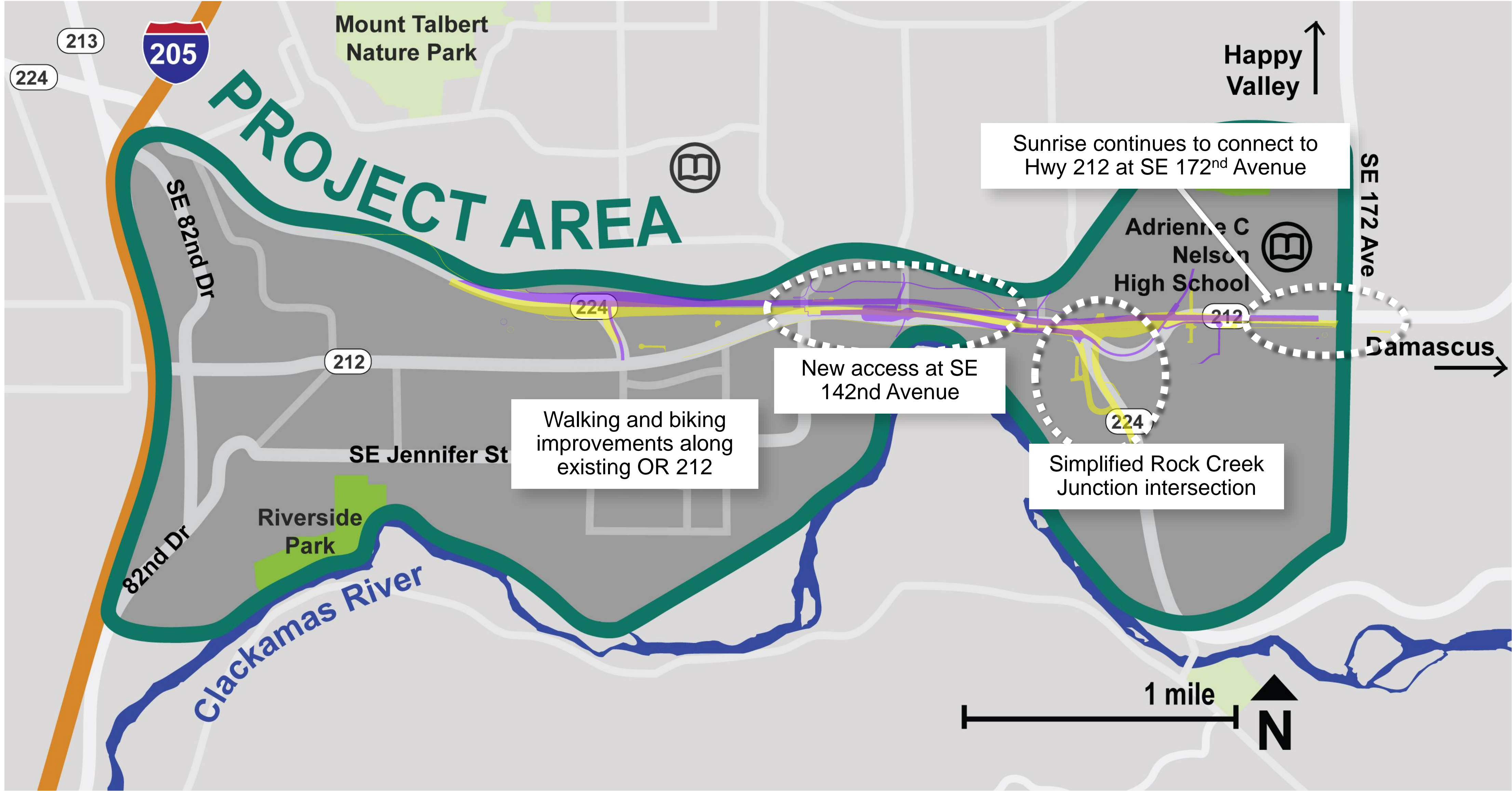
2020 Sunrise Gateway Concept

Clackamas County designed a preliminary Sunrise Gateway Concept for a regional transportation funding measure.

