

**Exhibit A
Ordinance ZDO-282
Comprehensive Plan Amendments**

Chapter 4: LAND USE

When the pioneers settled Clackamas County, the land resource appeared infinite. They cleared forest, carved towns from the wilderness, and used waterways as the arterials of commerce. Some lands were valued for certain uses. The alluvial valley of the Willamette River was among the first areas to be cleared for agriculture. The falls at Oregon City was one of the first industrial sites. From the earliest days, the value of strategic location for various uses of the land was recognized and exploited for man's benefit. The best sites were usually used first.

Now we realize that not only is land finite, but also that sites with desirable characteristics for certain types of development are scarce. A growing population is increasing demand for land of all types. It is increasingly important to evaluate characteristics of remaining sites to determine their optimum use.

The Oregon Legislature has provided for land use to be determined at the local level through a rational process of balancing state and local goals, human needs, and the site characteristics of land. Generally, the factors for designating land use categories in this plan include the following:

- Physical site conditions such as soils, slope, and drainage
- Present and projected needs of the people
- Character of existing development
- Financial impacts on the County and its residents
- Community livability
- Capacities of streets, sewers, water systems, and other facilities
- Estimated market demand
- Parcel sizes
- Availability of transit
- Proximity to jobs, shopping and cultural activities
- Providing an adequate balance between various uses

The above factors alone are insufficient for planning a community. A planning process reflecting community values is needed to weigh various factors. This systematic approach involves identifying issues, developing alternative ways of dealing with the issues and choosing the most desirable alternative.

ISSUES

The major issues affecting future development in the County are:

- Supply and location of land for urban uses

- Density of residential uses
- Intensity of commercial and industrial uses
- Proximity of mutually supporting land uses
- The cost impacts of various land uses
- Compatibility or conflict between land uses
- Competing demands for land having certain characteristics
- Compatibility of city and County plans
- Supply and location of land for rural uses
- Preservation of land for agricultural and forestry uses
- The character and appearance of neighborhoods
- Compatibility of land use with supportive systems such as transportation and sewage
- Protection of natural features and waterways from the impact of development
- Provision of open spaces within the urban environment.

LAND USE DEFINITIONS

This Plan divides the County into six principal land use categories: Urban, Urban Reserve, Unincorporated Communities, Rural, Agriculture, and Forest. This Plan also establishes one or more land use plan designations within each of these categories. Table 4-1 identifies all of the land use plan designations established by this Plan and the zoning districts that implement each designation.

Urban

Urban areas include all land inside urban growth boundaries. Urban areas are either developed or planned to be developed with adequate supportive public services provided by cities or by special districts. Urban areas have concentrations of people, jobs, housing, and commercial activity.

Urban Growth Boundaries: Urban growth boundaries are designated on the land use plan maps. They separate Urban areas from Urban Reserve areas, Unincorporated Communities, and Rural, Agriculture, and Forest areas. An urban growth boundary encompasses existing urban development and lands to accommodate urban growth forecasted for a 20-year horizon.

Immediate Urban Areas: Immediate urban areas are lands that are within urban growth boundaries, are planned and zoned for urban uses, and meet at least one of the following conditions:

- Served by public facilities, including sanitary sewage treatment, water, storm drainage, and transportation facilities;
- Included within boundaries of cities or within special districts capable of providing public facilities and planned to be served in the near future; or
- Substantially developed or surrounded by development at urban densities.

Future Urban Areas: Future urban areas are lands within urban growth boundaries but outside immediate urban areas. Future urban areas are planned to be provided with public facilities, but currently lack providers of those facilities. Future urban areas are substantially underdeveloped and will be retained in their current use to ensure future availability for urban needs. Future urban areas are planned for urban uses but zoned for large-lot, limited development.

Future Urban Study Areas: Future urban study areas are lands that have been brought into an urban growth boundary but for which urban plan designations have not been applied. Planning will be conducted to determine urban plan designations and apply future urban zoning.

Urban Reserve

Urban Reserve areas lie outside an urban growth boundary and have been designated as highest priority for inclusion in an urban growth boundary when additional urban land is needed. Urban Reserve areas may be established pursuant to OAR Chapter 660, Division 21, or pursuant to OAR 660, Division 27. Metro designates Urban Reserve areas in the Portland metropolitan area. The cities of Sandy, Molalla, Estacada, and Canby, in coordination with the County, may designate other Urban Reserve areas.

Rural Reserve

Rural Reserve areas are intended to provide long-term protection for large blocks of agricultural land and forest land, and for important natural landscape features that limit urban development or define natural boundaries of urbanization. Rural Reserve areas shall not be included in an urban growth boundary or Urban Reserve area. Rural Reserves may be established pursuant to OAR Chapter 660, Division 27.

Unincorporated Communities

Unincorporated Communities, as defined in Chapter 660, Division 22 of the Oregon Administrative Rules, are settlements located outside urban growth boundaries in which concentrated residential development is combined with limited commercial, industrial, or public uses. Unincorporated Communities may have limited public facilities and services.

Rural

Rural lands are exception lands, as defined in Oregon Administrative Rules 660-004-0005(1), that are outside urban growth boundaries and Unincorporated Communities and are suitable for sparse settlement such as small farms, wood lots or acreage home sites. They lack public facilities or have limited facilities and are not suitable, necessary, or intended for urban, agricultural, or forest use.

Agriculture

Agriculture areas are those of predominantly Class I through IV soils as identified by the United States Natural Resources Conservation Service or as identified in more detailed data; and other lands that are suitable for farm use due to soil fertility, suitability for grazing, climatic conditions, existing or future potential for irrigation, land use patterns, or accepted farming practices or are necessary to permit farming practices to be undertaken on adjacent or nearby lands.

Forest

Forest areas are composed of existing and potential forestlands that are suitable for commercial forest uses. Also included are other forested lands needed for watershed protection, wildlife and fish habitat, and recreation, lands where extreme conditions of climate, soil, and topography require maintenance of vegetative cover, and forested lands in urban and agricultural areas which provide urban buffers, wind breaks, wildlife habitat, scenic corridors, and recreational use.

Land Use Maps Section

Map 4-1 displays the unincorporated land within the Portland Metropolitan Urban Growth Boundary. Map 4-2 provides an index for the land use plan maps. Maps 4-3, 4-4, and 4-5 are land use plan maps for areas where the county has adopted land use plan designations by agreement with adjoining cities. As these cities adopt amendments to their maps, the county will consider adoption. County land use plan designations are shown on Maps 4-6 and 4-7. Land use plan maps adopted as part of a Community Plan or Design Plan in Chapter 10 automatically amend Maps 4-6 and 4-7. Map 4-9 displays urban and rural reserves designated pursuant to OAR 660, Division 27, and urban and rural reserves are also illustrated in greater detail on Map 4-7.

URBANIZATION

The goals and policies in the following section address the designation of lands for urban uses, conversion of lands from Urban Reserve to Future Urban plan designations, and County actions regarding Future Urban Study areas and Urban Reserve areas.

URBANIZATION GOALS

- Clearly distinguish Urban and Urban Reserve areas from non-urban areas.
- Encourage development in areas where adequate public services and facilities can be provided in an orderly and economic way.
- Insure an adequate supply of land to meet immediate and future urban needs.
- Provide for an orderly and efficient transition to urban land use.
- Distinguish lands immediately available for urban uses from Future Urban areas within Urban Growth Boundaries.

4.A General Urbanization Policies

- 4.A.1 Coordinate with Metro in designating urban areas within Metro's jurisdiction. Recognize the statutory role of Metro in maintenance of and amendments to the Portland Metropolitan Urban Growth Boundary.
- 4.A.2 Coordinate with affected cities in designating urban areas outside of Metro. Land designated as a Rural Reserve, as shown on Map 4-9, shall not be designated as an Urban Reserve or added to an urban growth boundary. The following areas may be designated as Urban:
- 4.A.2.1 Land needed to accommodate 20 years of future urban population growth.
 - 4.A.2.2 Land needed for increased housing, employment opportunities and livability from both a regional and subregional view.
 - 4.A.2.3 Land to which public facilities and services can be provided in an orderly and economic way.
 - 4.A.2.4 Land which insures efficient utilization of land within existing urban areas.
 - 4.A.2.5 Land which is best suited for urban uses based on consideration of the environmental, energy, economic and social consequences.
 - 4.A.2.6 Agricultural land only after considering retention of agricultural land as defined, with Class I having the highest priority for retention and Class VI the lowest priority.
 - 4.A.2.7 Land needed after considering compatibility of proposed urban uses with nearby agriculture activities.
 - 4.A.2.8 Land where the strategic location of employment and living opportunities can minimize commuting distance, traffic congestion, pollution and energy needs.
- 4.A.3 Land use planning for urban areas shall integrate all applicable policies found throughout the Plan including the following:

- 4.A.3.1 Locate land uses of higher density or intensity to increase the effectiveness of transportation and other public facility investments.
- 4.A.3.2 Encourage infilling of Immediate Urban Areas with a minimum of disruption of existing neighborhoods (see infill policies in the Housing Chapter).
- 4.A.3.3 Enhance energy conservation and transportation system efficiency by locating opportunities for housing near work and shopping areas.
- 4.A.3.4 Integrate developments combining retailing, office, and medium and high density housing at places with frequent transit service and pedestrian facilities.

- 4.A.4 Establish Urban Growth Management Areas and Urban Growth Management Agreements to clarify planning responsibilities between the County and cities for areas of mutual interest.

- 4.A.5 Establish agreements with cities and service districts to clarify service and infrastructure responsibilities for areas of mutual interest.

4.B Immediate Urban Policies

The following policies apply to Immediate Urban areas:

- 4.B.1 An area may be designated Immediate Urban consistent with the definition.

- 4.B.2 Use the following guidelines when evaluating proposed changes in zoning designations that convert an area from Future Urban to Immediate Urban status:
 - 4.B.2.1 Capital improvement programs, sewer and water master plans, and regional public facility plans shall be reviewed to ensure that orderly, economic provision of public facilities and services can be provided.
 - 4.B.2.2 Sufficient vacant Immediate Urban land should be permitted to ensure choices in the market place.

- 4.B.3 Apply urban zoning districts that implement the Plan through a legislative or quasi-judicial zone change process consistent with applicable state, Metro and local requirements.

- 4.B.4 Control land uses in Immediate Urban areas through the Zoning and Development Ordinance.

- 4.B.5 Place conditions on development to ensure adequate services and facilities prior to or concurrent with development.

4.C Future Urban Policies

The following policies apply to Future Urban lands:

- 4.C.1 Control premature development (before services are available) by:

- 4.C.1.1 Applying a future urban zone with a 10-acre minimum lot size within the Portland Metropolitan UGB except those lands identified in Policy 4.C.1.2.
- 4.C.1.2 Applying a future urban zone with a 20-acre minimum lot size or greater for areas planned for employment, industrial and commercial uses within the Portland Metropolitan UGB.
- 4.C.1.3 Applying within the urban growth boundaries of Canby, Estacada, Sandy, and Molalla, a five-acre minimum lot size or larger in rural, agricultural, and forest zones.

- 4.C.2 Review subdivision and partition applications to ensure that the location of proposed easements and road dedications, structures, wells, and on-site wastewater treatment systems are consistent with the orderly future development of the property at urban densities.

- 4.C.3 For land within the urban growth boundaries of Canby, Estacada, Sandy, and Molalla, require annexation to a city as a requirement for conversion to Immediate Urban unless otherwise agreed to by the City and County.

- 4.C.4 Implement dimensional and development standards to address compatibility, function, and aesthetics.

4.D Future Urban Study Area Policies

The following policies apply to Future Urban Study Areas:

- 4.D.1 Conduct a planning process consistent with the policies of Chapter 11 of this Plan, that coordinates with affected service providers, agencies, and jurisdictions, and meets pertinent state, regional and local requirements.

- 4.D.2 In the Portland Metropolitan Urban Area, develop Comprehensive Plan designations that are consistent with Regional Urban Growth Goals and Objectives and the Regional Urban Growth Management Functional Plan, including Title 11, and the following.

When areas are brought into the Urban Growth Boundary, the following actions shall be undertaken:

- 4.D.2.1 Control premature development (before services are available) within the Portland Metropolitan Urban Growth Boundary by applying a 20-acre minimum lot size to lands within the boundary that have the following plan designations: Unincorporated Community Residential, Rural Commercial, Rural Industrial, and Rural.

- 4.D.2.2 The County shall enter into discussion with nearby cities, agencies that provide public facilities and services, and area citizens, to determine how services and governance will be provided for the area.
 - 4.D.2.3 Agreements shall be developed with affected cities and service providers to cooperate in development of a Concept Plan for the area, and to consider the Concept Plan in development of future Plans.
 - 4.D.2.4 A Concept Plan shall be developed meeting state and regional requirements. Opportunity shall be provided to citizens and affected public agencies to participate in the development of the Concept Plan. In the Damascus area, the Damascus Concept Planning Study Report shall be used to provide background information and guidance for the Concept Planning process.
 - 4.D.2.5 A request shall be made to revise state and regional transportation plans to reflect the Concept Plan.
 - 4.D.2.6 Public facilities plans shall be developed or revised to accommodate the Concept Plan.
 - 4.D.2.7 The Comprehensive Plan, Comprehensive Plan Maps, Zoning and Development Ordinance and zoning maps shall be revised according to the Concept Plan.
- 4.D.3 Develop and adopt urban comprehensive plan designations that meet applicable state planning requirements and balance County planning goals adopted in the Comprehensive Plan. This will convert Future Urban Study Areas to Future Urban or Immediate Urban areas.
- 4.D.4 During development of Comprehensive Plan provisions pursuant to Title 11 of the Urban Growth Management Functional Plan, consider the feasibility of providing and funding adequate infrastructure.

4.E Urban Reserve Area Policies

- 4.E.1 The following policies apply to Urban Reserve areas established pursuant to OAR 660, Division 21:
 - 4.E.1.1 Clackamas County shall recommend to Metro land in Clackamas County which should be designated Urban Reserve, when Urban Reserve amendments to the Region 2040 Urban Growth Management Functional Plan are considered by Metro. The cities of Sandy, Molalla, Estacada and Canby, in coordination with Clackamas County, may designate and adopt other urban reserve areas in a manner consistent with OAR 660-021-0000.
 - 4.E.1.2 Clackamas County will consider the following characteristics of each area when recommending Urban Reserve areas to Metro: potential for providing jobs within near proximity to housing; the feasibility and cost effectiveness of extending urban infrastructure; the suitability of an area to accommodate urban level densities; and, the relationship and implications to existing areas designated urban.

- 4.E.1.3 When considering the designation of Urban Reserve areas near Sandy, Molalla, Estacada and Canby, the County, in cooperation with the City, shall make findings and conclusions based on the requirements of OAR 660-021-0030.
 - 4.E.1.4 Urban Reserve areas designated by Metro will be depicted on Metro's Region 2040 Growth Concept map. Designated Urban Reserve areas near Sandy, Molalla, Estacada and Canby shall be defined within the Urban Growth Management agreements with each city.
 - 4.E.1.5 Lands within a designated Urban Reserve area shall continue to be planned and zoned for rural uses in a manner that ensures a range of opportunities for the orderly, economic and efficient provision of urban services when these lands are included in the Urban Growth Boundary. Planning and zoning shall be done in a manner consistent with OAR 660-021-0000 and the Metro Code, in areas where Metro has jurisdiction.
- 4.E.2 The following policies apply to Urban Reserve areas established pursuant to OAR 660, Division 27, as shown on Map 4-9:
- 4.E.2.1 The County will review the designation of Urban Reserve areas, in coordination with Metro, Multnomah and Washington Counties, within 20 years after the initial designation of these Urban Reserve Areas.
 - 4.E.2.2 The County will participate in the development of concept plans for areas within Urban Reserve areas that are being considered for addition to the Portland Metropolitan Urban Growth Boundary.
 - 4.E.2.3 The County shall not amend the Comprehensive Plan or Zoning and Development Ordinance or the Comprehensive Plan Map or zoning designations:
 - 4.E.2.3.1 To allow within Urban Reserve areas, new uses that were not allowed on the date the Urban Reserve areas were designated, except those uses authorized by amendments to the Oregon Revised Statutes or Oregon Administrative Rules enacted after designation of Urban Reserve areas.
 - 4.E.2.3.2 To allow within Urban Reserve areas, the creation of new lots or parcels smaller than allowed on the date Urban Reserve areas were designated, except as authorized by amendments to the Oregon Revised Statutes or Oregon Administrative Rules enacted after designation of Urban Reserve areas.

4.F Rural Reserve Area Policies

The following policies apply to Rural Reserve areas established pursuant to OAR 660, Division 27, as shown on Map 4-9:

- 4.F.1 Land established as a Rural Reserve area shall not be included in an urban growth boundary.
- 4.F.2 Land established as a Rural Reserve area shall not be included in an Urban Reserve

area established pursuant to either OAR 660, Division 21, or OAR 660, Division 27.

- 4.F.3 The County shall not amend the Comprehensive Plan or Zoning and Development Ordinance, or the Comprehensive Plan Map or zoning designations:
- 4.F.3.1 To allow within the Rural Reserve areas, new uses that were not allowed on the date Rural Reserve areas were designated, except as authorized by amendments to the Oregon Revised Statutes or Oregon Administrative Rules enacted after the designation of Rural Reserve areas.
 - 4.F.3.2 To allow within Rural Reserve areas, the creation of new lots or parcels smaller than allowed on the date Rural Reserve areas were designated, except as authorized by amendments to the Oregon Revised Statutes or Oregon Administrative Rules enacted after designation of Rural Reserve areas.

4.G Population Coordination Policies

The following policies apply to population planning and coordination.

~~4.G.1 Pursuant to OAR 660-024-0030, counties are required to adopt and maintain a coordinated 20-year population forecast for each urban area within the county and consistent with the applicable statutory requirements of ORS 195.025 to 195.036. The cities within the county are required to adopt a 20-year population forecast for the urban area consistent with the coordinated county forecast, except for those urban areas located within the Metropolitan Service District (Metro) that must also coordinate with Metro's 20-year population forecast.~~

~~4.G.24.G.1~~ The County and its cities located inside the Metro boundary shall coordinate with Metro in establishing 20-year population projections in order to evaluate and provide sufficient lands necessary for housing and employment needs within each jurisdiction's planning boundary.

~~4.G.34.G.2~~ Pursuant to ORS 195.033, ~~t~~The County and its cities located outside the Metro boundary shall coordinate with the Portland State University Population Research Center in establishing 20-year population projections in order to evaluate and provide sufficient lands necessary for housing and employment needs within each city's urban growth boundary.

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~~4.G.4 Clackamas County adopts the following population forecasts, as identified in the “Clackamas County Rural Cities Population Coordination Background Report and Forecasts, Final: March 12, 2013,” adopted by Ordinance ZDO-242 and found in Appendix B. These projections have been coordinated with the identified cities.~~

City	2012 population	2032 population	Net growth 2012-2032	Avg. Annual Growth Rate (AAGR) 2012-2032
Barlow	136	146	10	0.4%
Canby	16,820	26,730	9,910	2.3%
Estacada	2,845	4,345	1,500	2.1%
Molalla	8,532	12,760	4,228	2.0%
Sandy	10,322	17,960	7,628	2.8%

URBAN GROWTH CONCEPT

This section of the Land Use Chapter addresses the implementation of the Region 2040 Growth Concept as it applies to Clackamas County. It provides for design type areas that are consistent with the general locations shown on the Region 2040 Growth Concept Map.

Clackamas County, with approximately 67% of its population inside the Portland Metropolitan Urban Growth Boundary, is a partner in the region's efforts to efficiently utilize the land inside the boundary. This will minimize the need to expand the boundary and protect the land available for agricultural, forest and rural uses. The intent of the Urban Growth Concept is to focus increased development in appropriate locations, such as existing commercial centers and along transportation corridors with existing or planned high quality transit service. It also encourages increased employment densities in industrial and employment areas.

The provisions of the Urban Growth Concept apply in addition to other requirements identified in the Clackamas County Comprehensive Plan. The Urban Growth Concept is designed to provide guidance for Comprehensive Plan and Zoning Development Ordinance changes, as well as to identify specific development review requirements. All provisions except Green Corridors apply to lands inside the Portland Metropolitan Urban Growth Boundary. Green Corridors apply to rural, agricultural and forest areas. Future Urban Study Areas are areas in transition. When concept planning is completed for these areas, growth concept design types will be adopted as appropriate.

DEFINITIONS

Growth Concept Design Types

The locations of the following design types are identified on the Clackamas County Urban Growth Concept Map: (Map 4-8) or as described below:

Regional Center: An area that is the focus of compact development, redevelopment, high quality transit service and multi-modal street networks. The intent of the Regional Center is to provide an area for the most intense development and highest densities of employment and housing.

Corridors: Areas located along streets which have existing or planned high quality transit service and feature a high quality pedestrian environment, convenient access to transit and increased residential and employment densities. The intent of the Corridor designation is to encourage increased densities by facilitating zone and plan changes in specific locations. In addition, it provides guidance for development review to implement a high quality pedestrian environment.

The streets where the Corridor design type designation is applied are: McLoughlin Blvd. (from Milwaukie to Gladstone), 82nd Avenue (within the Clackamas Regional Center Design Plan Area),

Johnson Creek Boulevard (within the Clackamas Regional Center Design Plan Area), and Sunnyside Road (from 82nd Avenue to 139th Avenue).

Station Community: Areas centered around a light-rail or high capacity transit station that feature housing, offices and other employment, and a variety of shops and services that are easily accessible to pedestrians, bicyclists and transit users as well as vehicles. The intent of the Station Community designation is to encourage transit oriented development with a mix of high density housing and employment uses, a high quality pedestrian environment and other features designed to encourage high transit ridership.

Employment Areas: Employment centers mixing various types of employment and including some residential development as well. These areas include limited retail commercial uses primarily to serve the needs of the people working or living in the immediate area.

Industrial Areas: Areas set aside primarily for industrial activities. Supporting uses, including some retail uses, may be allowed if limited to sizes and locations intended to serve the primary industrial uses.

Regionally Significant Industrial Areas: Areas near the region's most significant transportation facilities for the movement of freight and other areas most suitable for movement and storage of goods. These areas, like Industrial Areas, are set aside primarily for industrial activities. Supporting uses, including some retail uses, may be allowed if limited to sizes and locations intended to serve the primary industrial uses. Supporting uses are limited to an even greater degree than in Industrial Areas.

Neighborhoods: Primarily residential areas that are accessible to jobs and neighborhood businesses. This broad category includes areas set aside for homes, parks and open space, schools, public services, and neighborhood business uses. The intent is to facilitate the Region 2040 "Inner Neighborhood" design type.

Green Corridors: Areas outside the Urban Growth Boundary adjacent to major transportation routes to neighboring cities where the rural character of the landscape and agricultural economy shall be maintained. The intent is to preserve the view sheds and maintain the rural character between urban areas along the major transportation routes.

Future Urban Study Areas: Areas brought within the Urban Growth Boundary for which the required planning has not yet been completed. The intent is to identify the areas where Title 11 of the Urban Growth Management Functional Plan and Metro code specify that concept planning and other requirements must be completed before other Urban Growth Concept design types and urban plan designations can be applied. Future Urban Study Areas include areas identified on Map 4-8 and areas brought into the Portland Metropolitan UGB after the adoption of Map 4-8.

URBAN GROWTH CONCEPT GOALS

- Provide for a compact urban form, integrating the built environment, transportation network, and open space, that:
 - Minimizes the amount of Urban Growth Boundary expansion required to accommodate expected population and employment growth in the next 20 years.
 - Efficiently uses public services including transportation, transit, parks, schools, sewer and water.
 - Distinguishes areas for intensive development from areas appropriate for less intensive development.
 - Preserves existing stable and distinct neighborhoods by focusing commercial and residential growth in mixed use centers and corridors.
 - Develops mixed use centers and corridors at a pedestrian scale and with design features and public facilities that support pedestrian, bicycle and transit trips.
- Maintain the rural character of the landscape between the Urban Growth Boundary and neighboring cities.

4.H Regional Center Policies

The Regional Center design type designation is applied to the Clackamas Regional Center, as identified on Map 4-8. The goals and policies applicable to the Clackamas Regional Center are located in Chapter 10: Clackamas Regional Center Area Design Plan.

4.I Corridor Policies

The Corridor design type designation is applied to sites adjoining the Corridor streets shown on Map 4-8. Corridor design type areas may be either continuous or development nodes. The areas of application for the Corridor design type are specified in Chapter 10 for all of the Corridor streets.

4.I.1 Policies that apply to all Corridor design type areas include:

- 4.I.1.1 Provide for both employment and housing, including mixed use.
- 4.I.1.2 Provide for a high level of bus usage, with land uses and transportation facilities to support bus use.
- 4.I.1.3 Encourage and support pedestrian travel with supportive land uses, frequent street connections, and sidewalks and pedestrian-ways.
- 4.I.1.4 Provide for vehicular traffic and auto-oriented uses, while expanding the share of trips via transit and other modes.
- 4.I.1.5 Enhance connectivity between neighborhoods adjacent to the Corridor Design Type Area and the Corridor Street.

4.I.2 Specific policies for the SE 82nd Ave, SE Johnson Creek Boulevard and SE Sunnyside Road (from 82nd Ave to approximately SE 117th Ave.) Corridor design type areas are located in Chapter 10: Clackamas Regional Center Area Design Plan.

- 4.I.3 Specific policies for the Sunnyside Road (from approximately SE 117th Ave to SE 139th Avenue) Corridor design type area are located in Chapter 10: The Sunnyside Corridor Community Plan.
- 4.I.4 Specific policies for the McLoughlin Boulevard Corridor design type area are located in Chapter 10: McLoughlin Corridor Design Plan.

4.J Station Community Policies

The Station Community design type designation is applied to sites surrounding a light rail or other high capacity transit station as shown on Map 4-8. The areas of application for the Station Community design type are specified in Chapter 10. Policies that apply to all Station Community design type areas include:

- 4.J.1. Provide for transit oriented development with land uses that support a high level of transit usage, such as a mix of high density employment and housing uses.
- 4.J.2. Provide a high quality pedestrian and bicycle environment with frequent street connections, walkways and bikeways.
- 4.J.3. Enhance connectivity between neighborhoods adjacent to the Station Community.

Specific policies for the Fuller Road Station Community are located in Chapter 10: Clackamas Regional Center Area Design Plan.

4.K Employment Area Policies

The Employment Area design type designation is applied as shown on Map 4-8. Policies that apply to Employment design type areas include:

- 4.K.1 Employment design type areas shall be developed to provide for a mix of employment and residential uses, including:
 - 4.K.1.1 Industry, office and service uses,
 - 4.K.1.2 Residential development,
 - 4.K.1.3 Low traffic generating, land consumptive commercial uses with low parking demand which have community or region-wide market,
 - 4.K.1.4 Limited retail uses appropriate in type and size to serve the needs of businesses, employees, and residents of the immediate Employment design type area.
- 4.K.2 The following are prohibited in an Employment design type area: a retail use with more than 60,000 square feet of gross leasable area in a single building; and retail uses with a total of more than 60,000 square feet of retail sales area on a single lot or parcel, or on contiguous lots or parcels, including those separated only by transportation right-of-way. These prohibitions do not apply:

- 4.K.2.1 To sites designated General Commercial on or before January 1, 2003; or
- 4.K.2.2 When allowed by zoning if: the Zoning and Development Ordinance authorized those uses on January 1, 2003; transportation facilities adequate to serve the retail uses will be in place at the time the uses begin operation; and the Comprehensive Plan provides for transportation facilities adequate to serve other uses planned for the immediate Employment design type area over the planning period.
- 4.K.2.3 When allowed by zoning if the uses: generate no more than a 25-percent increase in site-generated vehicle trips above permitted non-industrial uses; and meet the Maximum Permitted Parking—Zone A requirements set forth in Table 3.08-3 of Title 4 of the Regional Transportation Functional Plan.

4.L Industrial Area Policies

The Industrial Area design type designation is applied as shown on Map 4-8. Policies that apply to Industrial Areas include:

- 4.L.1 Limit the size of buildings for retail commercial uses, as well as retail and professional services that cater to daily customers, to 5,000 square feet of sales or service area in a single outlet, or multiple outlets that occupy more than 20,000 square feet of sales or service area in a single building or in multiple buildings that are part of the same development project. This limitation does not apply to training facilities, the primary purpose of which is to provide training to meet industrial needs.

4.M Regionally Significant Industrial Area Policies

The Regionally Significant Industrial Areas Design Type designation is applied as shown on Map 4-8. Policies that apply to Regionally Significant Industrial Areas include:

- 4.M.1 Limit the size of buildings for retail commercial uses, as well as retail and professional services that cater to daily customers, to 3,000 square feet of sales or service area in a single outlet, or multiple outlets that occupy more than 20,000 square feet of sales or service area in a single building or in multiple buildings that are part of the same development project. This limitation does not apply to training facilities, the primary purpose of which is to provide training to meet industrial needs.

- 4.M.2 Prohibit the siting of schools, places of assembly larger than 20,000 square feet, or parks intended to serve people other than those working or residing in the Regionally Significant Industrial Area.

4.N Neighborhood Policies

The Neighborhood design type designation is applied as shown on Map 4-8. Policies that apply to the Neighborhoods include:

- 4.N.1 Development of areas planned for residential, commercial and industrial uses within Neighborhood design type areas shall be guided by the urban land use policies of Chapter 4.
- 4.N.2 Areas designated as Low Density Residential shall achieve the densities outlined in the Low Density Residential policies of Chapter 4.

4.O Future Urban Study Area Policies

The Future Urban Study Area design type designation is applied as shown on Map 4-8. The goals and policies applicable to Future Urban Study Areas are located in the Urbanization section of Chapter 4.

4.P Green Corridor Policies

The goals and policies for Green Corridors shall be defined through a separate study as outlined in the Intergovernmental Agreements on Green Corridor and Rural Reserve and Population Coordination, signed by Clackamas County, City of Sandy, City of Canby, ODOT and Metro.

RESIDENTIAL

This section of the Land Use Chapter primarily addresses the location and density of housing. Chapter 6, *Housing*, establishes policies for other aspects of housing such as structure type, affordability, and design.

Low Density Residential areas are those planned primarily for single-family residential and middle housing development, with a range of lot sizes from 2,500 square feet ~~for attached single family dwellings~~ to 30,000 square feet, depending on location, for sites with environmental constraints, and other site characteristics.

Medium Density Residential areas are those planned for up to 12 units per gross acre (exclusive of density bonuses and conditional uses).

Medium High Density Residential areas are those planned for up to 18 units per gross acre (exclusive of density bonuses and conditional uses).

High Density Residential areas are those planned for up to 25 units per gross acre (exclusively of density bonuses and conditional uses).

Special High Density Residential areas are planned for high-rise multifamily housing up to 60 units per gross acre.

RESIDENTIAL GOALS

- ~~• Protect the character of existing low-density neighborhoods.~~
- Provide opportunities to enhance neighborhoods with more diverse and affordable housing types and neighborhood-scale commercial uses.
- Provide for a variety of living environments.
- Provide for development within the carrying capacity of hillsides and environmentally sensitive areas.
- Provide opportunities for those who want alternatives to the single-family house and yard.
- Provide for lower-cost, energy-efficient housing.
- Provide for efficient use of land and public facilities, including greater use of public transit.

4.Q General Residential Policies

- 4.Q.1 Determine permitted uses and the density of development through zoning. Zoning of Residential areas shall be consistent with this Plan. Timing of zoning district application shall be in accord with the orderly development of the County.

- 4.Q.2 Implement dimensional and development standards to address compatibility, function, and aesthetics.
- 4.Q.3 Require dedication of designated Open Space areas where appropriate for purposes of developing the urban park or trails program.
- 4.Q.4 Establish minimum densities to help meet regional and local housing needs.
- 4.Q.5 Allow the Neighborhood Commercial zoning district to implement the Low Density Residential, Medium Density Residential, Medium High Density Residential, and High Density Residential land use plan designations according to the criteria in the Commercial Section of this Chapter.
- 4.Q.6 Require all Medium, Medium High, High, and Special High Density Residential developments to be subject to a design review process.
- 4.Q.7 When necessary, require improvements to existing streets and/or development of new streets to County standards prior to or concurrent with Medium, Medium High, High, and Special High Density Residential development.
- 4.Q.8 In Medium, Medium High, High, and Special High Density Residential areas, require pedestrian access to nearby schools, transit stations, commercial areas, recreational areas, and employment areas to be convenient and improved to standards determined through a design review process.
- 4.Q.9 Develop all Medium, Medium High, High, and Special High Density Residential areas with public sewer, public water, curbs, drainage controls, pedestrian/bikeway facilities, underground utilities, and street lighting.

4.R Low Density Residential Policies

4.R.1 Allow the following housing types:

- 4.R.1.1 Detached single-family dwellings
- 4.R.1.2 Manufactured homes
- 4.R.1.3 Middle housing
- 4.R.1.4 Accessory dwelling units

4.R.~~2~~ The following areas may be designated Low Density Residential if any of the following criteria are met:

- 4.R.~~2~~.1 Areas where a need for this type of housing exists.
- 4.R.~~2~~.2 Areas which are currently developed at low density and where little need exists for redevelopment.
- 4.R.~~2~~.3 Areas where transportation is limited to collectors and local streets.
- 4.R.~~2~~.4 Areas where sensitivity to the natural environment or natural hazards indicates

a reduced density.

- 4.R.~~32~~ Zoning of Immediate Urban Low Density Residential areas and conversion of Future Urban areas to Immediate Urban Low Density Residential shall include zones of 2,500; 5,000; 7,000; 8,500; 10,000; 15,000; 20,000, and 30,000 square feet (R-2.5 through R-30). The following factors guide the determination of the most appropriate zone:
- 4.R.~~32~~.1 Physical site conditions such as soils, slope, and drainage:
- 4.R.~~23~~.1.a Land with soils subject to slippage, compaction or high shrink-swell characteristics shall be zoned for larger lots.
- 4.R.~~23~~.1.b Land with slopes of:
- Less than 20 percent shall be considered for the R-2.5 through R-8.5 zoning districts.
 - 20 percent and over shall be considered for the R-10 through R-30 zoning districts.
- 4.R.~~23~~.1.c Land with hydrological conditions such as flooding, high water table or poor drainage shall be zoned for larger lots.
- 4.R.~~32~~.2 Capacity of facilities such as streets, sewers, water, and storm drainage systems.
- 4.R.~~32~~.3 Availability of transit: Land within walking distance (approximately one-quarter mile) of a transit stop should be zoned for smaller lots implemented by the R-2.5, R-5, R-7, and R-8.5 zoning districts.
- 4.R.~~32~~.4 Proximity to jobs, shopping, and cultural activities: Areas in proximity to trip generators shall be considered for smaller lots implemented by the R-2.5, R-5, R-7, and R-8.5 zoning districts.
- 4.R.~~32~~.5 Location of 2,500- and 5,000-square-foot lots: Location of 2,500 and 5,000 square foot lots, implemented by the R-2.5 and R-5 zoning districts, may be allowed in Corridor design type areas and where permitted by Community and Design Plans located in Chapter 10.
- 4.R.~~32~~.6 Need for neighborhood ~~livability preservation~~ and variety: Areas that have historically developed on large lots where little vacant land exists should remain zoned consistent with the existing development pattern. Otherwise, unless physical or service problems indicate to the contrary, areas of vacant land shall be zoned for lots of 8,500 square feet or smaller.
- 4.R.~~32~~.7 Density average: To achieve an average of 7,500 square feet or less per lot in low density Future Urban areas when conversion to Immediate Urban low density residential occurs, the R-10 zone shall be limited to areas with 20 percent slope and greater. Flexible-lot-size land divisions and other buffering techniques shall be encouraged in those areas immediately adjacent to developed subdivisions with lots of 20,000 square feet or more to protect neighborhood character, while taking full advantage of allowed densities.
- 4.R.~~43~~ Permit transfer of density within a development even if different zoning districts or land use plan designations are involved. Encourage the transfer of dwelling units from hazardous or environmentally sensitive areas to areas which are less

hazardous or less expensive to develop. ~~Resulting density on the developed portion of a given site shall not exceed the density allowed in the next highest density residential land use plan designation. Buffering from lower density adjacent uses shall be considered in the review process.~~

4.R.54 Establish special development criteria and density standards in the following areas (see Policy 3.L.6 in the Natural Hazards section of Chapter 3, *Natural Resources and Energy*):

4.R.54.1 On slopes over 20 percent, the following development criteria shall be met:

4.R.45.1.a Avoid major hazard areas

4.R.45.1.b Maintain the stability of the slope

4.R.45.1.c Grade without large or successive pads or terraces and without creating road grades in excess of County standards

4.R.45.1.d Maintain vegetation and natural terrain features to sustain slope stability

4.R.45.1.e Ensure that existing natural rates of run-off and erosion are not exceeded

4.R.45.1.f Protect visually significant slopes, ravines, ridgelines, or rock outcroppings in their natural state

4.R.54.2 In flood hazard areas or wetlands, the following development criteria, as well as the specifications in Chapter 3, shall be met:

4.R.45.2.a Avoid major flood hazard areas

4.R.45.2.b Maintain water quality and the natural function of the area to reduce or absorb flood runoff and to stabilize water flow

4.R.45.2.c Protect wildlife habitats, significant vegetation, and trees

4.R.45.2.d Protect any associated recreational values

4.R.54.3 Density standards in these areas shall be as follows:

4.R.45.3.a Land in the flood fringe and land with slopes over 20 percent shall be allowed to develop at no more than 50 percent of the density of the zone. If these lands are not developed, then up to 100 percent of the density may be transferred to more suitable land within the site, depending upon its characteristics. Density should be reduced as slope increases above 20 percent, with development discouraged on slopes over 35 percent.

4.R.45.3.b Land in the floodway and land on landslides shall not be allowed to develop, except on a lot of record and only after having met the provisions stated in Policies 4.R.4.1 and 4.R.4.2, and other relevant Plan requirements. However, 100 percent of the ~~density-dwelling units~~ allowed in the zoning district may be transferred to more suitable land within the site.

4.R.65 Ensure adequate provisions for schools, churches, and recreational facilities which are integral parts of all residential neighborhoods. The siting of these facilities shall be subject to conditions ensuring adequate design and safety, particularly with regard to vehicular and pedestrian access.

4.R.76 Encourage retention of natural landscape features such as topographic variations,

trees, and water areas, and allow variation in housing type and design.

- 4.R.~~87~~ Require a site analysis for each development in areas designated as Open Space or where the County has identified the potential for significant impacts. This requirement may be waived in the event all development is transferred to more suitable land outside of areas designated as Open Space.
- 4.R.~~98~~ Require roads in land divisions to be County roads and connected directly with an improved County road, state road, or city street. Half streets and private roads may be allowed where appropriate.
- 4.R.~~109~~ ~~Develop~~ all land divisions in urban areas with public sewer, public water, drainage controls, pedestrian/bikeway facilities, and underground utilities. Street lighting and street ~~Develop~~ trees may be required. Implementing ordinances shall set standards in which street lighting and street trees will be encouraged or required.
- 4.R.~~110~~ Determine the net density in planned unit developments recognizing that up to 15 percent of the gross area is for roadways.
- 4.R.~~121~~ Encourage subdivision design to eliminate direct vehicular access from individual lots onto major or minor arterials. Frontage roads should be used wherever possible.
- 4.R.~~132~~ Require stub streets in land divisions where necessary to provide access to adjacent property.
- 4.R.~~143~~ Develop residential land divisions as planned unit developments whenever one or more of the following criteria apply:
- 4.R.~~143~~.1 Any part of the site is designated Open Space on Map 4-6, *North Urban Area Land Use Plan Map*
 - 4.R.~~143~~.2 More than 20 percent of the dwelling units are to be ~~attached or~~ condominiums
 - 4.R.~~143~~.3 Sites are large enough to warrant on-site provision of substantial open and/or recreation space
 - 4.R.~~143~~.4 A large area is specifically identified by the County as needing greater design flexibility, increased open space, or a wider variety of housing types
- 4.R.~~154~~ Require a minimum of 20 percent of the total land area in all planned unit developments to be devoted to open space or outdoor recreational areas. Development for any other uses shall not be allowed. Parkland dedications may be part of the 20-percent open space requirement.
- 4.R.~~165~~ Require provisions for adequate maintenance prior to final plat approval to ensure the designated park area will be a community asset.

- 4.R.17~~6~~ Allow flexible-lot-size land divisions provided that the average lot size is consistent with the base zone, as adjusted by density bonuses (see the Density Bonus section of Chapter 6, *Housing*).
- 4.R.17~~6~~.1 For detached single-family dwellings, the smallest lot size allowable shall be 80 percent of the minimum average lot size allowed by the base density.
- ~~4.R.16.2 For attached single family dwellings, the smallest lot size allowable shall be 2,000 square feet.~~
- 4.R.17~~6~~.2~~3~~ In planned unit development land divisions, the individual lot size is unrestricted.

4.S Medium Density Residential Policies

- 4.S.1 The following areas may be designated Medium Density Residential when at least the first two criteria are met:
 - 4.S.1.1 Areas where a need for this type of housing exists.
 - 4.S.1.2 Areas with access to a major or minor arterial or collector. Siting should not result in significant traffic increase on local streets serving low density residential areas.
 - 4.S.1.3 Areas located near or adjacent to commercial areas, employment concentrations, or transit stops.
 - 4.S.1.4 Areas of deteriorating dwellings or structures in neighborhoods to stimulate private investment, infilling, and redevelopment, as long as one or more of the preceding criteria apply.
- 4.S.2 Limit the Planned Medium Density (PMD) zoning district to areas currently zoned PMD.
- 4.S.3 In Medium Density Residential zoning districts, provide for reduced density on hazardous land or steep slopes as stipulated in Policy 4.R.4.3.
- 4.S.4 Encourage variations in density on different parts of a large site and promote a variety in housing type, ownership, and design.
- 4.S.5 Require in all Medium Density Residential developments a minimum of 25 percent of the total gross areas to be landscaped, natural, and/or recreational areas. This landscaping requirement may be reduced during the design review process when pedestrian amenities or amenities that provide opportunities for passive or active recreation within the development are substituted for gross land area.
- 4.S.6 Existing mobile home parks which are designated Medium Density Residential shall not have the designation changed unless a plan for relocation of the existing tenants is submitted and approved. This plan shall demonstrate that existing tenants will be relocated prior to redevelopment of the property.