The **Sunrise Gateway Concept:**

- Meets the original project (FEIS) safety and congestion goals
- Lowers environmental and property impacts
- Reduces cost

The **Sunrise Corridor Community Vision** will bring the concept forward for partner agency and public feedback in fall of 2024.



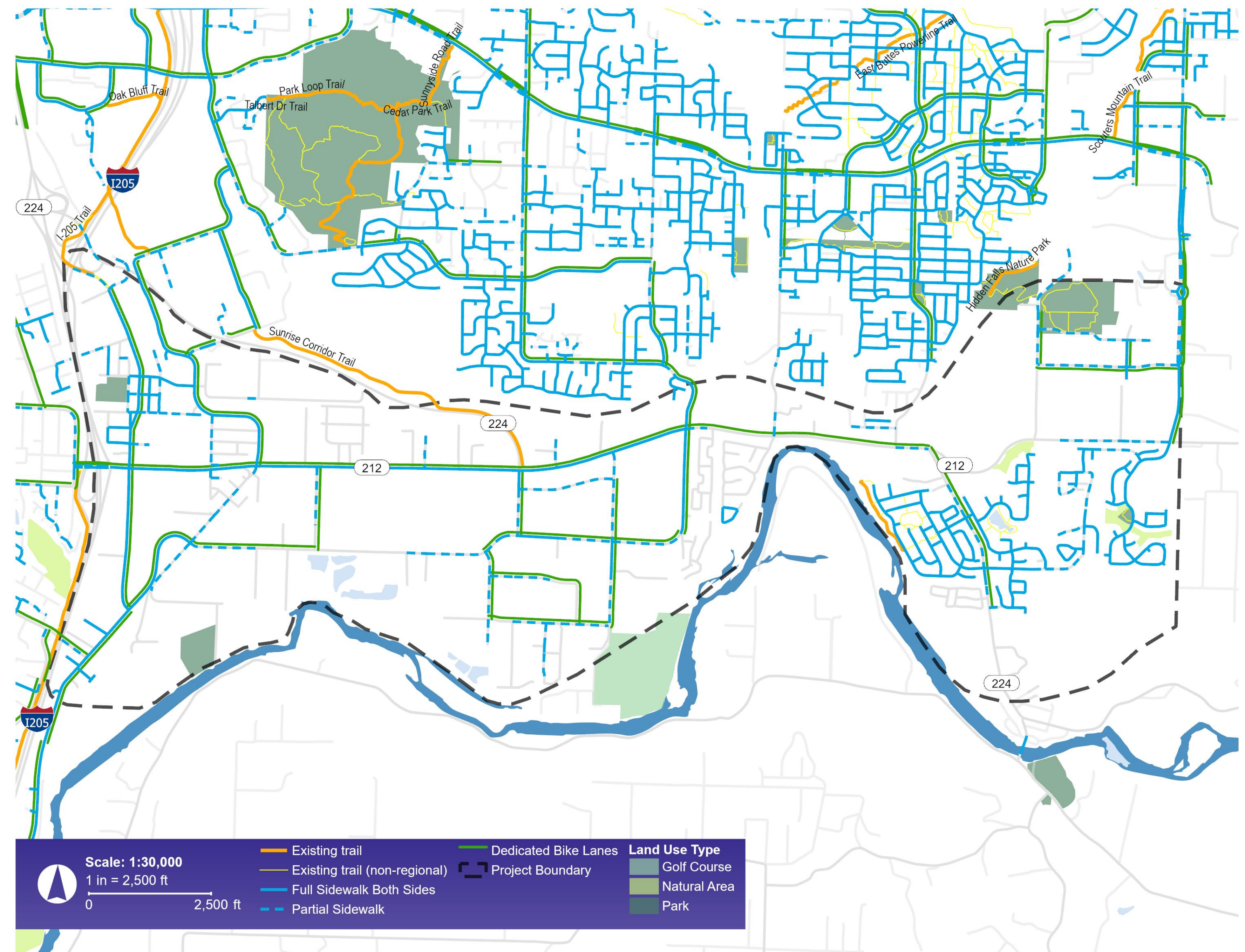
Yellow line: FEIS Footprint
Purple line: Sunrise Gateway Concept Footprint



Local Mobility

Needs include improving sidewalks, ADA ramps, bike lanes, driveway access, and other means of creating connections within the community.