4.T Medium High Density Residential Policies

- 4.T.1 The following areas may be designated Medium High Density Residential when the first two and at least one of the remaining criteria are met:
 - 4.T.1.1 Areas where a need for this type of housing exists.
 - 4.T.1.2 Areas with access to a street designated as a major or minor arterial or collector. Siting should not result in significant traffic increase on local streets serving low density residential areas.
 - 4.T.1.3 Areas adjacent to or within walking distance of a significant educational, cultural, recreational, or open space facility or area.
 - 4.T.1.4 Areas located adjacent or in proximity to a designated commercial or industrial area on the Comprehensive Map.
 - 4.T.1.5 Areas within 800 feet of a transit line or transit station or within one-quarter mile of such transit facility if easily accessible due to pedestrian amenities such as sidewalks, pedestrian ways, and streetlights.
- 4.T.2 In Medium High Density Residential zoning districts, provide for reduced density on hazardous land or steep slopes as stipulated in Policy 4.R.4.3.
- 4.T.3 Encourage variations in density on different parts of a large site and promote a variety in housing type, ownership, and design.
- 4.T.4 Require in all Medium High Density Residential developments a minimum of 25 percent of the total gross area to be landscaped, natural, and/or recreational areas.

4.U High Density Residential Policies

- 4.U.1 The following areas may be designated High Density Residential when at least the first three criteria are met:
 - 4.U.1.1 Areas located either adjacent to or within proximity to major shopping centers, employment concentrations, and/or major transit centers.
 - 4.U.1.2 Areas with access to a street designated as a major or minor arterial or collector. Siting should not result in significant traffic increase on local streets serving low density residential areas.
 - 4.U.1.3 Areas free from known geologic hazards, flooding, or soils subject to slippage.
 - 4.U.1.4 Areas adjacent to permanently protected open space or bodies of water as long as the above criteria apply.
- 4.U.2 In High Density Residential zoning districts, provide for reduced density on hazardous land or steep slopes as stipulated in Policy 4.R.4.3.
- 4.U.3 Encourage variations in density on different parts of a site and promote a variety of housing type, ownership, and design.

- 4.U.4 If the minimum residential density standard is achieved, allow office, retail, and commercial service uses with limits on floor area and standards to ensure compatibility with residential uses permitted in High Density Residential areas.
- 4.U.5 Allow existing commercial uses to remain or improve in High Density Residential areas as long as such uses are integrated with surrounding development.
- 4.U.6 Require all High Density Residential developments to provide a minimum of 25 percent of the total gross area to be landscaped, natural, and/or recreational areas. This landscaping requirement may be reduced during the design review process when pedestrian amenities or amenities that provide opportunities for passive or active recreation within the development are substituted for gross land area.
- 4.U.7 Encourage understructure parking.

4.V Special High Density Residential Policies

- 4.V.1 The following areas may be designated Special High Density Residential when all of the criteria are met:
 - 4.V.1.1 Areas located either adjacent or close to employment concentrations in excess of 2,000 employees.
 - 4.V.1.2 Areas within walking distance (approximately one-quarter mile) of a major transit station, and with good access to a major or minor arterial.
 - 4.V.1.3 Areas where impact on adjacent neighborhoods will be minimal.
 - 4.V.1.4 Areas free from known geologic hazards, flooding, or soils subject to slippage.
- 4.V.2 Encourage variations of density on different parts of a site through high-rise construction.
- 4.V.3 If the minimum residential density standard is achieved, allow office, retail, and commercial service uses with limits on floor area and standards to ensure compatibility with residential uses permitted in Special High Density Residential areas.
- 4.V.4 Allow existing commercial uses to remain or improve in Special High Density Residential areas as long as such uses are integrated with surrounding development.
- 4.V.5 Require all Special High Density Residential developments to provide a minimum of 40 percent of the total gross area to be landscaped, natural, and/or recreation areas. This landscaping requirement may be reduced during the design review process when pedestrian amenities or amenities that provide opportunities for active or passive recreation are substituted for gross land area.
- 4.V.6 Understructure or underground parking may be required.

COMMERCIAL

This section of Chapter 4 addresses the location of commercial land and the physical development of commercial zoning districts. Chapter 8, *Economics*, establishes policies for other aspects of commerce, such as commercial growth, economic diversity, and employment.

The Neighborhood Commercial zoning district is intended to allow for uses that provide goods and services to residential neighborhoods in locations easily accessible to these neighborhoods with minimal negative impacts. Neighborhood Commercial uses are compatible with residential areas and may be located in residential areas.

Community Commercial areas are designated for local shopping and services, including large grocery stores and other frequently patronized community services. Sale of a limited range of goods and services is allowed. Trade areas may encompass several neighborhoods. Uses are generally compatible with adjacent neighborhoods. Professional offices are allowed in this land use category.

Office Commercial areas are designated for a mix of offices; clean, light manufacturing; multifamily residential uses; and other compatible uses. Commercial service and retail uses are allowed on a limited basis.

Office Apartment areas are intended to provide for: a mix of office uses and compatible uses, such as residential uses; a high standard of architectural design and landscaping; and pedestrian improvements and pedestrian-oriented site and building design to support non-auto trips. Office Apartment areas are designated as mixed-use areas with an emphasis on office and multifamily residential uses. Compatible land uses may be allowed on a limited basis. This land use category includes uses generally compatible with development within designated Corridors.

General Commercial areas are designated for sale of a wide range of goods and services. Trade areas for establishments within this district may be extensive. This category includes uses which may be incompatible with residential areas. Outdoor storage and display are permitted. Manufacturing (excluding primary processing of raw materials, but not excluding manufacturing of edible or drinkable products retailed on the same site), professional offices, and multifamily residential uses are allowed in this land use category.

Retail Commercial areas are also designated for sale of a wide range of goods and services. Trade areas for establishments within this district may be very extensive. This category provides for intensive retail development, with limits on some land extensive uses, and also limits on outdoor storage. Professional offices and multifamily residential uses are allowed in this land use category.

COMMERCIAL GOALS

- Provide opportunities for a wide range of commercial activity ranging from convenience establishments close to neighborhoods to major regional shopping centers.
- Ensure that access, siting, and design of commercial developments are suitable for the type of commercial activity.
- Provide for the efficient utilization of commercial areas while protecting adjacent properties and surrounding neighborhoods.
- Ensure that the minimum operational requirements of development are provided on-site.
- Encourage attractive, compact shopping areas offering a wide range of goods and services.
- Ensure that traffic attracted to commercial development will not adversely affect neighborhoods.
- Limit expansion of commercial strips and encourage better design of existing strips to make them more functional and attractive.
- Allow mixed use.

4.W Neighborhood Commercial and All Urban Commercial Plan Designation Policies

- 4.W.1 Determine permitted uses through zoning. Zoning of Commercial areas shall be consistent with this Plan. Timing of zoning district application shall be in accord with the orderly development of the County.
- 4.W.2 Require all developments to be subject to a design review process.
- 4.W.3 Implement dimensional and development standards to address compatibility, function, and aesthetics.

4.X Neighborhood Commercial Policies

- 4.X.1 Implement a Neighborhood Commercial zoning district, which may be applied to sites with a land use plan designation of Low Density Residential, Medium Density Residential, Medium High Density Residential, or High Density Residential. The Neighborhood Commercial zoning district may be applied to sites within residential areas which either have an historical commitment to neighborhood commercial uses, or satisfy all the following criteria:
 - 4.X.1.1 The conditional use criteria of the Zoning and Development Ordinance.
 - 4.X.1.2 The new site, or expanded site, is necessary to provide convenience commercial uses which are not currently available within the service area. "Service area", for purposes of this policy, shall be either:
 - 4.X.1.2.a The readily accessible area within 2,000 feet of the proposed site; or

- 4.X.1.2.b A defined area with a minimum of 500 existing or potential dwelling units which are closer to the proposed site, and have as good or better access to the proposed site, than to existing commercial sites considering distance and topographical barriers. Potential dwelling units shall be determined on the basis of existing zoning.
- 4.X.1.3 Each Neighborhood Commercial site should be a maximum of one acre in size. To allow clustering of convenience uses, additional area may be added up to a maximum total area of two acres.
- 4.X.1.4 Sites shall have direct access to a street of at least a collector classification and preferably an arterial.
- 4.X.1.5 Sites should not include more than one quadrant of an intersection. If more than one quadrant is approved, it shall be shown that undue traffic congestion will not result.
- 4.X.2 Cluster buildings in Neighborhood Commercial areas to prevent strip development and require buildings to be compatible in design and scale with the surrounding neighborhood.
- 4.X.3 Require that improvements to streets be made when necessary prior to or concurrent with development. Bicycle/pedestrian facilities shall be provided.

4.Y Community Commercial Policies

- 4.Y.1 The following areas may be designated Community Commercial when the first criterion is met or all of the other criteria are met:
 - 4.Y.1.1 Areas having an historical commitment to commercial uses.
 - 4.Y.1.2 Areas which are separated from similar commercial uses by a least one-half mile. Each Community Commercial area should not exceed 10 acres.
 - 4.Y.1.3 Areas having direct access to a street of at least a minor arterial classification. Siting should not result in significant traffic increase on local streets serving residential areas.
 - 4.Y.1.4 Areas which do not increase an existing commercial strip.
- 4.Y.2 Require improvements to streets and/or transit access when necessary prior to or concurrent with development.
- 4.Y.3 Require sidewalks and bicycle facilities.
- 4.Y.4 Limit and define access to facilitate efficient and safe traffic movements. Joint access and provisions for vehicular and pedestrian movement between developments shall be required when necessary.
- 4.Y.5 Require curbs, drainage controls, underground utilities, and street lighting.

4.Z Office Commercial Policies

- 4.Z.1 The following areas may be designated Office Commercial:
 - 4.Z.1.1 Properties or areas currently developed with office commercial uses or committed to such uses, or which are adjacent to properties developed or committed to such uses, and are required in order to protect such uses from incompatible development.
 - 4.Z.1.2 Properties offering high visibility from a major highway or arterial which will not draw traffic through single-family neighborhoods.
 - 4.Z.1.3 Properties or areas which provide a buffer between residential and commercial or industrial properties.
- 4.Z.2 Allow, as primary uses, institutional and cultural facilities, high-density housing, and bed and breakfast establishments.
- 4.Z.3 Allow service commercial uses with limits on the percent of floor area to be occupied.
- 4.Z.4 Require improvements to streets and/or pedestrian and transit access when necessary prior to or concurrent with development.
- 4.Z.5 Limit and define access to facilitate efficient and safe traffic movements. Joint access provisions for vehicular and pedestrian movement between developments shall be required when uses are complementary or compatible.
- 4.Z.6 Provide for high-quality building and site design through the application of strict development standards.
- 4.Z.7 Protect and promote Office Commercial areas for developments which project a positive image.
- 4.Z.8 Require sidewalks, drainage controls, underground utilities, and street lighting.

4.AA Office Apartment Policies

- 4.AA.1 Areas may be designated Office Apartment when they meet Policy 4.AA.1.1 or 4.AA.1.2:
 - 4.AA.1.1 The area to be considered by the land use application is located in a Corridor design type area as defined in the Urban Growth Concept section of this Chapter.
 - 4.AA.1.2 The area to be considered by the land use application is located on a Corridor street and the majority of the area is within 150 feet of the Corridor street right-of-way, and meets the following criteria:
 - 4.AA.1.2.a Access to the site will meet transportation safety standards and not cause an unacceptable level of service on the Corridor street; and

- 4.AA.1.2.b The site can be developed consistent with access management plans that have been prepared for the Corridor street, e.g., Map 10-SC-5, and consistent with access management requirements implemented by the Zoning and Development Ordinance and the County Roadway Standards.
- 4.AA.2 Allow multifamily, ~~quadplex, triplex, duplex, or townhouse or attached single-family dwelling~~ uses in mixed-use buildings as part of developments that include office uses.
- 4.AA.3 Allow congregate housing facilities and nursing homes as limited uses.
- 4.AA.4 Allow compatible land uses as limited uses with limits on the amount of floor space used by the limited use.
- 4.AA.5 For each Office Apartment site area, a master plan for the entire contiguous site area designated Office Apartment shall be submitted for approval with any land use application. The master plan shall include a plan for consolidation of vehicular accesses for the entire site area. Master plan approval for Office Apartment site areas shall be required prior to allowing development or land divisions.
- 4.AA.6 Development shall comply with the following design requirements:
 - 4.AA.6.1 Developments shall be designed at a pedestrian scale, with pedestrian amenities provided and pedestrian-oriented design used to support non-auto trips to the facility.
 - 4.AA.6.2 Developments shall be designed in a series of low-rise buildings.
 - 4.AA.6.3 Buildings shall be oriented towards streets.
 - 4.AA.6.4 Development shall be integrated with the neighborhood using secondary accesses or, at minimum, pedestrian-only access to adjacent residential areas.
 - 4.AA.6.5 Strict development standards shall be applied to provide for high-quality building and site design.
 - 4.AA.6.6 Sidewalks, drainage controls, underground utilities, and street lighting shall be required.
 - 4.AA.6.7 Improvements to streets and/or pedestrian and transit access shall be required when necessary, prior to, or concurrent with development.
 - 4.AA.6.8 Access shall be limited and defined to facilitate efficient and safe traffic movements. Joint access provisions for vehicular and pedestrian movement between developments shall be required when uses are complementary or compatible.

4.BB General Commercial Policies

- 4.BB.1 The following areas may be designated General Commercial when either the first criterion is met or all of the other criteria are met:
 - 4.BB.1.1 Areas having an historical commitment to commercial uses.
 - 4.BB.1.2 Areas necessary to serve the shopping needs of County residents.
 - 4.BB.1.3 Areas having access to a street of at least a major arterial classification or to a high capacity transit corridor. Siting should not result in significant traffic increase on local streets serving residential areas.
 - 4.BB.1.4 Areas which do not increase an existing commercial strip or create new strips.
 - 4.BB.1.5 Areas where adverse effects, such as traffic and noise, will have a minimal effect on adjacent neighborhoods or can be minimized through on-site improvements.
 - 4.BB.1.6 Areas near employment centers.
- 4.BB.2 Require improvements to streets and/or transit access when necessary prior to or concurrent with development.
- 4.BB.3 Require sidewalks and bicycle facilities.
- 4.BB.4 Limit and define access to facilitate efficient and safe traffic movements. Joint access and provisions for vehicular and pedestrian movement between developments shall be required when necessary.
- 4.BB.5 Require curbs, drainage controls, underground utilities, and street lighting.
- 4.BB.6 Allow manufacturing (excluding primary processing of raw materials) and high-density housing within General Commercial areas.

4.CC Retail Commercial Policies

- 4.CC.1 Provide for retail commercial areas incorporating high standards and an attractive image, to meet regional shopping needs for a wide range of goods and services accessible by transit and automobile in areas such as the Clackamas Town Center.
- 4.CC.2 Provide for development oriented toward mass transit and pedestrian amenities.
- 4.CC.3 The following areas may be designated Retail Commercial when either the first criterion is met or all of the other criteria are met:
 - 4.CC.3.1 Areas having an historical commitment to commercial uses.
 - 4.CC.3.2 Areas necessary to serve the shopping needs of County residents.

- 4.CC.3.3 Areas having access to a street of at least a major arterial classification or to a high capacity transit corridor. Siting should not result in significant traffic increase on local streets serving residential areas.
- 4.CC.3.4 Areas which do not increase an existing commercial strip or create new strips.
- 4.CC.3.5 Areas where adverse effects, such as traffic and noise, will have a minimal effect on adjacent neighborhoods or can be minimized through on-site improvements.
- 4.CC.3.6 Areas near employment centers.

- 4.CC.4 Require improvements to streets and/or transit access when necessary prior to or concurrent with development.

- 4.CC.5 Require sidewalks and bicycle facilities.

- 4.CC.6 Limit and define access to facilitate efficient and safe traffic movements. Joint access and provisions for vehicular and pedestrian movement between developments shall be required when necessary.

- 4.CC.7 Require curbs, drainage controls, underground utilities, and street lighting.

- 4.CC.8 Allow high-density housing within Retail Commercial areas.

INDUSTRIAL

This section of the Land Use Chapter addresses the location of industrial land and the physical development of industrial districts. Other aspects of industry such as industrial growth, diversity and employment are addressed in Chapter 8, *Economics*.

Business Park, Light Industrial and General Industrial areas are designated to accommodate manufacturing, processing, storage, wholesale distribution, and research facilities, as well as other compatible uses. Primary uses in Business Park areas generate no outdoor processing, storage, or display. Primary uses in Light Industrial areas generate minimal outdoor storage and no outdoor processing or display. General Industrial areas are intended to allow outdoor processing, storage, and display, with design and operational criteria to mitigate impacts on adjacent uses. In all industrial areas, development standards, including site planning, building type, truck and traffic circulation, landscaping, buffering, and screening shall be satisfied to ensure compatibility with, and an attractive appearance from, adjacent land uses.

INDUSTRIAL GOALS

- Provide areas for general industry that meet the locational requirements of prospective industries and protect designated industrial areas from encroachment of incompatible uses.
- Protect Industrial areas from the transportation impacts of residential and commercial development.
- Protect areas adjacent to industrial areas from potential blighting effects of noise, dust, odor or high truck traffic volumes.
- Conserve the supply of industrial land.

4.DD Business Park Policies

4.DD.1 Areas may be designated Business Park when all of the following criteria are met:

4.DD.1.1 Areas with good access to an existing or planned four-lane major arterial, expressway, or better road.

4.DD.1.2 Areas adjacent to a street of at least a collector status.

4.DD.1.3 Areas with significant natural or man-made amenities, as long as other criteria apply.

4.DD.2 The Business Park zoning district implements this designation.

4.DD.3 Require landscaping and strictly limit outdoor processing, outdoor storage and outdoor display, to enhance the appearance on site and from off site.

4.DD.4 Require all Business Park uses to be subject to development standards intended to maintain high aesthetics in the area.

- 4.DD.5 Require curbs, sidewalks, drainage controls, underground utilities and street lighting.

4.EE Light Industrial Policies

- 4.EE.1 The following areas may be designated Light Industrial when either the first or all of the other criteria are met:
 - 4.EE.1.1 Areas having an historical commitment to industrial uses.
 - 4.EE.1.2 Areas with excellent access to the regional transportation network.
 - 4.EE.1.3 Areas with access to a street of at least a minor arterial classification.
 - 4.EE.1.4 Areas with sites large enough for several industries to cooperatively design an industrial park.
- 4.EE.2 The Light Industrial zoning district implements this designation.
- 4.EE.3 Determine permitted uses through zoning. Zoning of Light Industrial areas shall be consistent with this Plan and the stated purpose of compatible zoning districts. Timing of zoning district application shall be in accord with the orderly development of the County.
- 4.EE.4 Limit land uses other than industrial or industrially related uses but balance these limits with the need to provide locations for certain governmental, recreational or social service uses that may prove challenging to locate elsewhere.
- 4.EE.5 Clearly identify entrances and exits to facilitate efficient traffic movement. The internal circulation system should have broad lanes and turnarounds large enough to accommodate truck traffic. Access streets should include curbs and gutters.
- 4.EE.6 Require landscaping and limit outdoor processing, outdoor storage and outdoor display to enhance the appearance on site and from off site.
- 4.EE.7 Provide for pedestrian and bicycle access to adjacent transit corridors and, where applicable, to nearby residential areas. Require sidewalks when appropriate.
- 4.EE.8 Require storm drainage control measures as an integral part of all industrial area development to compensate for large roofs and paved parking areas within industrial areas.
- 4.EE.9 Require underground utilities and street lighting.
- 4.EE.10 Require all Light Industrial developments to be subject to the design review process.
- 4.EE.11 Encourage coordinated utility and traffic improvements in industrial land divisions.

4.FF General Industrial Policies

- 4.FF.1 The following areas may be designated General Industrial when either the first or all of the following criteria are met:
 - 4.FF.1.1 Areas having an historical commitment to industrial uses.
 - 4.FF.1.2 Areas with availability of rail service, access to navigable water, known mineral deposits or freeway access.
 - 4.FF.1.3 Areas where buffering land uses or physical features provide protection for lower intensity land uses, particularly Low Density Residential areas.
 - 4.FF.1.4 Areas having access to a street of at least a major arterial classification. Sites within the broader district may be accessed by roads of a lower classification. Designation shall not result in significant traffic increase on streets of less than a collector status serving residential areas.
 - 4.FF.1.5 Areas with sites large enough to accommodate expansion of individual establishments or serve several establishments within one district.
- 4.FF.2 The General Industrial zoning district implements this designation.
- 4.FF.3 Determine permitted uses through zoning. Zoning of General Industrial areas shall be consistent with this Plan and the stated purpose of compatible zoning districts. Timing of zoning district application shall be in accord with the orderly development of the County.
- 4.FF.4 Limit land uses other than industrial or industrially related uses.
- 4.FF.5 Clearly identify entrances and exits to facilitate efficient traffic movement. The internal circulation system should have broad lanes and turnarounds large enough to accommodate truck traffic. Access streets should include curbs and gutters.
- 4.FF.6 Require landscaping to enhance the appearance on site and from off site.
- 4.FF.7 Provide for pedestrian and bicycle access to adjacent transit corridors and, where applicable, to nearby residential areas.
- 4.FF.8 Require storm drainage control measures to be an integral part of the site design and improvements if site development includes large roof and paved parking areas.
- 4.FF.9 Require sidewalks, when appropriate.
- 4.FF.10 Require curbs, underground utilities and street lighting.
- 4.FF.11 Require all General Industrial developments to be subject to the design review process.

OPEN SPACE AND FLOODPLAINS

The protection of open space resources is an important objective, but the designation of an area as Open Space does not mean development is prohibited. Development can occur within the framework of preservation of essential open space elements, and the functioning of natural systems. Open space preservation also need not mean public ownership or public access. Many alternatives and methods of open space protection are available. An open space network must be established through early acquisition, where appropriate, or the imposition of clear, consistent controls on land containing significant natural resources or hazards.

Open space often coincides with areas subject to natural hazards, including the undeveloped 100-year floodplain. Floodplains consist of areas which are periodically inundated from stream flows, causing damage to property and threatening the lives of residents. The 100-year floodplain has an average flood frequency of at least once every 100 years, or a one-percent probability of flooding in any particular year. A distinct set of policies has been formulated to deal with the special problems associated with flood hazard areas.

OPEN SPACE AND FLOODPLAINS GOALS

- Protect the significant natural features and systems of the County for the enjoyment of all residents and visitors.
- Protect a network of open space to balance development within the urban area and provide needed contrast in the urban landscape.
- Provide opportunities for needed recreation facilities.
- Protect the lives and property of County residents from natural hazards.

4.GG Open Space Policies

- 4.GG.1 Designate as Open Space areas of land or water substantially free of buildings or other significant structures which also are one of the following:
- 4.GG.1.1 Natural resource areas with recognized unique or significant value, primarily those associated with stream/river corridors and hillsides.
 - 4.GG.1.2 Areas with some constraint or degree of hazard for development, such as landslides, steep slope, or flooding.
 - 4.GG.1.3 Existing parks and other committed open areas, such as golf courses, playgrounds, and cemeteries.
- 4.GG.2 Establish three categories of Open Space within the northwest urban area: Resource Protection, Major Hazards, and Public and Community Use.
- 4.GG.2.1 The purpose of Resource Protection Open Space is to protect natural resources and the open character of designated areas while allowing development according to the Plan. Resource Protection Open Space is land in one the following categories:
 - 4.GG.2.1.a The flood fringe of 100-year floodplains
 - 4.GG.2.1.b Areas within 100 feet of mean low water on all major rivers and 50 feet

- of any other permanent stream
- 4.GG.2.1.c Land within the Willamette River Greenway
- 4.GG.2.1.d Wetland areas
- 4.GG.2.1.e Distinctive urban forests
- 4.GG.2.1.f Hillsides of more than 20 percent slope
- 4.GG.2.1.g Areas of high visual sensitivity
- 4.GG.2.1.h Other distinctive or unique natural areas (see Natural Resources Chapter)
- 4.GG.2.1.i Undeveloped public land with potential for recreation.
- 4.GG.2.2 The purpose of Major Hazards Open Space is to protect the public from natural hazards. Major Hazards Open Space is land in any of the following categories:
 - 4.GG.2.2.a The floodway of 100-year floodplains
 - 4.GG.2.2.b Areas of known landslide hazard
 - 4.GG.2.2.c Areas of severe erosion, unstable soil, or earth movement
- 4.GG.2.3 The purpose of Public and Community Use Open Space is to preserve community open space and its associated benefits, such as recreation. Public and Community Use Open Space is land in any of the following categories:
 - 4.GG.2.3.a Parks and other recreation facilities
 - 4.GG.2.3.b Cemeteries
 - 4.GG.2.3.c Other publicly or commonly owned lands which function as open space
- 4.GG.3 Require that all residential developments over one acre in size and having 10 percent or more of designated Open Space, be Planned Unit Developments or flexible lot land divisions.
 - 4.GG.3.1. Protect open space features by clustering development away from the more sensitive areas within a site, assembling adjacent parcels into a larger development, transferring density within the development, and reviewing design, landscaping, color and materials for compatibility with the site and natural features.
 - 4.GG.3.2. Development on land which includes wetlands shall be designed to (1) maintain water quality and the natural function of wetlands, (2) reduce and absorb flood runoff and stabilize water flow, and (2) protect wildlife habitats.
 - 4.GG.3.3. Apply to Major Hazard Open Space areas a Low Density Residential zone consistent with the area for the purpose of computing density transfer.
- 4.GG.4 Require that industrial and commercial development not disturb land designated as Open Space, unless unavoidable for the reasonable development of the site. Develop criteria for land coverage and development intensity to guide site planning and reduce impacts on open space features. Dedication of land for purposes of developing the urban parks and trail program shall be required as appropriate.
- 4.GG.5 Prepare, in a timely manner, a site analysis for any development in the northwest urban area affecting land designated as Open Space. In addition, the County may

prepare an analysis for development in an area of high visual sensitivity for any development having significant impact upon the County.

- 4.GG.5.1 The County's analysis will supplement the applicant's environmental assessment and include the following:
 - 4.GG.5.1.a An evaluation of the proposed development's impact on the relevant natural systems or features of the open space network.
 - 4.GG.5.1.b Identification of applicable provisions or criteria of this Plan.
 - 4.GG.5.1.c Alternatives to the proposal which might better achieve the optimum siting or design layout and protect the site's open space values.
 - 4.GG.5.1.d An evaluation of the potential for public acquisition or dedication as part of the urban park or trail system.
- 4.GG.6 Prohibit development of areas designated Major Hazard Open Space except as provided in Policy 3.L.2.1 of the Natural Resources and Energy chapter, Natural Hazards Section, and Policy 4.R.4.3.b.
- 4.GG.7 Implement Public and Community Use Open Space through an Open Space zone. Public recreation or other compatible private or public uses and structures should be allowed, including golf pro shops, school play equipment, or park restrooms.
- 4.GG.8 Permit public acquisition of land intended for Public and Community Use Open Space purposes in all land use categories and amend the Land Use Plan Map accordingly.
- 4.GG.9 Use the best available data to make decisions on the extent to which a site may be developed in areas designated Open Space.
- 4.GG.10 Conversion of land designated Public and Community Use open space may occur when an alternate use proposal is accompanied by suitable retention or replacement of open space, developed recreation or other suitable compensating actions.

4.HH Floodplains Policies

- 4.HH.1. Designate as Floodplains the areas within 100-year floodplains. Refine Floodplain designations upon completion of detailed floodplain information including floodway and flood fringe.
- 4.HH.2. Encourage floodplains to be retained as open space in order to protect their ability to convey and store water. The use of Floodplains shall conform to the requirements of the Floodplain Management Zoning District.

- 4.HH.2.1. Restrict development and/or fill in the flood fringe to insure that danger to life and property will not result. The natural flow of water shall not be restricted, nor shall development which would significantly increase flood elevations be permitted.
- 4.HH.2.2. Prohibit development and/or fill in the floodway due to risk to life and property, flow diversion and increased flood elevations. Possible exceptions to this policy are commercial or industrial activities of a water-dependent nature approved by the U.S. Army Corps of Engineers and/or Division of State Lands.
- 4.HH.2.3. Allow riprap or other streambank protection measures only when they comply with river management policies in the Natural Resources and Energy chapter.
- 4.HH.2.4. Prohibit storage of toxic or hazardous materials in the floodplain. Materials used for construction which may be inundated shall be of such strength and quality that they will not deteriorate, and shall be able to withstand water pressure or the high velocity of flowing water.
- 4.HH.2.5. Require structures in the floodplain to be secured to prevent flotation. Septic tank lids shall be sealed to prevent loss of contents during flooding.
- 4.HH.2.6. Require the lowest floor of buildings designed for human occupancy to be at least one foot above the 100-year flood elevation.

UNINCORPORATED COMMUNITIES

Unincorporated Communities, as defined in Chapter 660, Division 22 of the Oregon Administrative Rules, are settlements located outside urban growth boundaries in which concentrated residential development is combined with limited commercial, industrial, or public uses. Unincorporated Communities may have limited public facilities and services.

There are four types of Unincorporated Communities:

Rural Community: an Unincorporated Community consisting primarily of residential uses but also including a minimum of two commercial, industrial, or public land uses. Redland, Beavercreek, Colton, Boring, Wildwood/Timberline, and Zigzag Village are Rural Communities.

Rural Service Center: an Unincorporated Community consisting primarily of commercial and industrial uses providing goods and services to the surrounding rural area or persons traveling through. Mulino and Rhododendron are Rural Service Centers.

Resort Community: an Unincorporated Community that was established primarily for, and continues to be used primarily for, recreation or resort purposes. A Resort Community includes residential and commercial uses as well as overnight lodging. Wemme/Welches is a Resort Community.

Urban Unincorporated Community: an Unincorporated Community that includes at least 150 permanent dwelling units and a mixture of other land uses, including three or more commercial, industrial, or public land uses. An Urban Unincorporated Community includes areas served by community water and sewer. Government Camp is an Urban Unincorporated Community.

UNINCORPORATED COMMUNITY GOALS

- Provide for commercial and industrial development necessary to serve surrounding Agriculture, Forest, and Rural areas.
- Provide residential areas supportive of the commercial and industrial uses.
- Recognize and protect communities and their historic character.
- Provide a balance of residential, commercial, and industrial uses conducive to a healthy economy for the community.
- Provide employment opportunities for residents of the Unincorporated Community and surrounding non-urban areas.

4.II General Unincorporated Community Policies

4.II.1 The following areas may be designated Unincorporated Communities:

4.II.1.1 Land which has been acknowledged as a Statewide Planning Goal 3 or 4

exception area and historically considered to be part of the community provided the land only includes existing, contiguous concentrations of:

- 4.II.1.1.a commercial, industrial, or public uses; and/or
- 4.II.1.1.b dwelling units and associated residential lots at a greater density than exception lands outside Unincorporated Communities;
- 4.II.1.2 Lands planned and zoned for farm or forest use provided such land:
 - 4.II.1.2.a is contiguous to Statewide Planning Goal 3 or 4 exception lands included in the community boundary;
 - 4.II.1.2.b was occupied as of October 28, 1994 by one or more of the following uses: church, cemetery, school, park, playground, community center, fire station, museum, golf course, or utility facility;
 - 4.II.1.2.c includes only that portion of the lot or parcel that is occupied by the use(s) above; and
 - 4.II.1.2.d remains planned and zoned for farm or forest use.
- 4.II.2 Prohibit the expansion of Unincorporated Communities into areas of natural hazards.
- 4.II.3 Guide management of land use patterns in Unincorporated Communities by policies in this Plan and by those in community plans which are prepared as part of the County's continuing planning program as described in Chapter 11, *The Planning Process*.
- 4.II.4 Require development to be contingent upon the ability to provide public services (e.g., school, water, fire, telephone).
- 4.II.5 Develop roads in a manner and to a level compatible with Unincorporated Communities.
- 4.II.6 Residential uses should be allocated in a manner and to a level that supports the commercial and industrial uses and provides housing opportunities to meet needs while maintaining compatibility with adjacent land use designations.
- 4.II.7 Limit industrial uses to:
 - 4.II.7.1. Uses authorized under Statewide Planning Goals 3 and 4;
 - 4.II.7.2. Expansion of a use existing on December 5, 1994;
 - 4.II.7.3. Small-scale, low- impact industrial uses, as defined in Oregon Administrative Rules (OAR) 660-022-0030(11);
 - 4.II.7.4. Uses that require proximity to a rural resource, as defined in OAR 660-004-0022(3)(a);

- 4.II.7.5. New uses that will not exceed the capacity of water and sewer service available to the site on December 5, 1994, or, if such services are not available to the site, the capacity of the site itself to provide water and absorb sewage;
 - 4.II.7.6. New uses more intensive than those allowed under Policies 4.JJ.7.1 through 7.JJ.7.5, provided an analysis set forth in this Plan demonstrates, and land use regulations ensure:
 - 4.II.7.6.a That such uses are necessary to provide employment that does not exceed the total projected work force within the community and the surrounding rural area;
 - 4.II.7.6.b That such uses would not rely upon a work force employed by uses within urban growth boundaries; and
 - 4.II.7.6.c That the determination of the work force of the community and surrounding rural area considers the total industrial and commercial employment in the community and is coordinated with employment projections for nearby urban growth boundaries; and
 - 4.II.7.7. Industrial uses, including accessory uses subordinate to industrial development, sited on an abandoned or diminished industrial mill site, as defined in the Clackamas County Zoning and Development Ordinance, provided the uses will be located only on the portion of the mill site that is zoned for industrial uses.
 - 4.II.8 Limit commercial uses to:
 - 4.II.8.1. Uses authorized under Statewide Planning Goals 3 and 4;
 - 4.II.8.2. Small-scale, low-impact uses as defined in OAR 660-022-0030(10); and
 - 4.II.8.3. Uses intended to serve the community and surrounding rural area or the travel needs of people passing through the area.
 - 4.II.9 Encourage commercial and industrial uses to locate in Unincorporated Communities to provide employment opportunities to residents of the communities and the surrounding non-urban area.
 - 4.II.10 Require design review for commercial and industrial development.
 - 4.II.11 Public facilities in Unincorporated Communities should be expanded or developed only when consistent with maintaining the rural character of the community.
 - 4.II.12 Increased water service to an area shall not be used in and of itself to justify reduced lot sizes.
 - 4.II.13 Sewage systems shall be contained within Unincorporated Community boundaries, and shall not be allowed to expand to land outside of such boundaries, except as provided by the Oregon Revised Statutes for abandoned or diminished mill sites or otherwise consistent with Policy 7.A.9.
- 4.JJ Unincorporated Community Residential Policies**

Clackamas County Comprehensive Plan

- 4.JJ.1 Apply a plan designation of Unincorporated Community Residential to residential areas in Unincorporated Communities, except as modified by Chapter 10.
- 4.JJ.2 Implement the Unincorporated Community Residential plan designation through application of the Rural Area Residential 1-Acre (RA-1) zoning district.
- 4.JJ.3 Implement dimensional and development standards to address compatibility, function, and aesthetics.

RURAL COMMERCIAL

Rural Commercial lands are those that are outside urban growth boundaries and that are suitable based on specific factors for commercial development on a rural scale.

RURAL COMMERCIAL GOALS

- To provide for the continuation of commercial uses in non-urban areas having an historical commitment to such uses.
- To implement the goals and policies of this Plan for commercial development in Unincorporated Communities.

4.KK Rural Commercial Policies

- 4.KK.1 The Rural Commercial plan designation may be applied in non-urban areas to provide for commercial uses that are necessary for, and on a scale commensurate with, rural development.
- 4.KK.2 The Rural Commercial (RC) zoning district implements the Rural Commercial plan designation.
- 4.KK.3 Areas may be designated Rural Commercial when either the first or both of the other criteria are met:
- 4.KK.3.1 Areas shall have an historical commitment to commercial uses; or
 - 4.KK.3.2 Areas shall be located within an Unincorporated Community; and
 - 4.KK.3.3 The site shall have direct access to a road of at least a collector classification.
- 4.KK.4 Implement dimensional and development standards to address compatibility, function, and aesthetics.

RURAL INDUSTRIAL

RURAL INDUSTRIAL GOALS

- To provide for the continuation of industrial uses in non-urban areas having an historical commitment to such uses.
- To provide for the industrial redevelopment of abandoned or diminished mill sites.
- To implement the goals and policies of this Plan for industrial development in Unincorporated Communities.

4.LL Rural Industrial Policies

- 4.LL.1 The Rural Industrial plan designation may be applied in non-urban areas to provide for industrial uses that are not labor-intensive and are consistent with rural character, rural development, and rural facilities and services.
- 4.LL.2 The Rural Industrial (RI) zoning district implements the Rural Industrial plan designation.
- 4.LL.3 Areas may be designated Rural Industrial when the first, the second, or both of the other criteria are met:
- 4.LL.3.1 Areas shall have an historical commitment to industrial uses; or
 - 4.LL.3.2 The site shall be an abandoned or diminished mill site, as defined in the Zoning and Development Ordinance, provided that only the portion of the site that was improved for the processing or manufacturing of wood products may be designated Rural Industrial; or
 - 4.LL.3.3 Areas shall be located within an Unincorporated Community; and
 - 4.LL.3.4 The site shall have direct access to a road of at least an arterial classification.

RURAL

Rural lands are exception lands, as defined in Oregon Administrative Rules 660-004-0005(1), that are outside urban growth boundaries and Unincorporated Communities and are suitable for sparse settlement, such as small farms, woodlots, or acreage home sites. They lack public facilities or have limited facilities and are not suitable, necessary, or intended for urban, agricultural, or forest use.

RURAL GOALS

- To provide a buffer between urban and agricultural or forest uses.
- To perpetuate the rural atmosphere while maintaining and improving the quality of air, water, and land resources.
- To conserve open space and protect wildlife habitat.

4.MM Rural Policies

- 4.MM.1 Areas may be designated Rural if they are presently developed, built upon, or otherwise committed to sparse settlement or small farms with limited, if any, public services available.
- 4.MM.2 Designation of additional Rural lands shall be based on findings that shall include, but not be limited to:
- 4.MM.2.1 Reasons why additional Rural land is needed or should be provided;
 - 4.MM.2.2 An evaluation of alternative areas in the County that should be designated Rural and a statement of why the chosen alternative is more suitable;
 - 4.MM.2.3 An evaluation of the long-term environmental, economic, social, and energy consequences to the locality, region, or state of designating the area Rural; and
 - 4.MM.2.4 Reasons why designating the area Rural will be compatible with other adjacent uses;
- 4.MM.3 Areas impacted by major transportation corridors, adjacent to urban growth boundaries or areas designated Rural, and for which public services are committed or planned shall be given priority in designating additional Rural areas.
- 4.MM.4 Residential lot sizes shall be based upon:
- 4.MM.4.1 Parcelization;
 - 4.MM.4.2 Level of existing development;
 - 4.MM.4.3 Topography;
 - 4.MM.4.4 Soil conditions;
 - 4.MM.4.5 Compatibility with the types and levels of available public facilities;
 - 4.MM.4.6 Proximity to Unincorporated Communities or an incorporated city; and
 - 4.MM.4.7 Capacity and level of service of the road network

- 4.MM.5 Existing large lots should be reduced to meet future rural housing needs prior to expanding the areas designated as Rural.
- 4.MM.6 Areas with marginal or unsuitable soils for agricultural or forest use shall be given a higher priority for conversion to rural development than areas with more suitable soils.
- 4.MM.7 Public facilities should be expanded or developed only when consistent with maintaining the rural character of the area.
- 4.MM.8 Increased water service to an area shall not be used in and of itself to justify reduced lot sizes.
- 4.MM.9 The County shall encourage grouping of dwelling units with lot sizes less than the minimum allowed by the zoning district when such development is compatible with the policies in this Plan and the overall density of the zoning district.
- 4.MM.10 Lawfully established nonconforming structures and uses that are destroyed by fire, other casualty, or natural disaster shall be allowed to reconstruct, as provided by the Zoning and Development Ordinance.
- 4.MM.11 The Rural Area Residential 2-Acre (RA-2), Rural Residential Farm/Forest 5-Acre (RRFF-5), and Farm/Forest 10-Acre (FF-10) zoning districts implement the goals and policies of the Rural plan designation. These zoning districts shall be applied in Rural areas as follows:
 - 4.MM.11.1 The RA-2 zoning district shall be applied when all the following criteria are met:
 - 4.MM.11.1.a Parcels are generally two acres or smaller.
 - 4.MM.11.1.b The area is significantly affected by development.
 - 4.MM.11.1.c There are no natural hazards, and the topography and soil conditions are well suited for the location of homes.
 - 4.MM.11.1.d A public or private community water system is available.
 - 4.MM.11.1.e Areas are in proximity or adjacent to an Unincorporated Community or incorporated city.
 - 4.MM.11.1.f In areas adjacent to urban growth boundaries, RA-2 zoning shall be limited to those areas in which virtually all existing lots are two acres or less.
 - 4.MM.11.2 The RRFF-5 zoning district shall be applied when all the following criteria are met:
 - 4.MM.11.2.a Parcels are generally five acres.
 - 4.MM.11.2.b The area is affected by development.
 - 4.MM.11.2.c There are no serious natural hazards, and the topography and soils are suitable for development.
 - 4.MM.11.2.d Areas are easily accessible to an Unincorporated Community or

incorporated city.

4.MM.11.3 The FF-10 zoning district shall be applied when one or more of the following criteria are met:

4.MM.11.3.a Parcels are generally ten acres.

4.MM.11.3.b The area is developed with a mixture of uses not consistent with extensive commercial agriculture or forestry uses.

4.MM.11.3.c Access to an Unincorporated Community or an incorporated city is generally poor.

4.MM.12 Implement dimensional and development standards to address compatibility, function, and aesthetics.

AGRICULTURE

Agriculture areas are those of predominantly Class I through IV soils as identified by the United States Natural Resources Conservation Service or as identified in more detailed data; and other lands that are suitable for farm use due to soil fertility, suitability for grazing, climatic conditions, existing or future potential for irrigation, land use patterns, or accepted farming practices or are necessary to permit farming practices to be undertaken on adjacent or nearby lands.

AGRICULTURE GOALS

- Preserve agricultural use of agricultural land.
- Protect agricultural land from conflicting uses, high taxation and the cost of public facilities unnecessary for agriculture.
- Maintain the agricultural economic base of the County and increase the County's share of the agricultural market.
- Increase agricultural income and employment by creating conditions that further the growth and expansion of agriculture and attract agriculturally related industries.
- Maintain and improve the quality of air, water, and land resources.
- Conserve scenic and open space.
- Protect wildlife habitats.

4.NN Agriculture Policies

4.NN.1 The following areas shall be designated Agriculture:

- 4.NN.1.1 Areas with predominantly Class I through IV agricultural soil as defined by the United States Natural Resources Conservation Service or identified as agricultural soil by more detailed data;
- 4.NN.1.2 Areas generally in parcels of 20 acres or larger;
- 4.NN.1.3 Areas primarily in agricultural use;
- 4.NN.1.4 Areas necessary to permit farming practices on adjacent lands or necessary to prevent conflicts with the continuation of agricultural uses;
- 4.NN.1.5 Other areas in soil classes different from NRCS I through IV when the land is suitable for farm use as defined in Oregon Revised Statutes 215.203(2)(a), taking into consideration soil fertility; suitability for grazing; climatic conditions; existing and future availability of water for farm irrigation purposes; existing land use patterns; technological and energy inputs required; and accepted farm practices.