- Bicycle/walking safety is a concern and barrier
- Mobility is limited by gaps in the walking and biking networks
- Transit use is limited with 30-to-60-minute frequency and employment shuttle
- Industrial facility driveways present conflicts between people driving, biking, and walking



H:\27\27852- Sunrise Corridor Community Visioning\gis\Layout_Figures.aprx- Sidewalks and Trails- 4/5/2024 2:34 PM- rdoubleday



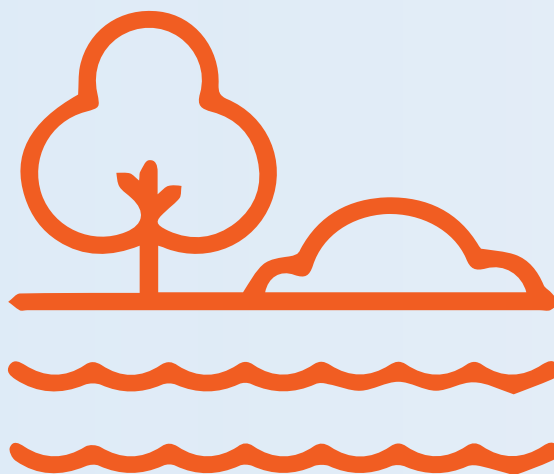
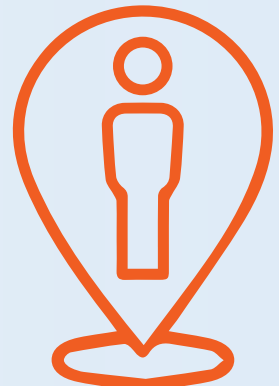
Proposed Community Goals

Support **economic development**



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

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



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

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



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



Tell us what you think about the proposed Community Goals!

Which of these **goals** matter to you and why?