4.NN.2 Agriculturally related industries shall be encouraged.

4.NN.3 Land uses that conflict with agricultural uses shall not be allowed.

- 4.NN.4 New sewer facilities shall not be allowed in Agricultural areas, except when consistent with Policy 7.A.11 of Chapter 7, *Public Facilities and Services*.
- 4.NN.5 Roads shall be developed in a manner and to a level compatible with maintaining Agricultural areas.
- 4.NN.6 Education and dissemination of information on agricultural crops, methods, and technology; special tax assessment programs; and new land-use techniques should be encouraged.
- 4.NN.7 Lawfully established nonconforming structures and uses that are destroyed by fire, other casualty, or natural disaster shall be allowed to reconstruct, as provided by the Zoning and Development Ordinance.
- 4.NN.8 The Exclusive Farm Use (EFU) zoning district implements the goals and policies of the Agriculture plan designation and should be applied in Agriculture areas.
- 4.NN.9 Forest zoning districts which require a minimum lot size of 80 acres or larger may be applied in Agriculture areas provided the primary uses are forest and forest-related and that permitted uses will not conflict with agricultural uses.
- 4.NN.10 Except on lands within urban growth boundaries or as provided by the Oregon Revised Statutes for abandoned or diminished mill sites, exceptions to Statewide Planning Goals 3 and 4 shall be required for a plan amendment from the Agriculture designation to any designation other than Forest.

FOREST

Forest areas are composed of existing and potential forestlands that are suitable for commercial forest uses. Also included are other forested lands needed for watershed protection, wildlife and fish habitat, and recreation, lands where extreme conditions of climate, soil, and topography require maintenance of vegetative cover, and forested lands in urban and agricultural areas which provide urban buffers, wind breaks, wildlife habitat, scenic corridors, and recreational use.

FOREST GOALS

- To conserve forestlands.
- To protect the state's forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of timber as the leading use on forestland.
- To conserve, protect, and enhance watersheds, wildlife and fisheries resources, agriculture, and recreational opportunities that are compatible with the primary intent of the plan designation.
- To minimize wildfire hazards and risks.
- To enhance and protect other environmentally sensitive areas.

4.00 Forest Policies

- 4.00.1 The following areas shall be designated Forest:
- 4.00.1.1 Lands suitable for forest use;
 - 4.00.1.2 Lands predominantly capable of generating at least 85 cubic feet of timber per acre per year;
 - 4.00.1.3 Areas generally in forest uses;
 - 4.00.1.4 Areas which are environmentally sensitive or otherwise require protection (watersheds, areas subject to erosion, landslides, etc.) should be designated Forest;
 - 4.00.1.5 Forested areas which buffer more intense land uses from areas of less intense use may be designated Forest.
- 4.00.2 Encourage forest-related industries.
- 4.00.3 Prohibit land uses that conflict with forest uses.
- 4.00.4 Housing should be limited in Forest areas because it is generally incompatible with forest uses due to fire danger and accepted forest practices such as herbicide spraying and slash burning.
- 4.00.5 Prohibit commercial and industrial development in Forest areas.

- 4.OO.6 Prohibit new sewer facilities in Forest areas, except when consistent with Policy 7.A.11 of Chapter 7, *Public Facilities and Services*.
- 4.OO.7 Encourage use of a Homestead provision that allows retention of a homesite with an existing dwelling and transfer of the remaining property as long as the transfer is compatible with Forest policies.
- 4.OO.8 Lawfully established nonconforming structures and uses that are destroyed by fire, other casualty, or natural disaster shall be allowed to reconstruct, as provided by the Zoning and Development Ordinance.
- 4.OO.9 Apply zoning districts consistent with state, regional, and County goals and United States Forest Service land allocation and management plans to the Mt. Hood and Willamette National Forests.
- 4.OO.10 This Plan and implementing ordinance provisions shall not conflict with the Oregon Forest Practices Act.
- 4.OO.11 The Timber (TBR) and Ag/Forest (AG/F) zoning districts implement the goals and policies of the Forest plan designation. The TBR zoning district shall be applied to areas predominantly in forest use. The AG/F zoning district shall be applied to areas having such a mixture of agricultural and forest uses that neither Statewide Planning Goal 3 nor Goal 4 applies alone.
- 4.OO.12 Except on lands within urban growth boundaries or as provided by the Oregon Revised Statutes for abandoned or diminished mill sites, exceptions to Statewide Planning Goals 3 and 4 shall be required for a plan amendment from the Forest designation to any designation other than Agriculture.

Chapter 6: HOUSING

Housing stock within Clackamas County serves local communities and also ties into the regional supply. As such, many of the housing challenges currently facing the county are not unique to the local area and solutions must be considered within the context of regional and statewide trends, as well as county-wide needs. To move forward, we must also look back and acknowledge actions in the past that have harmed and excluded members of our community. Residential zoning has a complex history that resulted in exclusion of low-income, black, indigenous, and people of color from certain neighborhoods. In Oregon, this history was especially harmful with direct exclusion of non-white people from the state until 1926. Although those exclusions are illegal today, their negative impacts are still affecting our community through the legacy of exclusionary zoning. Housing policy and code changes are an opportunity to help mitigate effects of these past practices; housing policies moving forward must be more focused on equity, diversity, and inclusion.

Meeting the future housing needs and desires of residents will require the County to allow for new ~~variety of~~ housing types and densities. ~~For example, the desire for home ownership can be partially met with manufactured dwellings and condominiums in large or small complexes or owner-occupied duplexes.~~ A wider range of housing prices can be encouraged by providing a greater variety of lot sizes ~~for single-family housing~~ and more opportunities for the development of a range of housing sizes and types. Providing more opportunities for the development of ~~More~~ multifamily dwellings and other alternative housing forms are needed to house the young, the elderly, and lower-income households who may prefer, or only be able to afford, housing types other than detached ~~which are priced out of the single-family housing market, or households which may prefer other than~~ single-family homes. And as the current housing stock ages and redevelopment takes place, regulations pertaining to density, design and accessibility will shape neighborhoods and the county.

ISSUES

~~The planning process has identified a number of issues. These issues address affordable housing, housing choice and variety, citizen preference, density, neighborhood livability, and compatibility with mass transit. Some of these issues follow:~~

- ~~• The availability of shelter and housing options for houseless persons~~
- ~~• Affordable housing for all the County's households~~
- ~~• Housing for low and moderate income households, the elderly, and mentally or physically handicapped residents~~
- ~~• A variety of housing types for all income levels, including single-family dwellings, multifamily dwellings, three-family dwellings, two-family dwellings, condominiums, and manufactured dwellings~~

- ~~The number and densities of single-family, two-family, three-family, and multifamily dwelling units and manufactured dwellings~~
- ~~Locations of multifamily housing in relation to services, employment, transportation, and open space~~
- ~~Locations of individual manufactured dwellings and manufactured home parks~~
- ~~Owner-occupied and renter-occupied housing~~

SUMMARY OF FINDINGS AND CONCLUSIONS

- ~~The County is projected to gain as many as 112,500 people between 1987 and 2010.~~
- ~~Projected population growth is expected to be slower than the County experienced in the 1970s, faster than the 1980s. From 1970 to 1978 the average annual growth rate was 3.8 percent per year, and from 1980 to 1987 it was .76 percent. The forecast for planning purposes is 1.6 percent per year from 1987 to 2010.~~
- ~~The northwest urban area has the potential of being the most energy-efficient and cost-effective location for growth in the County.~~

HOUSING GOALS

- Goal 1: Meet the needs of the County houseless population through a variety of short- and long-term options.
- Goal 2: Encourage development that will provide a range of choices in housing type, density, and price throughout the County.
- ~~Provide opportunities for a variety of housing choices, including low- and moderate-income housing, to meet the needs, desires, and financial capabilities of all County residents to the year 2010.~~
- Goal 3: Provide housing opportunities that meet the economic, social, and cultural needs of community members while using energy, land, and public facilities as efficiently as possible.
- ~~Protect the quality, lifestyle, and values of existing neighborhoods.~~

BACKGROUND AND ISSUES

In response to growing concerns about increasing housing costs, increasing homelessness, and an historic lack of equity in housing policies, both the Oregon State Legislature and the Clackamas County Board of Commissioners (BCC) recently took action to address housing issues.

The Oregon State legislature took action to affect housing development in larger jurisdictions in the state. The two most notable bills affecting how the County regulates housing include:

- Senate Bill 1051(2017), which requires jurisdictions to provide clear and objective standards for housing development, and to allow accessory dwelling units (ADUs) in areas zoned for detached housing inside urban growth boundaries; and
- House Bill 2001(2019), which requires larger jurisdictions, including the County, to allow duplexes, triplexes, quadplexes, cottage clusters and townhouses (“middle housing”) on urban lots zoned for a single-family home.

In 2018, the BCC appointed the Affordable Housing and Homelessness Task Force (Task Force) to research, recommend, and support, new policies and strategies to address housing affordability and homelessness in the County. The BCC also initiated the production of a countywide Housing Needs Analysis, which was completed in 2019 and compared expected housing demand with available land supply over 20 years.

The Task Force and the Housing Needs Analysis identified following as the top issues facing the county with respect to housing:

- In the County, population growth is fueling strong demand for new housing units. Future housing needs will need to be accommodated in an urban area with a rapidly dwindling supply of residentially-zoned land.
- Housing built in the County continues to be predominantly detached, single-family dwellings while the need for smaller units and multi-family units is increasing due to changing demographics in the county.
- Housing is becoming increasingly less affordable.
- The number of people experiencing houselessness is increasing.
- Manufactured home parks continue to provide a valuable source of affordable housing, but face redevelopment pressures as land values and housing prices continue to increase.
- It is essential to consider equity within housing policies. It has be demonstrated that housing cost burdens fall disproportionately on people of color and rates of homeownership are significantly lower for Hispanic and non-white households than for white households.

Creating housing opportunities that are safe, affordable, available, and accessible for all residents must be done within the context of federal, state, and regional regulations. The Comprehensive Plan and Zoning & Development Ordinance need to be responsive to new initiatives adopted by these regulatory agencies to ensure the development of sufficient and sustainable housing opportunities. The county’s goals and policies to address housing

have been created within this context and are intended to guide development of more equitable and diverse housing and neighborhoods in the county.

Housing Goal 1: Meet the needs of the County houseless population through a variety of short and long-term options.

Over the last several years, the cost of living has outpaced wage growth across the nation and in the County. As rent and homeownership become less affordable, the risk of becoming houseless increases. Meeting the needs of the county's houseless population will require coordination between several county departments to ensure that safe, affordable shelter place, as well as the services necessary to help the houseless transition to more permanent housing can be provided.

6.A Houselessness Policies

6.A.1 Support regional programs and the County's Public Housing Program as a means to provide more low- and moderate-income housing.

6.A.2 Give priority for relocation into public housing to low-income residents displaced by development.

6.A.3 Develop and support a full spectrum of shelter and housing options (e.g., emergency shelters, transitional shelters, and public housing) that assist individuals in moving from houselessness to stable, long-term housing solutions.

6.A.4 Collaborate with community partners to provide a continuum of supportive services and programs that address the needs of unhoused persons and families to assist in their transition to more permanent housing solutions.

6.A.5 Ensure the Zoning and Development Ordinance allows for places to develop temporary shelters, alternative shelter models, and other transitional housing types.

Housing Goal 2: Encourage development that will provide a range of choices in housing type, density, and price throughout the County.

Throughout the County, there is a need to have housing available where people live and work. Having a range of housing types and prices will help to alleviate the deficit of land that exists to accommodate the needed future housing supply.

6.B Housing Type Policies

6.B.1 Enable a range of housing types throughout the county in a range of zoning districts.

6.B.2 Allow for accessibility and universal design standards.

6.B.3 Allow middle housing in urban, low density residential areas.

6.B.4 Provide for higher-density, single-family development by planning for developments in smaller-lot zoning districts.

6.B.5. Encourage smaller lots by allowing for planned unit developments and middle housing developments.

6.B.6 Provide for increased capacity for multifamily development in the urban area.

6.B.7 Allow for the development of housing on existing legal lots that do not meet the current minimum lot size in a zoning district.

6.B.8 Support the continued existence of manufactured dwelling parks and require that parks shall not be redeveloped unless a plan for relocation of the existing tenants is submitted and approved prior to redevelopment.

6.B.9 Allow new manufactured home parks as a primary use in Medium Density Residential zoning districts, but not in designated commercial, industrial, or higher-density multifamily areas.

6.B.10 Allow a manufactured home in lieu of a single family dwelling, subject to the applicable design standards.

6.B.11 Allow a mobile home in lieu of a single-family dwelling outside of the Urban Growth Boundary.

6.C Housing Affordability Policies

6.C.1 Encourage more affordable housing by allowing for a variety of housing densities and price ranges throughout the county.

6.C.2 Allow for rental units with a variety of size, location, and accessibility.

6.C.3 Enable more affordable pathways to home ownership.

6.C.4 Pursue subsidies to provide affordable housing for low- and moderate-income households.

6.C.5 Provide expedient, efficient design review, building permit, zoning, and subdivision processes.

6.C.6 Allow alternative road and improvement standards where appropriate (see the policies in the Roadways section of Chapter 5, *Transportation System Plan*).

6.C.7 Allow reduced utility and roadway costs through flexible lotting patterns in subdivisions and planned unit developments.

6.C.8 Allow density transfers to encourage the creation of less expensive lots (see the policies in Chapter 4, *Land Use*).

6.C.9 Allow, where appropriate, residential density bonuses for:

- Affordable housing units, developed either through a government-subsidized program or by the private sector
- Housing included as part of a mixed-use development
- Parks dedication
- Where special performance criteria have been met.

Housing Goal 3: Provide housing opportunities that meet the economic, social, and cultural needs of community members while using energy, land, and public facilities as efficiently as possible.

Economic, social, and cultural perspectives influence the aspects of the built environment that create welcoming and livable communities. The following policies are designed to address the livability of the County.

6.D Livability Policies

6.D.1 Encourage growth in areas where public services can be economically provided.

6.D.2. Support programs that help homeowners and renters to remain in their homes if redevelopment puts upward pressure on home costs and rents.

6.D.3 Consider housing choice, livability, and displacement when developing community plans.

6.D.4 Make use of existing urban service by allowing for infill development and providing for middle housing types when the existing home is retained.

6.D.5 Provide for a variety of middle housing opportunities that meet the design standards that apply in existing, urban residential neighborhoods.

6.D.6 Allow greater flexibility for duplexes, triplexes, and quadplexes in the urban area.

6.D.7 Invest in active transportation systems to support livable neighborhoods (see the policies in the Roadways section of Chapter 5).

6.D.8 Encourage shared access to limit impervious surface and to promote efficient use of existing infrastructure and pedestrian safety.

6.D.9 Provide for buffers between residential areas and neighboring nonresidential land use.

6.D.10 Allow flexibility in residential setback requirements pursuant to adopted criteria to support a more uniform street frontage and the development of existing lots with unique circumstances.

6.D.11 Require design review approval for all multiple-family development, where appropriate.

6.D.12 Ensure design review considers the continued livability of existing neighborhoods by requiring design review address at least the following:

- Energy efficiency and conservation
- Access to transit
- Crime prevention including natural surveillance of public areas by residents
- Open space, including recreation areas and children's play areas
- Privacy considerations, including private entries, patios, and fencing
- Noise abatement
- Shared parking to reduce paved areas
- Accessibility of parking to units
- Pedestrian/bicycle facilities on and off site
- Minimization of impervious ground cover
- Retention of natural areas and features such as major trees
- Landscaping
- Screened parking areas.

6.A — Housing Choice Policies

~~6.A.1 — Encourage development that will provide a range of choices in housing type, density, and price and rent level throughout the urban areas of the County.~~

~~6.A.2 — Provide for manufactured home park development.~~

~~6.A.3 — Encourage new condominiums of all types, densities, and price ranges but discourage conversion of existing rental units.~~

~~6.A.4 Encourage an adequate number and variety of rental units including those that allow children.~~

~~6.A.5 Develop detailed community plans when appropriate to ensure that both housing choice and neighborhood quality and livability goals are attained.~~

~~6.A.6 Encourage a diversity of housing types and densities in planned unit developments.~~

~~6.A.7 Encourage a wide range of housing alternatives for the elderly or handicapped.~~

~~6.A.8 Allow accessory dwelling units in the following types of zoning districts if located inside an urban growth boundary (UGB):~~

- ~~• Urban low density residential~~
- ~~• Village standard and small lot residential and townhouse~~
- ~~• Rural residential~~
- ~~• Future urban~~

~~6.A.9 Allow accessory dwelling units in the Hoodland Residential (HR) and Mountain Recreational Resort (MRR) zoning districts.~~

~~6.A.10 Allow the conversion of a lawfully established detached single family dwelling built between 1850 and 1945 to an accessory historic dwelling when a new primary dwelling is built on the same lot, if the property is:~~

- ~~• Within the RA 1, RA 2, RRF 5, or FF 10 zoning district;~~
- ~~• Located outside of both a UGB and an Urban Reserve; and~~
- ~~• At least two acres in size.~~

6.B Affordable Housing Policies

~~6.B.1 Encourage development of affordable housing (including public subsidized housing) to produce a range of housing prices and rent ranges commensurate with the range of the County's household incomes.~~

~~6.B.2 Encourage the development of low and moderate income housing with good access to employment opportunities.~~

~~6.B.3 Encourage diversified, affordable housing opportunities for the elderly or handicapped.~~

~~6.B.4 Support the regional Housing Opportunity Plan (HOP), the County's Community Development Block Grant program, and the County's Public~~

~~Housing Program as a means to provide more low- and moderate-income housing.~~

- ~~6.B.5 Pursue subsidies to provide affordable housing for low- and moderate-income households including the elderly and the handicapped.~~
- ~~6.B.6 Encourage more affordable housing by:
 - ~~6.B.6.1 Providing for higher density, single family development by planning for smaller lot developments, implemented by the R-2.5 to R-8.5, VR-4/5, VR-5/7, and VTH zoning districts;~~
 - ~~6.B.6.2 Providing for increased capacity for multifamily development at six density levels: Medium, Medium High, High, Special High, Regional Center High, and Village Apartment;~~
 - ~~6.B.6.3 Allowing alternative road and improvement standards where appropriate (see the policies in the Roadways section of Chapter 5, *Transportation System Plan*);~~
 - ~~6.B.6.4 Allowing reduced utility and roadway costs through flexible lotting patterns in subdivisions and planned unit developments;~~
 - ~~6.B.6.5 Allowing density transfers from hard-to-develop sites in planned developments;~~
 - ~~6.B.6.6 Providing expedient, efficient design review, building permit, zoning, and subdivision processes;~~
 - ~~6.B.6.7 Encouraging growth in areas where public services can be economically provided;~~
 - ~~6.B.6.8 Encouraging common-wall construction;~~
 - ~~6.B.6.9 Encouraging more condominiums and manufactured dwellings;~~
 - ~~6.B.6.10 Emphasizing planned developments resulting in less expensive lots;~~
 - ~~6.B.6.11 Continuing to allow single-family dwellings to be built on lots of record down to 3,000 square feet (or smaller in zoning districts that permit the platting of smaller lots); and~~
 - ~~6.B.6.12 Continuing to allow prefabricated housing that meets the Uniform Building Code on individual lots of record within the Portland Metropolitan Urban Growth Boundary.~~~~
- ~~6.B.7 Give priority for relocation into public housing to low-income residents displaced by development of property to commercial, industrial, or multifamily use.~~
- ~~6.B.8 Encourage continuation of existing manufactured dwelling parks.~~
- ~~6.B.9 Give every new subdivision of 20 lots or more a density bonus of one lot for every lot reserved for assisted housing to provide an adequate amount of dispersion of assisted housing (see Policy 6.H.1).~~

~~6.B.10 Develop and support a full spectrum of shelter and housing options (e.g., emergency shelters, transitional shelters, and public housing) that assist individuals in moving from houselessness to stable, long-term housing solutions.~~

~~**6.C — Neighborhood Quality Policies**~~

~~6.C.1 Provide for a variety of housing opportunities that are complementary or compatible with existing neighborhoods.~~

~~6.C.2 Encourage the maintenance or upgrading of existing neighborhoods.~~

~~6.C.3 Discourage the demolition of housing which can be economically renovated in residential areas.~~

~~**6.D — Urban Infill Policies**~~

~~6.D.1 Make use of existing urban service capacities without damaging the character of existing low-density neighborhoods by:~~

~~6.D.1.1 Providing higher density residential land use plan designations.~~

~~6.D.1.2 Locating higher density land use plan designations at locations that have minimum impact on existing low-density neighborhoods.~~

~~6.D.1.3 Encouraging development within Immediate Urban Areas where services are available (see the Immediate Urban Policies section in Chapter 4, *Land Use*).~~

~~6.D.1.4 Allowing greater flexibility for two- and three-family dwellings (see Policies 6.F.1 through 6.F.5).~~

~~6.D.1.5 Establishing a transportation policy that encourages investments to improve the existing system prior to making investments in new roads (see the policies in the Roadways section of Chapter 5).~~

~~6.D.1.6 Protecting existing neighborhoods by designating compatible land uses in existing low-density neighborhoods. (see the Low-Density Residential Policies section in Chapter 4).~~

~~6.D.1.7 Encouraging shared access when developing flag lots.~~

~~6.D.1.8 Facilitating development on hillsides within the limits of public safety and land suitability. (see the Natural Hazards section of Chapter 3, *Natural Resources and Energy*; and the Low-Density Residential Policies and Open Space sections of Chapter 4.)~~

~~6.D.1.9 Allowing density transfers from hazard areas to more suitable sites.~~

~~6.D.1.10 Allowing flexibility in residential setback requirements pursuant to adopted criteria.~~

~~6.D.1.11 Protecting the privacy of existing residences by buffer requirements where appropriate.~~

6.E Multifamily Residential Policies

~~6.E.1 Encourage multifamily residential development consistent with the needs and desire of County residents. (Multifamily residential refers to all development in Village Apartment and Medium, Medium High, High, Special High, and Regional Center High Density residential land use designations.)~~

~~6.E.2 Require design review approval for all multiple-family development.~~

~~6.E.3 Design review will address the following:~~

- ~~• Energy efficiency and conservation~~
- ~~• Access to transit~~
- ~~• Crime prevention including natural surveillance of public areas by residents~~
- ~~• Open space, including recreation areas and children's play areas~~
- ~~• Privacy considerations, including private entries, patios, and fencing~~
- ~~• Noise abatement~~
- ~~• Shared parking to reduce paved areas~~
- ~~• Accessibility of parking to units~~
- ~~• Pedestrian/bicycle facilities on and off site~~
- ~~• Minimization of impervious ground cover~~
- ~~• Retention of natural areas and features such as major trees~~
- ~~• Landscaping~~
- ~~• Screened parking areas~~

6.F Low Density Residential Policies

~~6.F.1 Encourage attached single-family dwellings and two- and three-family dwellings.~~

~~6.F.2 Allow, as an outright permitted use, a maximum of 20 percent of the primary dwelling units in all new subdivisions, except planned unit developments, to be attached single-family dwellings.~~

~~6.F.3 Allow, as an outright permitted use, all primary dwelling units in planned unit developments to be attached single-family dwellings.~~

~~6.F.4 Allow, as a conditional use, two- and three-family dwellings on individual lots with a lot area per dwelling unit equal to approximately two-thirds the minimum average lot area standard of the zoning district.~~

6.G Manufactured Dwelling Policies

~~6.G.1 Support the provision of needed manufactured dwelling sites throughout the County.~~

~~6.G.2 Allow new manufactured home parks as a primary use in Medium Density Residential zoning districts, but not in designated commercial, industrial, or higher density multifamily areas.~~

~~6.G.3 Permit a mobile home in lieu of a single family dwelling in future urban, future urban study, unincorporated community, rural, agriculture, and forest areas and in unincorporated communities, except Government Camp, Rhododendron, Wemme/Welches, Wildwood/Timberline, and Zigzag Village.~~

~~6.G.4 Permit a manufactured home in lieu of a single family dwelling. Require compliance with design standards for such manufactured homes in immediate urban areas and in the unincorporated communities of Government Camp, Rhododendron, Wemme/Welches, Wildwood/Timberline, and Zigzag Village.~~

~~6.G.5 Existing manufactured dwelling parks shall not redevelop unless a plan for relocation of the existing tenants is submitted and approved prior to redevelopment.~~

6.H Density Bonus Policy

~~6.H.1 Allow, where appropriate, residential density bonuses for:~~

- ~~● Affordable housing units, developed either through a government-subsidized program or by the private sector~~
- ~~● Housing included as part of a mixed use development~~
- ~~● Parks dedication~~
- Where special performance criteria have been met

Chapter 10: COMMUNITY PLANS and DESIGN PLANS

Editor's Note: No changes are made to the Mount Hood Community Plan, the Clackamas Industrial Area and North Bank of the Clackamas River Design Plan, or the McLoughlin Corridor Design Plan.

SUNNYSIDE VILLAGE PLAN

INTRODUCTION

The Sunnyside Road area of Clackamas County east of I-205 to 152nd Avenue has seen rapid residential growth during the past 10 years. This growth has raised several issues. A lack of parks, open space, and transit, as well as pedestrian and bicycle facilities, has been identified by many residents of the area. Also absent are a variety of housing types and range in housing prices. Along with these concerns, recent State land use and transportation planning rules now require the County to implement development techniques to reduce per capita vehicle miles traveled. These requirements are intended to manage growth by increasing urban densities to facilitate transit usage, preserving open spaces, and integrating land uses with the transportation network, thus improving overall livability.

The Sunnyside Village Plan was developed through an extensive citizen involvement effort to address these issues. With the recent construction of the Sieben sewer line, development will soon occur in the last large undeveloped urban area of Clackamas County.

The focus of this plan is to address the issues described above through several planning and design elements. These elements include land use mix, density, street patterns, pedestrian circulation, open space, and architectural character, all directed towards the creation of a sense of community.

The remainder of the Comprehensive Plan is applicable to the Sunnyside Village; however, the Sunnyside Village Plan takes precedence where conflicts exist. The Sunnyside Village Plan contains policies which are in addition to, or different than, the remainder of the Comprehensive Plan, in five subject areas: Land Use, Public Facilities, Transportation, Parks and Open Space, and Planning Process.

GOALS

- Provide a strong sense of place through community design.
- Ensure the efficient use of land and urban services.
- Provide a mix of housing types and price ranges to accommodate neighborhood diversity.

[10-SV-1]

- Ensure adequate parks and the protection of sensitive natural areas.
- Provide the opportunity for jobs and services within the village to reduce trip lengths.
- Integrate land use and transportation to encourage transit, bicycle and pedestrian use.
- Provide a transportation network that emphasizes connections within the village.

LAND USE

10.A Residential Policies

10.H.1 Ensure a range of densities, which promotes an efficient use of the land and a variety of housing choices. For purposes of calculating individual lot sizes, areas within Resource Protection areas shall not be included.

10.H.3.1 The Standard Lot Single Family land use plan designation shall include a minimum density ~~between a minimum~~ of six units per acre ~~and a maximum of nine units per acre.~~

10.H.3.2 The Small Lot Single Family land use plan designation shall include a minimum density ~~between a minimum~~ of nine units per acre ~~and a maximum of 11 units per acre.~~

10.H.3.3 The Village Townhouse land use plan designation shall include a density between a minimum of 15 units per acre and a maximum of 22 units per acre.

10.H.3.4 The Village Apartment land use plan designation shall include a density between a minimum of 18 units per acre and a maximum of 30 units per acre.

10.H.2 All residential development including front doors and porches shall be oriented towards the street and have reduced setbacks.

10.H.3 Garages, driveways, and off-street parking areas shall be at a scale that is subordinate to the residence.

10.H.4 Building location and design shall consider pedestrian-scale orientation.

10.H.5 Provide opportunity for accessory dwelling units within the Standard Lot Single Family, Small Lot Single Family, and Village Townhouse designated areas. Density calculations shall not include accessory dwelling units.

10.H.6 Ensure higher residential densities close to the village core through the following locational criteria.

[10-SV-2]

- 10.H.6.1 The Standard Lot Single Family land use plan designation shall be located on the periphery of the village.
- 10.H.6.2 The Small Lot Single Family land use plan designation shall be located between the Standard Lot Single Family designation and the Village Townhouse and Village Apartment designations.
- 10.H.6.3 The Village Townhouse and Village Apartment land use plan designations shall be located adjacent to, or within a convenient walking distance of, the village core.

10.B Village Office Policies

- 10.I.1 The Village Office land use plan designation shall be adjacent to Sunnyside Road and 142nd Avenue and shall be within a convenient walking distance of the village core.
- 10.I.2 Ensure that development is designed to human scale in a series of low-rise buildings.
- 10.I.3 Require that office development is oriented towards the primary streets and the adjacent apartment and townhouse uses to better integrate with the neighborhood.
- 10.I.4 Provide incentives for employees to carpool, use transit, bike, or walk.

10.C Village Community Service Policies

- 10.J.1 The Village Community Service land use plan designation shall be applied as shown on Map 10-SV-1.

10.D Resource Protection Area Policies

- 10.K.1 Apply a Resource Protection designation to all land that is within high voltage power line easements.
- 10.K.2 Allow development within Resource Protection areas not to exceed one dwelling unit per net acre.
- 10.K.3 Allow the transfer of density from the Resource Protection area to more suitable building areas on the site. Transfer of density shall not exceed the next highest land use category, e.g., Small Lot Single Family to Village Townhouse.

PARKS

The Sunnyside Village Plan provides for the acquisition, development, and maintenance of six neighborhood parks.

10.E Parks Policies

- 10.L.1 Provide a level of parks to adequately serve the demands of the village.
- 10.L.2 Provide parks that are equitably distributed and accessible throughout the village as depicted on Map 10-SV-4.
- 10.L.3 Develop a mechanism to acquire these sites either through dedications or fee in lieu of dedication.
- 10.L.4 Parks depicted on Map 10-SV-4 may be altered in their location and dimensions during the development review process. Modifying park location shall occur only when it can be shown that access, topographic conditions, the need to accommodate lotting patterns and site planning, or extreme engineering costs make the depicted location impractical to develop. Park sizes are shown as minimums.
- 10.L.5 Park 6, as depicted on Map 10-SV-4, shall be split proportionally based upon the lot sizes of the two parcels that the park is to be located on.
- 10.L.6 All park land acquisitions shall be immediately included within the North Clackamas Parks and Recreation District (NCPRD) park land inventory. NCPRD will be responsible for development and maintenance of these parks. NCPRD will also be responsible for maintaining the center landscaped portion of the Village Circle north of the Village Green.
- 10.L.7 A connector or higher level street shall be located along one side of Park 2.

TRANSPORTATION

The Sunnyside Village Plan provides for the integration of land use and the transportation network.

10.F Roads Policies

- 10.M.1 All new developments shall build streets in the locations depicted on Map 10-SV-1.
- 10.M.2 Streets depicted as connectors (with or without bikeway) on Map 10-SV-3 may be altered in their location during the development review process.

[10-SV-4]

Modifying these streets must occur only when it can be shown that due to wetlands, topographic conditions, resource areas, the need to accommodate lotting patterns and site planning, or extreme engineering costs make the depicted street impractical to develop.

- 10.M.3 Alleys shall be allowed in all residential zoning districts.
- 10.M.4 All alleys shall be private streets and shall be constructed as depicted in Figure 10-SV-6.
- 10.M.5 All public streets within the Sunnyside Village shall be constructed to the street standards depicted in Figures 10-SV-1 through 10-SV-5.
- 10.M.6 Orient local streets whenever practical so that at least 50 percent of the lots face north/south taking advantage of solar access.
- 10.M.7 All street intersections that do not connect with Sunnyside Road, 142nd Avenue, or 152nd Avenue shall be constructed to the standards depicted in Figure 10-SV-7.
- 10.M.8 The traffic circle north of the Village Green shall comply with the design standards depicted in Figure 10-SV-8.
- 10.M.9 Develop a mechanism to pay for the cost of half-street improvements of all connector and local streets adjacent to Parks 3, 4 and 5 and the east/west connector road adjacent to the south property line of the school on 152nd Avenue, as depicted on Map 10-SV-4.
- 10.M.10 Reimbursements of costs for the realignment of 152nd Drive shall be granted to the extent that they are eligible under the Transportation System Development Charge ordinance. For properties with frontage along 152nd Drive, adjacent to the proposed realignment of 152nd Drive, the applicant's share of costs associated with the realignment of 152nd Drive shall be limited to the dedication of required on-site right-of-way for the realignment of 152nd Drive as a collector street, and the guarantee of financing for the required on-site improvements, to collector-street standards, according to the requirements of the County Engineer.
- 10.M.11 The County will develop a list of transportation projects for the village based on a comprehensive transportation analysis for the entire Sunnyside area. The County will seek additional funding for those projects as well as improvements to 142nd Avenue, 152nd Avenue, and Sunnyside Road.

10.M.12 An analysis of the present alignment of 147th and its connection to Sunnyside Road shall be considered. This project should be included in the County's Capital Improvement Plan as a "high priority" safety project.

10.G Trails and Pedestrian Connections Policies

10.N.1 All pedestrian accessways and trails shall be constructed to standards established by the North Clackamas Parks and Recreation District (NCPRD) at the time of development.

10.N.2 All pedestrian accessways and trails identified on Map 10-SV-1 shall be either dedicated or an easement be granted to NCPRD.

10.N.3 NCPRD shall be responsible for the ongoing maintenance of all pedestrian accessways and trails.

BOUNDARY AMENDMENTS

10.H Amendments to Village Boundary Policies

The Sunnyside Village boundary may be amended to include property within the Sunnyside Village boundary when all of the following criteria are met:

10.O.1 The property is contiguous to the Sunnyside Village boundary.

10.O.2 The property is designated by Metro as an urban reserve or the property is located within the Portland Metropolitan Urban Growth Boundary.

10.O.3 The property has been under the same continuous ownership as adjacent land within the Sunnyside Village boundary since prior to adoption of the Sunnyside Village boundary by the Clackamas County Board of County Commissioners on August 26, 1993.

10.O.4 The public sewer system serving land within the Sunnyside Village boundary is available to serve the property by gravity flow and is adequate to support the development potential of the property. In addition, the surface water requirements of Clackamas County Service District #1 shall be met.

10.O.5 The public water system serving land within the Sunnyside Village boundary is available and adequate to support the development potential of the property.

- 10.O.6 The transportation facilities and roadway network within the Sunnyside Village boundary are either available or acknowledged by the County, through an approved master plan, as available in the future and are adequate to support the development potential of the property.
- 10.O.7 When property is proposed to be annexed, a neighborhood park site, shall be (or has been) adequately and proportionately increased in size within the existing Sunnyside Village boundary or a new park(s) designated according to Subsection 1011.06(C) of the Zoning and Development Ordinance within the property proposed to be annexed to the Sunnyside Village to compensate for the inclusion of the property within the Sunnyside Village boundary.
- 10.O.8 The proposed extended boundary shall not extend beyond a major topographical break such as a ravine, steep hillside, stream corridor, etc. The determination of the topographical break shall be determined by the County Department of Transportation and Development.

CLACKAMAS REGIONAL CENTER AREA DESIGN PLAN

INTRODUCTION

Moving Toward a Preferred Future

The Clackamas Regional Center area, comprising about 2,100 acres, is a vital and growing part of the County. It is a major hub for the residential and business communities in the southeast Portland metropolitan area. The area has grown rapidly as urban services have been provided, and is poised for even more growth. Forecasts indicate that there will be 36,500 jobs and 7,600 housing units within the study area by the year 2017. This will about double the amount present in 1994. As this change occurs over the next twenty years, the area is envisioned to transition to even more intensive uses, more mixes of land uses, better access for all modes of transportation and a more attractive visual character.

The Clackamas Regional Center Area Design Plan sets the framework for decision-making to meet the challenge of planning for growth and guiding the area to a preferred future identified by citizens, the business community, and public service providers.

The remainder of the Comprehensive Plan is applicable to the Clackamas Regional Center Area. The Clackamas Regional Center Area Design Plan describes the goals and policies that are specific to the Clackamas Regional Center Area. The Clackamas Regional Center Area Design Plan takes precedence where conflicts exist between it and the remainder of the Comprehensive Plan.

The area of application for the Clackamas Regional Center Area Design Plan is shown on Map 10-CRC-1.

REGION 2040 GROWTH CONCEPT PLAN DESIGN TYPES

The Clackamas Regional Center Area Design Plan focuses on three design-types identified in the Region 2040 Growth Concept Plan and Urban Growth Management Functional Plan: a regional center, segments of three corridors and a station community.

Regional Center

An area with the Clackamas Town Center as its focus point is designated a regional center. The boundary is shown on Map 10-CRC-1. The Clackamas Regional Center is intended to be the focus of the most intense development and highest densities of

[10-CRC-1]

employment and housing in unincorporated, urban Clackamas County, with high quality transit service and a multimodal street network.

Corridors

Corridors are less dense than regional centers and are intended to feature a high-quality pedestrian environment and convenient access to transit, while continuing to meet the needs of the automobile. The Corridors in the Clackamas Regional Center Area are designated as Regional Streets in the Region 2040 Functional Plan, and as such are expected to continue to support high levels of through and local vehicular traffic. The Corridor areas are expected to transition to higher densities through infill and redevelopment. Designated Corridors are 82nd Avenue, Johnson Creek Boulevard, and Sunnyside Road.

Station Community

Station Communities are areas of development centered on a light-rail or high capacity transit station that feature housing, offices and other employment, and a variety of shops and services that are easily accessible to pedestrians, bicyclists and transit users, as well as vehicles. There are two light rail transit stations in the I-205 MAX line in the Clackamas Regional Center Area; adjacent to I-205 near Fuller Road, between Johnson Creek Boulevard and Otty Road, and adjacent to I-205, between Monterey Avenue and Sunnyside Road. A Station Community has been designated in the area around the Fuller Road station.

VISION AND GOALS

A vision of how the area should look and function in 20 years was the first step in creating this plan. The vision established the foundation upon which the plan was built. The Clackamas Regional Center Area Task Force developed and endorsed the following vision for the Clackamas Regional Center Area in 1995:

Vision

Over the next 20 to 50 years the Clackamas Regional Center Area will be:

- The dominant commercial and business center for the east Portland metropolitan area;
- A cultural, civic and transportation center for the east Portland metropolitan area;
- An area of diverse residential neighborhoods, commercial districts, natural features, and public attractions and spaces that serve both the local community and the region.

[10-CRC-2]

Goals

To achieve this vision, the Clackamas Regional Center Area Design Plan describes policies to guide decisions on land use, transportation, housing and urban design that:

- Allow and promote compact development as a means to encourage efficient use of land, promote non-auto trips, and protect air quality.
- Promote development patterns which use land efficiently and support transportation investments.
- Transition towards more intensive use of land through infill and redevelopment, and phased development of infrastructure and urban design improvements.
- Accommodate and encourage appropriate land uses in the Regional Center, along Corridors, and in the Station Community.
- Balance growth with the preservation of existing neighborhoods and affordable housing.
- Create districts and neighborhoods.
- Provide a range of housing types and density.
- Provide for more efficient parking.
- Provide or enhance public amenities such as open space, neighborhood parks, and public gathering places.
- Preserve and enhance natural features.
- Increase community attractions.
- Provide attractive streetscapes.
- Create civic spaces.
- Create a safe and pleasant environment.
- Incorporate design standards and guidelines that promote urban character.
- Increase visual identity.
- Provide a transportation network that provides for all modes of transportation.
- Improve circulation and connections for all modes of transportation.
- Maintain excellent regional access.

CLACKAMAS REGIONAL CENTER AREA DESIGN PLAN POLICIES

The following policies shall be applied in the Clackamas Regional Center Area.

LAND USE POLICIES

10.R General Land Use Policies

The following uses are allowed within the Clackamas Regional Center Area:

[10-CRC-3]

10.R.1 Mixed Use: Mixed uses shall be allowed in the Clackamas Regional Center Area in areas designated Commercial, High Density Residential and Regional Center High Density Residential. A mix of uses will be required to be master planned in areas designated Planned Mixed Use. A mix of uses will be allowed in areas designated Station Community Mixed Use, subject to transit-oriented-development building orientation and design requirements.

10.R.2 Commercial: The following Commercial land use plan designations shall be provided in the Clackamas Regional Center Area: Regional Center Commercial, Retail Commercial, Corridor Commercial, Regional Center Office, and Office Commercial.

Commercial areas within the Clackamas Regional Center Area shall:

- 10.R.2.1 Allow a mix of land uses on the development site;
- 10.R.2.2 Create a district accessible by all modes of transportation;
- 10.R.2.3 Create walkable districts by providing improvements and urban design features that encourage and support pedestrian use;
- 10.R.2.4 Allow land uses that generate pedestrian activity and transit ridership;
- 10.R.2.5 Require public or private street layouts that allow for future development of sites with redevelopment potential;
- 10.R.2.6 Maintain and improve pedestrian connections between commercial uses, transit corridors, recreation areas, open space, and adjacent residential areas;
- 10.R.2.7 Locate all buildings to maximize access by emergency vehicles;
- 10.R.2.8 Require design review for all development;
- 10.R.2.9 Implement dimensional and development standards to address compatibility, function, and aesthetics;
- 10.R.2.10 Provide for the efficient utilization of commercial areas while protecting adjacent properties and surrounding neighborhoods; and
- 10.R.2.11 Ensure that the minimum operational requirements of development are provided on-site.

10.R.3 Residential: The following Residential land use plan designations shall be provided in the Clackamas Regional Center Area: Regional Center High Density Residential, High Density Residential, Medium High Density Residential, and Medium Density Residential.

These Residential areas within the Clackamas Regional Center Area shall:

- 10.R.3.1 Establish minimum densities to help meet local and regional housing needs;
- 10.R.3.2 Provide for multifamily residential uses within walking distance of

[10-CRC-4]

public transportation, parks, schools, employment areas, and local shopping areas;

- 10.R.3.3 Create walkable districts by providing improvements and urban design features that encourage and support pedestrian use;
- 10.R.3.4 Locate all buildings to maximize access by emergency vehicles; and
- 10.R.3.5 Require design review for all development.

10.R.4 Public and Community Use Open Space: The Public and Community Use Open Space land use plan designation shall be provided in the Clackamas Regional Center Area.

10.R.5 Low Density Residential: The Low Density Residential land use plan designation shall be provided in the Clackamas Regional Center Area.