Have we missed something that's **important to you?**

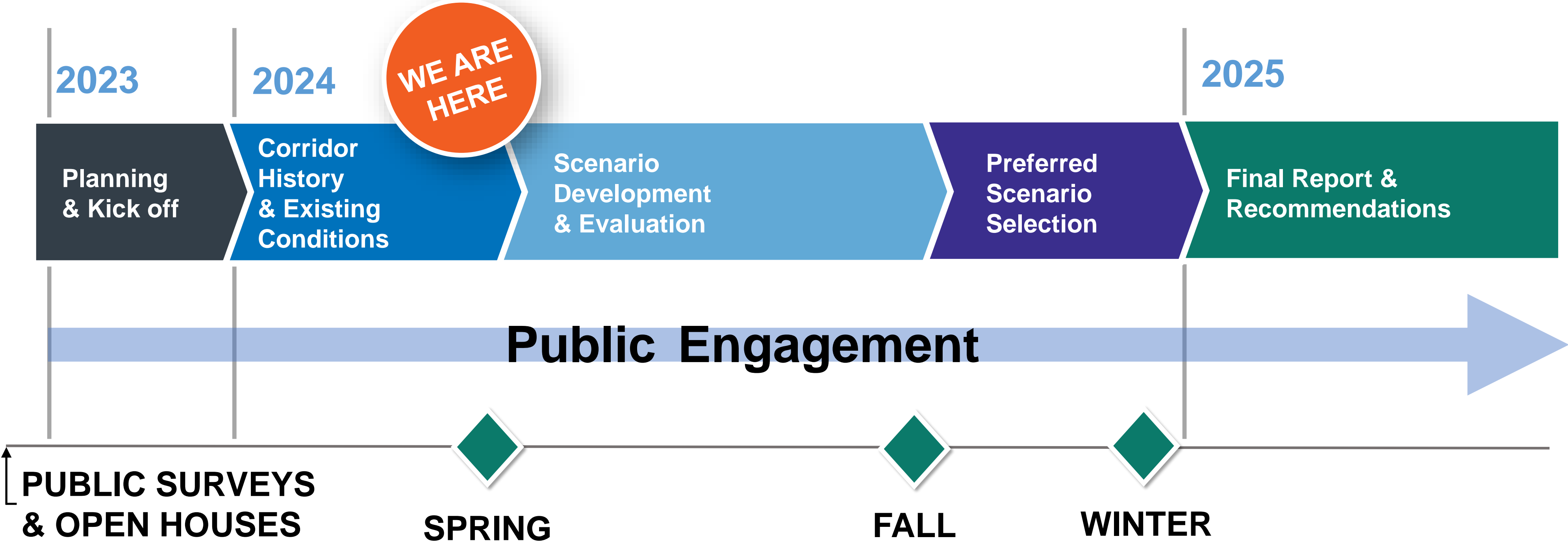


Next Steps

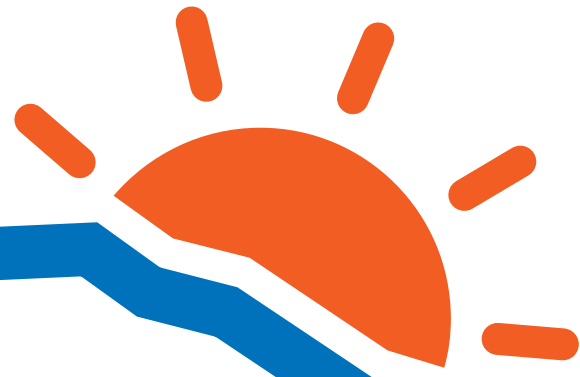
Thank you joining us!

The feedback you provide today helps create goals that will guide the vision as we look at scenarios for the future.

- What's important to you
- What's working well and what isn't
- What you would like to see in the future



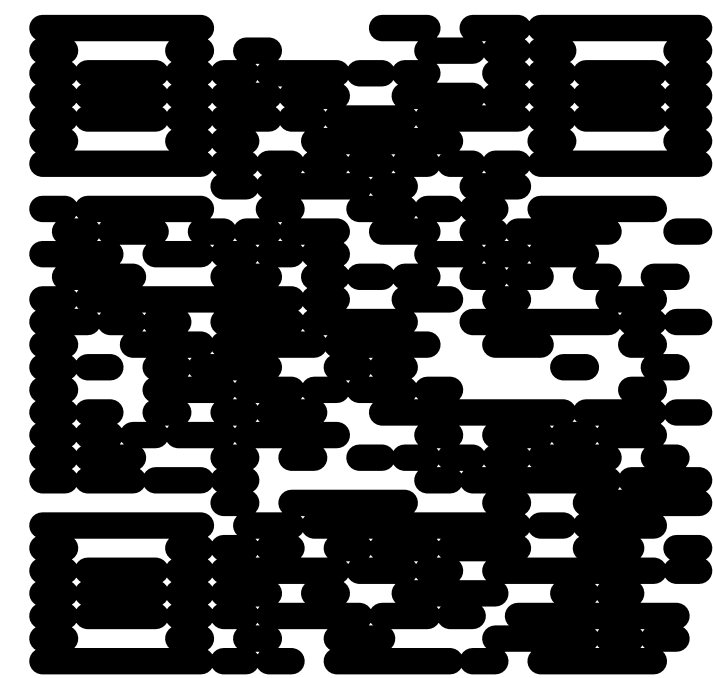
Attend our next open house this fall to provide feedback on ways to create a **bright future** for the Sunrise Corridor Community!



Ways to stay involved!

- Sign up for email updates
- Invite our project team to present to your organization
- Take our online survey
- Visit the webpage for more information

www.clackamas.us/sunrise



View of the Clackamas River