10.R.6 Industrial: The following Industrial land use plan designations shall be provided in the Clackamas Regional Center Area: General Industrial, Light Industrial, and Business Park.

10.S Clackamas Regional Center Land Use Policies

The following policies apply in the Regional Center shown on Map 10-CRC-1.

10.S.1 Areas shall be planned to:

- 10.S.1.1 Provide for high-intensity development to accommodate projected regional increases in housing and employment, including mixed-use development;
- 10.S.1.2 Provide for and capitalize on high-quality transit service;
- 10.S.1.3 Allow for a mix of land uses to support public transportation and bicycle and pedestrian usage;
- 10.S.1.4 Provide for the open space and recreation needs of residents and employees of the area; and
- 10.S.1.5 Support a multimodal street network.

10.S.2 Planned Mixed Use: Apply the Planned Mixed Use land use plan designation. The Planned Mixed Use designation requires master planning for development on key opportunity sites in areas designated for mixed use on the Region 2040 Growth Concept map. Generally, because of size, location, good access, and proximity to supportive land uses and existing or planned transportation improvements, these sites can accommodate more growth than other areas and sites within the plan boundary.

- 10.S.2.1 Create an area with a mix of land uses, both within the site itself (mix of uses) and within buildings (mixed uses), which:

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- 10.S.2.1.a Provide for high employment and residential densities that support use of public transportation;
- 10.S.2.1.b Protect key natural features;
- 10.S.2.1.c Provide for essential public facilities and services, including parks and public spaces;
- 10.S.2.1.d Provide for structured parking; and
- 10.S.2.1.e Are accessible by all modes of transportation.
- 10.S.2.2 Establish through zoning required and allowed land uses, transportation improvements, and design standards that encourage and support pedestrian-oriented streets, buildings, and public places. Apply specific requirements to specific Planned Mixed Use sites through zoning. Number each Planned Mixed Use site to facilitate the application of these specific requirements.
- 10.S.2.3 Sites with a land use plan designation of Planned Mixed Use but zoned something other than Planned Mixed Use may be converted to Planned Mixed Use zoning when:
 - 10.S.2.3.a Adequate transit services are provided to the site; and,
 - 10.S.2.3.b Minimum site size requirements are satisfied.
- 10.S.3 Regional Center Office:
 - 10.S.3.1 Apply the Regional Center Office land use plan designation to:
 - 10.S.2.3.a Areas with an historical commitment to office use.
 - 10.S.2.3.b Areas served by high-capacity transit service.
 - 10.S.2.3.c Areas with high visibility from a freeway.
 - 10.S.2.3.d Areas generally within one-half mile of a freeway interchange.
 - 10.S.3.2 Provide support services for office development.
 - 10.S.3.3 Limit retail uses in order to maximize the land available for office uses and to provide for the highest employment density in the Regional Center.
 - 10.S.3.4 Require a minimum density to help meet regional employment needs, support public transportation, and use land more efficiently.
 - 10.S.3.5 Create walkable districts within the Regional Center with improvements, urban design features, and urban design standards that encourage and support pedestrian use.
 - 10.S.3.6 Require master plans of large sites to allow for future development of sites with redevelopment potential.
- 10.S.4 Regional Center High Density Residential: Apply the Regional Center High Density Residential land use plan designation to areas suitable for the highest density multifamily uses.
 - 10.S.4.1 Determine the density of development through zoning.

[10-CRC-6]

- 10.S.4.2 Provide for multifamily residential uses within walking distance of public transportation, parks, schools, employment areas, and local shopping areas.
 - 10.S.4.3 Allow for a mix of land uses provided the minimum residential density is achieved for the entire development site prior to or concurrent with establishment of other allowed uses.
 - 10.S.4.4 Implement dimensional and development standards to address compatibility, function, and aesthetics.
- 10.S.5 Regional Center Commercial: Apply the Regional Center Commercial land use plan designation to areas with an historic commitment to commercial uses.
- 10.S.5.1 Provide areas for regional and local shopping.
 - 10.S.5.2 Require a minimum floor area ratio to help meet regional employment needs, support public transportation, and use land more efficiently.
 - 10.S.5.3 Create walkable districts within the Regional Center with improvements, urban design features, and urban design standards that encourage and support pedestrian use.
- 10.S.6 Amendments to the Clackamas Regional Center Boundary: The Clackamas Regional Center boundary may be amended to include property within the Clackamas Regional Center when all of the following criteria are met:
- 10.S.6.1 The property is contiguous to the Clackamas Regional Center boundary.
 - 10.S.6.2 The area is, or is planned to be, a focus of compact, high-density development with a mix of uses.
 - 10.S.6.3 The area has, or is planned to have, high-quality transit service and a multimodal street network.
 - 10.S.6.4 The area has, or is planned to have, a density of 60 persons per acre on lands developed or planned to be developed (not including open space, parks, plazas, or natural areas).

10.T Corridor Land Use Policies

- 10.T.1 Land uses in Corridors shall be planned to:
- 10.T.1.1 Provide for both employment and housing, including mixed use.
 - 10.T.1.2 Emphasize providing for a high level of bus usage, with land uses and transportation facilities to support bus use.
 - 10.T.1.3 Encourage and support pedestrian travel with supportive land uses, frequent street connections, and sidewalks and pedestrian-ways.
 - 10.T.1.4 Provide for vehicular traffic and auto-oriented uses, while expanding the share of trips via transit and other modes.

[10-CRC-7]

10.T.2 Corridor Land Use Plan Designations: A range of land use plan designations may be applied within a designated Corridor identified on Map 10-CRC-1. Each corridor shall include within its area designations that provide primarily for employment and shopping, and designations that provide primarily for dwellings.

10.T.2.1 Commercial land use plan designations that may be applied include: Corridor Commercial, Retail Commercial, and Office Commercial. Any site designated for a commercial use shall be located adjacent to the Corridor street.

10.T.2.2 Residential land use plan designations that may be applied include: High Density Residential and Medium High Density Residential. These Residential designations should generally be located so as to form a buffer between commercial uses adjacent to the Corridor street and low density residential areas located outside the Corridor.

10.T.2.3 Industrial land use plan designations that may be applied include: Light Industrial and Business Park.

10.T.2.4 Existing single-family neighborhoods and manufactured dwelling parks should be zoned to discourage redevelopment to other uses.

10.T.3 Corridor Commercial:

10.T.3.1 The following areas may be designated Corridor Commercial when located within a Corridor as identified on Map 10-CRC-1 and when all of the following criteria have been met:

10.T.3.1.a The site has an historical commitment to commercial uses;

10.T.3.1.b The designation will not cause a decrease in housing capacity in the County;

The designation will not cause a significant traffic increase on local streets serving residential areas;

10.T.3.1.c Adverse effects, including, but not limited to, traffic and noise, will have a minimal effect on adjacent neighborhoods, or can be minimized through on-site improvements; and

10.T.3.1.d The designation will not substantially increase an existing commercial strip or create new strips.

10.T.3.2 Provide commercial areas located in transportation corridors to meet local and regional needs for a wide range of goods and services.

10.T.3.3 Provide for the sale of large-scale items in areas with good transportation access and minimal conflict with other uses.

10.T.3.4 Allow mixed uses in the same building(s) or in a separate building(s) in the development.

10.T.3.5 Establish design and dimensional standards that encourage and support pedestrian use.

[10-CRC-8]

10.U Station Community Land Use Policies

10.U.1 The Regulating Plan Map, which will be incorporated in the Zoning and Development Ordinance, shall be the basis of the design and development standards for the Station Community and shall establish the requirements for street types, block pattern, existing and new streets, building frontage types, and landscaping types.

10.U.2 Within the Station Community boundary shown on Map 10-CRC-1, future development and redevelopment shall conform to the Regulating Plan Map, and areas shall be planned to:

10.U.2.1 Provide for development utilizing urban design elements that create and support a dynamic, safe, and convenient public realm made up of interconnected streets, parking areas, parks, and plazas framed by buildings with facades and entrances facing the streets and meeting other requirements of transit-oriented design.

10.U.2.2 Provide for a mix of retail, services, office, and high-intensity housing in buildings meeting the requirements of transit-oriented design, located on a street network with excellent pedestrian connectivity and supportive of local services, bicycle and pedestrian usage, and high-capacity transit ridership.

10.U.2.3 Support a multimodal street network with shared, public on-street parking on all but the most heavily traveled streets, building facades and entrances oriented to the street, and parking located to the side of and behind buildings.

10.U.2.4 Provide for the open space and recreation needs of residents and employees of the area.

10.U.3 Corridor Commercial:

10.U.3.1 Apply the Corridor Commercial land use plan designation within the Station Community boundary shown on Map 10-CRC-1 to:

10.U.3.1.a Areas with an historical commitment to retail uses.

10.U.3.1.b Areas with high visibility and access from a major arterial street.

10.U.3.1.c Areas located within one-half mile of a high-capacity transit station, and providing actual or potential pedestrian connections between high capacity and bus transit.

10.U.3.2 Create an area with a mix of land uses, both within the site itself (mix of uses) and within buildings (mixed uses), which:

10.U.3.2.a Provide for high employment and residential densities that support use of public transportation.

10.U.3.2.b Provide for essential public facilities and services, including shared public parking on public and private streets, accessible and

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attractive walkways between and through developments, and public spaces.

10.U.3.2.c Are accessible by all modes of transportation.

10.U.3.2.d Orient buildings and parking areas to support and encourage pedestrian trips and utilization of high capacity transit.

10.U.3.3 Establish through zoning required and allowed land uses, transportation improvements, and design standards that encourage and support pedestrian-oriented streets, buildings, and public places.

10.U.3.3.a Require development and redevelopment to meet transit-oriented design requirements.

10.U.3.4 In designated sectors on the Regulating Plan Map, where substantial shopping center development exists, provide for a limited amount of redevelopment to occur without requiring full compliance with transit-oriented design and connectivity requirements.

10.U.3.4.a Ensure that such redevelopment does not reduce multimodal connectivity or hinder future development of additional planned connections.

10.U.4 Station Community Mixed Use:

10.U.4.1 Apply the Station Community Mixed Use land use plan designation within the Station Community boundary shown on Map 10-CRC-1 to:

10.U.4.1.a Areas with an historical commitment to residential, office, and employment uses.

10.U.4.1.b Areas in proximity to high-capacity transit service.

10.U.4.1.c Areas with access to major and minor arterial and collector streets.

10.U.4.2 Create an area with a mix of residential, office, service, and service commercial uses within buildings and developments that meet transit-oriented development standards, which:

10.U.4.2.a Provide for high employment and residential densities that support use of public transportation;

10.U.4.2.b Provide for essential public facilities and services, including shared public parking on public and private streets, accessible and attractive walkways between and through developments, and public spaces; and

10.U.4.2.c Orient buildings and parking areas to support and encourage pedestrian trips and utilization of high-capacity transit.

[10-CRC-10]

- 10.U.4.3 Establish through zoning required and allowed land uses, transportation improvements, and design standards that encourage and support pedestrian-oriented streets, buildings, and public places.
 - 10.U.4.3.a Require development and redevelopment to meet transit-oriented design requirements.

10.U.5 Build public and private streets within the Station Community to the standards illustrated in the Figures 10-CRC-8 through 10-CRC-11.

10.U.6 Study providing on-street parking on 82nd Avenue, if future conditions warrant it.

10.V. Land Use Policies for Other Areas

10.V.1 A range of land use plan designations shall be provided in portions of the Clackamas Regional Center Area located outside the Regional Center, Corridors, and Station Community.

- 10.V.1.1 Land use designations shall generally increase in level of intensity in areas close to the Regional Center and Corridors.
- 10.V.1.2 Land use designations shall maintain the character of existing neighborhoods by providing for uses and improvements that are consistent with the type and scale of existing development.
- 10.V.1.3 Employment uses shall be provided for in the Regional Center, Corridors, or Station Community, and/or in locations adjacent to streets that are at least minor arterials.

10.W Land Use Designations That May Apply Throughout the Clackamas Regional Center Area

10.W.1 High Density Residential: Allow for a mix of land uses as a limited use in the High Density Residential land use plan designation.

10.W.2 Low Density Residential – 5,000- and 2,500-square-foot lots: In the Low Density Residential land use plan designation, include 5,000-square-foot- and 2,500-square-foot-lot-size low density residential zoning districts, subject to Policy 4.R.~~32 of the Residential section~~ of Chapter 4, *Land Use*.

10.W.3 Low Density Residential – ~~Attached Single-Family Dwellings~~Townhouses:

- 10.W.3.1 In Low Density Residential areas, areas may be zoned for ~~attached single-family dwellings~~townhouses on lots that average 2,500 square

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feet when the area has access to a residential collector or higher functional class street.

10.W.3.2 The size of the site and adjoining properties zoned for 2,500-square-foot lots should generally not exceed 10 acres.

10.W.3.3 Design dwellings to provide variation in architectural appearance.

~~10.W.3.4 Require design review for attached single family dwellings.~~

URBAN DESIGN, PUBLIC AMENITIES, AND OPEN SPACE POLICIES

Design and development standards and physical improvements tie together land use and transportation to create a more livable community. Urban design elements have been identified that will improve access by all modes of transportation, provide public amenities such as parks and accessible trails for recreational use, create public gathering places, and protect key natural features such as stream corridors and forested hillsides.

10.X Urban Design Elements Policies

10.X.1 Establish design and dimensional standards that provide pedestrian oriented streets, buildings, and public spaces.

10.X.2 Provide for the most intense development around public transportation routes.

10.X.3 Provide multimodal connections that link neighborhoods with commercial areas, schools, parks, and greenways.

10.X.4 Increase the visual identity of the Regional Center Area through streetscape improvements, including pedestrian zones, landscape strips between streets and sidewalks, lighting, street trees, landscaped medians, and gateways.

10.X.5 Protect natural features by directing development away from these areas and using remaining land more efficiently.

10.X.6 Provide public or private street layouts that support future development and increase connectivity for all modes of transportation.

10.X.7 The urban design elements shown on Map 10-CRC-3 shall be provided in the Clackamas Regional Center Area as development occurs and public improvements are provided.

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- 10.X.7.1 All new development or major modifications to existing approved development shall provide the urban design elements on Map 10-CRC-3.
- 10.X.7.2 For phased development, urban design element requirements will generally be roughly proportional to the amount of development occurring in a phase.
- 10.X.7.3 Key urban design elements shown on Map 10-CRC-3 are defined as follows:
 - 10.X.7.3.a Boulevards: Streets characterized by landscaped medians and other pedestrian crossing improvements, a sidewalk separated from the street by landscape strips and street trees, and bike lanes.
 - 10.X.7.3.b Main Streets: Streets characterized by a pedestrian/furnishing zone that includes sidewalks, street trees, and space for street lights and other furnishings, on-street parking, more frequent pedestrian crossings, and buildings oriented to the street with storefronts close to the sidewalk.
 - 10.X.7.3.c Special Street Standards: Streets that are characterized by a landscape strip separating the sidewalk from the curb, pedestrian lighting, and pedestrian amenities.
 - 10.X.7.3.d Street Connections: General locations for new or enhanced street connections to improve connectivity in the area have been identified on Map 10-CRC-3. Street connections may be public or private streets and in some cases line up with important driveways to commercial areas.
 - 10.X.7.3.e Local Street Grid: An interconnected public or private street system that provides multimodal access to all activities and uses.
 - 10.X.7.3.f Off-Street Pedestrian Linkages: Street, bicycle and pedestrian paths, and greenway paths to link parks, civic spaces, retail centers, neighborhoods, and other points of interest.
 - 10.X.7.3.g Multi-Use Paths: Off-street pedestrian and bicycle paths. These paths may be developed primarily as a transportation facility, as an amenity, or may serve multiple purposes.
 - 10.X.7.3.h Parks and Open Space: The general locations of parks needed in the Clackamas Regional Center Area are shown on the Map 10-CRC-3. Park locations are not site-specific.
 - 10.X.7.3.i Greenway Trails: Off-street trails within designated greenways (e.g., Phillips Creek and Mt. Scott Creek) that provide

[10-CRC-13]

opportunities for environmental restoration, recreation, and education.

10.X.7.3.j Plazas: Public gathering places are typically one acre or less and may be publicly or privately owned. Plazas are intended as public gathering places and community focal points.

10.X.7.3.k Natural Features: Natural features to be protected include creeks, wetlands, steep slopes, and wooded bluffs.

10.X.7.3.l Gateways: Key intersections to be reconstructed with special design and landscape treatments that are intended to provide a visual announcement that people are entering a special area.

10.X.8 Establish through zoning transit-oriented design standards to ensure that streets and buildings are supportive of pedestrian, bicycle, and transit trips.

10.Y Streets and Gateways Policies

10.Y.1 Establish design and dimensional standards that provide pedestrian oriented streets and buildings.

10.Y.2 Design and dimensional standards for streets and gateways are intended to:

10.Y.2.1 Improve pedestrian safety at crossings.

10.Y.2.2 Improve visual appeal of the streets.

10.Y.2.3 Improve the pedestrian environment along sidewalks.

10.Y.2.4 Provide on-street parking where appropriate to help provide a supply of public parking that supports reduced parking standards on private property, and separate pedestrians from auto traffic.

10.Y.2.5 Provide strong visual identity to distinguish the Regional Center from adjacent areas.

10.Y.2.6 Create a local block pattern for new roads to improve circulation for motor vehicles and pedestrians by providing shorter and more direct connections between uses.

10.Y.3 Boulevards, Main Streets, Gateways, and streets planned for Special Street Standards have been identified on Map 10-CRC-3. Figures 10-CRC-1 through 10-CRC-11 illustrate the intended standards for improvement.

10.Y.3.1 Exceptions to these standards may be allowed subject to topography, environmental constraints, available right of way, safety considerations, and as follows:

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- 10.Y.3.1.a General elements of a gateway intersection are illustrated in Figures 10-CRC-1 and 10-CRC-7. Establish specific requirements through design.
- 10.Y.3.1.b Elements of the Main Street cross section may be modified to accommodate Light Rail Transit alignment.
- 10.Y.3.2 When developing Boulevard improvements, the County should develop and implement a strategy to minimize adverse impacts to adjacent businesses.

- 10.Y.4 New public and private streets should be designed to accommodate future development.

- 10.Y.5 Encourage retention and development of a local street network as shown on Map 10-CRC-4, and as otherwise required in the Clackamas Regional Center Area Design Plan.

- 10.Y.6 Require new streets to connect uses within a development and to adjacent property, when applicable.

- 10.Y.7 Allow new buildings to be oriented to private streets when these streets include sidewalks or raised walking surfaces, curbs, pedestrian-scale street lighting, and street trees.

10.Z Parks, Plazas, Civic Spaces, Open Space, Paths, and Linkages Policies

- 10.Z.1 Add parks and enhance open space to meet community needs in the general locations shown on Map 10-CRC-3. Coordinate park and open space efforts with the North Clackamas Parks and Recreation District. Provide additional parks as follows:
 - *Golf Course Area Park*
 - *Windmill Area Park*
 - *Northeast Area Park*
 - *Fuller Area Park*
 - *Springwater Area Park*
 - *Overland Area Park*
 - *Bell Area Park*
 - *Causey Area Park*
 - *Price-Fuller Area Park*

- 10.Z.2 Provide plazas at the general locations shown on Map 10-CRC-3, as well as at major transit stops and stations, in high-intensity pedestrian areas, and near major employment facilities.

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- 10.Z.3 Provide off-street pedestrian linkages at key locations to connect residential areas, parks, and major employment areas and attractions.
- 10.Z.4 Protect natural features such as wetlands, forested areas, and riparian habitat.
- 10.Z.5 Conduct a feasibility study of the need for a multipurpose community/cultural facility. The study should be coordinated with the County Tourism Development Council and area business groups.

10.AA Phillips Creek Greenway Policy

- 10.AA.1 Work with the North Clackamas Parks and Recreation District, public agencies, the private sector, and the community to implement the Phillips Creek Greenway Framework Plan, adopted by reference.

10.BB Urban Design Standards Policies

- 10.BB.1 Urban design standards shall be implemented to meet the goals of the Clackamas Regional Center Area Design Plan through standards in the Zoning and Development Ordinance.
 - 10.BB.1.1 All new buildings in the Regional Center shall be oriented to existing or new private or public streets.
 - 10.BB.1.2 Maximum front yard setbacks with pedestrian amenities are required in the Regional Center to further develop a high-quality pedestrian environment.
 - 10.BB.1.3 Buildings on corner lots are encouraged to have entrances at the corner.
 - 10.BB.1.4 When feasible and practical, buildings shall be placed to allow future infill and intensification of the site.
 - 10.BB.1.5 Pedestrian amenities, as defined by the Zoning and Development Ordinance, may be used to satisfy specific percentages of landscape requirements.
 - 10.BB.1.6 Where appropriate, the County may allow developments to utilize regional storm water facilities and/or for multiple property owners to utilize joint facilities.
 - 10.BB.1.7 Drive-through facilities may be prohibited, limited, or conditioned to support the goal of creating high-quality pedestrian environments.
 - 10.BB.1.8 Architectural design shall support and promote urban character.

[10-CRC-16]

TRANSPORTATION POLICIES

10.CC Roads and Streets System Policies

- 10.CC.1. Construct all roadway improvements identified in Map 10-CRC-4 to maintain regional accessibility to the Regional Center and provide a network for all transportation modes that interconnects neighborhoods and districts, the Station Community, commercial areas, community centers, parks, libraries, employment places, other major activities, off-street pedestrian linkages, regional multi-use paths, and area greenway trails.
- 10.CC.2. Street Connectivity Policies
 - 10.CC.2.1 Develop a block and grid street network that serves all transportation modes with short and direct public right-of-way routes.
 - 10.CC.2.2 In all new developments adjacent to corridor arterial streets, require public street, private street, or private driveway connections to provide traffic flow parallel to the arterial.
 - 10.CC.2.3 On major arterial streets, encourage public or private street connections at intervals of no more than 660 feet. Encourage more frequent public or private connections on other streets, especially those in areas planned for mixed-use or dense development.
 - 10.CC.2.4 To reduce the number of local trips using 82nd Avenue, require and develop local street and commercial driveway connections on the east side of 82nd Avenue from Causey Avenue to Otty Road. These public or private connections shall be open to public access, and may be indirect if appropriate direct routes are not feasible. This policy applies to all land use, transportation, and development permits.
- 10.CC.3. Require public local streets, private streets, and driveway connections between developments to provide public access and circulation between land uses and reduce local trips on collectors and arterials. This policy applies to all land use, transportation, and development permits.
- 10.CC.4. In the Station Community, a network of public and private streets, including arterial, collector, and local streets, will provide excellent connectivity and pedestrian access to support transit access and utilization. Generally blocks will be no more than 450 feet in length.

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10.DD Transit Policies

- 10.DD.1 Coordinate with Tri-Met to implement Clackamas Regional Center Area transit service improvements planned in the Tri-Met Primary Transit Network and Tri-Met Choices for Livability, and implement additional transit improvements identified on Map 10-CRC-6.
- 10.DD.2 Coordinate with Tri-Met, Metro, the Oregon Department of Transportation, and other agencies in funding and implementing the planned Clackamas Regional Center Area transportation improvements identified on Map 10-CRC-6.
- 10.DD.3 Coordinate with Tri-Met in evaluating a fareless square for the Clackamas Regional Center Area.
- 10.DD.4 Coordinate with a Transportation Management Association (TMA) to develop and operate a frequent, fareless or low-fare Loop Shuttle Service. A conceptual alignment for the shuttle service is indicated on Map 10-CRC-6; the actual alignment is to be determined by Tri-Met and the TMA.
- 10.DD.5 Establish park-and-ride lots at the periphery of the Regional Center. Future shuttle bus routes should include stops at potential park-and-ride sites and employer locations.
- 10.DD.6 To improve transit speed and the capacity of 82nd Avenue, add bus queue bypass lanes which allow buses to bypass auto traffic at traffic signals.
- 10.DD.7 Coordinate with Tri-Met to encourage and support development of structured park-and-ride lots at high-capacity transit stations. When surface parking facilities are provided, encourage TriMet to re-use these sites for transit-oriented development.

10.EE Pedestrian and Bikeway Network Policies

- 10.EE.1 Construct all pedestrian and bikeway network improvements identified on Maps 10-CRC-3, 10-CRC-7, and 10-CRC-7a, in Table 10-1 and in the Clackamas Regional Center Pedestrian/Bicycle Plan adopted by reference in Appendix A, in order to provide a network connecting Clackamas Regional Center Area neighborhoods and districts with transit stops, commercial areas, community centers, parks, libraries, employment places, other major

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activities, off-street pedestrian linkages, regional multi-use paths, and area greenway trails. Other local pedestrian and bikeway network improvements may be identified and developed during land use review and as part of public improvements.

- 10.EE.2 Collaborate with public agencies and private property owners, as appropriate, to implement the sign plan element of the Clackamas Regional Center Pedestrian/Bicycle Plan adopted by reference in Appendix A.
- 10.EE.3 Consider the prioritized list of projects identified in the Clackamas Regional Center Pedestrian/Bicycle Plan adopted by reference in Appendix A, when allocating public funds for pedestrian and bicycle network improvements in the Regional Center.
- 10.EE.4 In the development review process, new residential and mixed-use developments within the Station Community, Corridors, and Regional Center shall encourage pedestrian and bicycle travel by:
 - 10.EE.4.1 Providing direct and convenient public right-of-way routes connecting residential uses with planned commercial uses, schools, parks, and other neighborhood facilities.
 - 10.EE.4.2 Providing bike and pedestrian connections on public easements or right-of-way when full street connections are not possible, with connection spacing of no more than 330 feet, except where topography, barriers such as freeways, railroads, or environmental constraints such as streams, rivers, slopes, or environmentally sensitive areas prevent street extension.
- 10.EE.5 Sidewalks shall be constructed on all public and private streets in the Clackamas Regional Center Area, subject to topography and environmental constraints.

10.FF Transportation Demand Management Policies

- 10.FF.1 Work with Clackamas Regional Center Area employers and businesses to develop strategies that will reduce vehicle miles traveled to decrease congestion and improve air quality. Strategies to be considered include, but are not limited to, the following:
 - 10.FF.1.1 Employer strategies that increase vehicle occupancy, encourage work trips outside peak travel times, and promote telecommuting.

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- 10.FF.1.2 Facility improvements to encourage non-auto transportation modes, including:
- building the area bike/pedestrian network;
 - implementing transit preference systems that give buses advantage over other vehicles;
 - providing transit and pedestrian amenities such as covered bus stops and lighting; and
 - providing on-site shower and dressing areas.
- 10.FF.1.3 Identifying County resources and incentives needed to promote and develop transportation demand management (TDM) programs for 82nd Avenue employers, and monitor the performance of 82nd Avenue corridor TDM programs conducted by employers.
- 10.FF.2 Develop a Transportation Management Association (TMA) with businesses within the Clackamas Regional Center Area and Tri-Met to manage TDM strategies and operate a Loop Shuttle Service.
- 10.FF.3 Work with employers and businesses within the Regional Center boundary and other targeted TDM areas to initiate a TMA to manage area TDM strategies and operate a Loop Shuttle Service.

10.GG Access Management Policies

- 10.GG.1 Implement the following access management standards on 82nd Avenue within the Clackamas Regional Center Area.
- 10.GG.1.1 Consolidate driveways/accesses to the targets shown on Map 10-CRC-8.
- 10.GG.1.2 Reduce signal spacing requirements from 1,320 feet to 500 feet, contingent on maintaining adequate signal progression.
- 10.GG.1.3 Coordinate with the Oregon Department of Transportation to reassess 82nd Avenue access management standards if the balance of efficient traffic flow with local access needs changes as adjacent land uses develop to the Corridor and Boulevard designs.
- 10.GG.2 Develop Clackamas Regional Center Area access management standards for the other areas of the Clackamas Regional Center Area that:
- 10.GG.2.1 Require driveway/access spacing to support the County functional classification of the road.

[10-CRC-20]

- 10.GG.2.2 Require new driveways/accesses to line up with driveways/accesses or public streets on the opposite side of the Corridor to promote safety and efficient access and egress.
- 10.GG.2.3 Encourage shared driveways/accesses with adjacent properties to meet minimum driveway access spacing standards that support the functional classification of the road.
- 10.GG.2.4 Encourage connecting driveways/accesses with adjacent properties.
- 10.GG.2.5 Require developments to provide rear access to public streets whenever feasible.

10.GG.3 Other than the new public street access identified on Map 10-CRC-8, do not allow additional access on Johnson Creek Boulevard between 82nd Avenue and I-205.

10.HH Parking Standards Policies

- 10.HH.1 Encourage more efficient land use, promote non-auto trips, and improve air quality within the Clackamas Regional Center Area by establishing, by zoning, minimum and maximum parking ratios.
- 10.HH.2 Encourage parking on all local and collector street classifications to provide a buffer between pedestrians and vehicle traffic, and provide public shared parking.

HOUSING POLICIES

10.II Housing Policies

- 10.II.1 Provide for a range and variety of housing types (size and density) and variety of ownership and rental opportunities, in a range of prices.
- 10.II.2 Encourage housing opportunities for employees in the Clackamas Regional Center Area by investigating partnerships to develop housing for workers in the area.
- 10.II.3 Limit expansion of commercial zoning into residential neighborhoods along the 82nd Avenue corridor.
- 10.II.4 Preserve existing manufactured dwelling parks by requiring a relocation plan to be developed and implemented by the developer for residents of

[10-CRC-21]

manufactured dwelling parks whenever the zoning district designation on a manufactured dwelling park is changed to one other than MR-1. The County must approve the relocation plan as part of the zone change application.

- 10.II.5 Replace housing capacity lost in the study area by future Comprehensive Plan amendments or zone changes. Any application for a change in land use plan designation within the Clackamas Regional Center Area will be accompanied by a demonstration of how an equal amount of housing capacity is replaced on another site, or constructed on the site as part of a mixed-use development.
 - 10.II.5.1 The purpose of this policy is to maintain the potential for the amount of housing identified in the Clackamas Regional Center Area Design Plan.
 - 10.II.5.2 This policy would apply to Comprehensive Plan amendments or zone changes made subsequent to adoption of the Clackamas Regional Center Area Design Plan.
 - 10.II.5.3 This policy would apply to quasi-judicial changes from residential to a non-residential use.
 - 10.II.5.4 Replacement housing capacity could be located anywhere within unincorporated Clackamas County located within the Urban Growth Boundary.
 - 10.II.5.5 Approval of a design review application and any other applicable land use permit for the required amount of replacement housing on a site in a commercial or office district, not including PMU sites, will meet the requirements of policy 10.II.5.
- 10.II.6 Form a County Housing Advisory Committee to counsel and advise the Board of County Commissioners on housing issues.
 - 10.II.6.1 Clackamas County shall review its policies and ordinances regarding affordable housing and develop an affordable housing strategy with a series of tools to provide for a mix of housing types and prices in the County.

[10-CRC-22]

SUNNYSIDE CORRIDOR COMMUNITY PLAN

The Sunnyside Corridor Community Plan Area is one of the most rapidly urbanizing areas of Clackamas County. Most of the development has occurred in the last 20 years, and there is capacity for additional growth. The Sunnyside Village area has developed rapidly since adoption of the Sunnyside Village Plan in 1993, and has provided many lessons about integrating land use and transportation, mixing uses, and accommodating higher density housing types. New planning rules affect the ways the remaining areas must be planned. These include:

- The Region 2040 Urban Growth Management Functional Plan. Sunnyside Road was identified by regional planning efforts as appropriate for designation as a Corridor design type. Corridors are planned to be areas featuring a high-quality pedestrian environment, convenient access to transit, and higher employment concentrations and housing densities than surrounding areas. In order to support high-quality transit service, they are planned to be developed at densities that are somewhat higher than today (2000). Typical new development would include ~~attached single-family dwelling~~ townhouses, and one- to three-story office, multifamily, and retail buildings.
- The National Marine Fisheries Service has listed several runs of Chinook Salmon and Steelhead in the Clackamas River as “threatened” under the Endangered Species Act. The Region 2040 Urban Growth Management Functional Plan, and the County water quality plans are responding to the listings. The listings may require additional protection of riparian corridors and area streams.

In addition, the recently completed Environmental Assessment for widening Sunnyside Road identifies opportunities and limits for the types of development that are feasible and prudent in the area. The Sunnyside Corridor Community Plan is designed to support the transportation improvements planned for Sunnyside Road by limiting land uses and thus traffic generation on Sunnyside Road, limiting accesses on Sunnyside Road, and increasing the connectivity within the neighborhood so that local trips won’t have to use Sunnyside Road.

The Sunnyside Corridor Community Plan is designed to promote an urban form that will support alternative modes of transportation, such as walking, bicycling, and transit. Permitted land uses, the transportation network, and development standards are all designed to support alternative modes as well as auto use, and create a development pattern conducive to face-to-face community interaction. Designations for employment and higher density housing are located to support adopted public policy for the development of the regional transportation system.

[10-SC-1]

The Sunnyside Corridor Community Plan is designed to focus the most intense development in two “development nodes” centered on 122nd Avenue and Sunnyside Road and on 132nd Avenue and Sunnyside Road. 122nd Avenue and 132nd Avenue must be improved to support the levels of traffic projected. There are three schools in the vicinity of 132nd Avenue, and it is heavily used by school children. A street design to promote safety, convenience, and comfort is of utmost importance.

The remainder of the Comprehensive Plan applies to the Sunnyside Corridor Community Plan Area. The Sunnyside Corridor Community Plan describes the goals and policies that are specific to the Sunnyside Corridor Community Plan Area. The Sunnyside Corridor Community Plan takes precedence where conflicts exist between it and the remainder of the Comprehensive Plan.

The Sunnyside Corridor Community Plan applies to the area shown on Map 10-SC-1, from 117th Avenue to the western boundaries of the Sunnyside Village. The primary focus of the Plan is the area immediately adjacent to Sunnyside Road and other areas with vacant and redevelopable land, especially the future urban areas east of 132nd Avenue.

GOALS

- Ensure the efficient use of land and urban services.
- Provide a mix of housing types, densities and price ranges to accommodate the diverse housing needs of the projected population.
- Encourage jobs and services along the Sunnyside Corridor to be concentrated at major intersections.
- Provide a transportation network that emphasizes an interconnection of streets, alleys and pedestrian ways that encourage transit, bicycle and pedestrian trips and provide opportunities for neighborhood circulation that avoids having to use Sunnyside Road.
- Reduce access points along Sunnyside Road.
- Facilitate development of sub-regional storm drainage detention and sediment control facilities that enhance water quality in area streams and provide adequate storm water detention.
- Provide adequate infrastructure.
- Provide for joint-use public facilities to reduce the land area committed to public uses.
- Protect the character of existing neighborhoods.

[10-SC-2]

LAND USE

10.JJ General Land Use Policies

10.JJ.1 Map 10-SC-2 illustrates the land use plan designations for the Sunnyside Corridor Community Plan Area. The following designations may be allowed: Low Density Residential, Medium High Density Residential, Office Apartment, Community Commercial, and Public and Community Use. Policies directing the application of these land use plan designations are located in Chapter 4. In addition, policies establishing special standards for these designations when applied in the Sunnyside Corridor Community Plan Area are set out in Policies 10.JJ.2 to 10.LL.5, below.

10.JJ.2 The Corridor design type, as defined in Chapter 4, shall be applied along Sunnyside Road from approximately 117th Avenue to 138th Avenue. The Corridor design type location shall be defined within the Sunnyside Corridor Community Plan Area as development nodes, which are delineated on Map 10-SC-1.

10.JJ.2.1 The development nodes will contain concentrations of higher intensity development, separated by Office Apartment or Low Density Residential uses.

10.JJ.2.2 Corridor Policies 4.I.1.1 through 4.I.1.5 of the Urban Growth Concept section of Chapter 4 shall be applicable to the development nodes.

10.JJ.2.3 The development nodes will include a complementary mix of land uses. The following uses are expected to be found in the Corridor design type area: retail, services, offices, schools, religious facilities, community facilities, and multifamily residential.

10.JJ.2.4 The following land use plan designations may be located within the development nodes: Community Commercial, Office Apartment, Medium High Density Residential and Low Density Residential.

10.JJ.2.5 The Corridor design type development nodes shall not be expanded to include additional land area.

10.KK Residential Policies

10.KK.1 Residential land use plan designations shall be allowed in the Sunnyside Corridor Community Plan Area to provide for a variety of housing choices that are compatible with the character of the area, support current and projected demographics and ensure a range of densities to promote an efficient use of the land and urban services.

[10-SC-3]

10.KK.1.1 The Low Density Residential designation shall be applied in many locations in the Sunnyside Corridor Community Plan Area, including locations on Sunnyside Road between development nodes. R-7 zoning shall be applied to areas designated Low Density Residential that are located east of 132nd Avenue, south of Sunnyside Road and west of the Sunnyside Village.

10.LL Commercial Policies

- 10.LL.1 The Office Apartment land use plan designation shall be applied in the Sunnyside Corridor Community Plan Area to provide for employment and limited housing uses. The Office Apartment designation shall be applied as depicted on Map 10-SC-2 and may be applied in other locations when the Chapter 4 criteria for designation of Office Apartment areas are met.
- 10.LL.2 The Community Commercial land use plan designation shall be allowed only on the south side of Sunnyside Road within the development node at the intersection of 122nd Avenue. This designation is provided to meet the retail needs of the Sunnyside Corridor Community Plan Area.

TRANSPORTATION

10.MM Streets, Alleys, and Pedestrian Connections

- 10.MM.1 Integrate land use with the transportation network in the Sunnyside Corridor Community Plan.
- 10.MM.2 All new developments shall provide streets, vehicular connections and pedestrian connections as shown on the Map 10-SC-3 and Map 5-4a.
- 10.MM.2.1 New streets and connections identified on Map 10-SC-3 as “location determined” may be modified only when it can be shown that the depicted street or connection is impractical to develop due to wetlands, topographic conditions, resource protection, or pre-existing lotting patterns.
- 10.MM.2.2 The precise location for new streets and connections depicted as “location flexible” will be determined during the development review process.
- 10.MM.3 In addition to the vehicular and pedestrian connections required on Map 10-SC-3, safe and convenient pedestrian connections shall be used to enhance access between residential and commercial developments,

[10-SC-4]

public facilities, activity centers, and streets when public streets are not feasible.

- 10.MM.3.1 A system of pedestrian connections shall be provided from subdivisions and multifamily developments to the following commercial or public facilities: existing or planned transit facility, school, park, outdoor activity area, plaza, day care center, children's play area, library, church, or similar facility; and
 - 10.MM.3.2 Pedestrian access shall be provided from a dead-end street, cul-de-sac, or mid-block where the block is longer than 330 feet; and
 - 10.MM.3.3 Commercial developments shall be integrated with the neighborhood. If direct pedestrian access is not provided between commercial developments and adjacent residential areas via public streets and sidewalks, additional pedestrian and bicycle access shall be provided.
- 10.MM.4 132nd Avenue south of Sunnyside Road shall be constructed to the street standards as depicted in Figure 10-SC-1.
- 10.MM.4.1 No new residential driveway accesses shall be allowed on 132nd Avenue south of Sunnyside Road.
 - 10.MM.4.2 The fronts or sides of primary dwelling units shall be oriented to 132nd Avenue. Back yards shall not line 132nd Avenue.
 - 10.MM.4.3 Facades facing 132nd Avenue shall not consist of a blank wall.
- 10.MM.5 New local streets and new connector streets shall comply with the following design standards
- 10.MM.5.1 Orient local streets whenever practical so that at least 50 percent of the lots front north or south to take advantage of solar access.
 - 10.MM.5.2 Provide on-street parking, landscape strips between sidewalk and street, sidewalks on both sides of the street, street trees, and short pedestrian crossing distances at intersections. Figure 10-SC-2 illustrates a typical street cross section.
- 10.MM.6 Provide vehicular and/or pedestrian connections between residential developments, public facilities, neighborhood services, and the collector and arterial street system.
- 10.MM.7 Alleys shall be allowed in all residential zoning districts. All alleys shall be private streets and shall be constructed as depicted in Figure 10-SC-3.
- 10.MM.8 Access controls on Sunnyside Road shall be consistent with the preliminary design for Sunnyside Road as shown in the Sunnyside Road

[10-SC-5]

Environmental Assessment or more detailed design and engineering work undertaken for Sunnyside Road. In addition, the following shall be applied:

- 10.MM.8.1 Consolidate driveways to the targets shown on Map 10-SC-5, Access Management Targets for Sunnyside Road.
- 10.MM.8.2 Whenever possible, driveway accesses shall be consolidated as development and re-development occurs. Temporary accesses may be allowed when Office Apartment sites develop incrementally, but only if a master plan has been approved demonstrating how and when further driveway consolidation shall occur.
- 10.MM.8.3 To maintain the flow of traffic on Sunnyside Road, driveways may be restricted to right-in, right-out only.
- 10.MM.8.4 Office Apartment and Commercial developments shall minimize vehicular access to Sunnyside Road, with primary access provided on side streets whenever possible.

PARKS, RECREATION AND NATURAL RESOURCES

10.NN Natural Resource Protection

- 10.NN.1 Restrict development of natural resource areas, including: slopes greater than 20 percent, confirmed landslide hazard areas, flood hazard areas, stream buffers, wetlands, and significant natural areas.
- 10.NN.2 Except in stream corridor and wetland buffers, residential development may be allowed within restricted areas when it is consistent with the policies in the Natural Hazards section of Chapter 3 and the Open Space and Floodplains section of Chapter 4.

~~10.NN.3 Allow the transfer of residential development density from restricted areas to other areas on the site, subject to the following standards:~~

~~10.NN.3.1 Resulting density on the developed portion of a Low Density Residential site shall not exceed 15 dwelling units per acre.~~

~~10.NN.3.2 If the density on the developed portion of the site exceeds the next highest residential land use plan designation, buffering from adjacent low density residential uses shall be considered in the development review process.~~

10.OO Parks, Open Space, and Recreation Trails

- 10.OO.1 Provide parks that are equitably distributed and accessible from throughout the Sunnyside Corridor Community Plan Area.

[10-SC-6]

- 10.OO.2 Facilitate park and recreation and storm water detention and treatment providers to cooperate in the development of facilities that meet the needs of both agencies.
- 10.OO.3 At the time of site development, trails shown on Map 10-SC-6 shall be constructed to standards established by the North Clackamas Parks and Recreation District (NCPRD).
- 10.OO.4 Map 10-SC-6 depicts the general location of a trail that will connect to an adjacent trail in the Sunnyside Village. The final location of this trail will be determined as development occurs.
- 10.OO.5 All designated trails identified on Map 10-SC-6 shall be either dedicated to, or granted as an easement to, NCPRD, which will be responsible for their maintenance.

[10-SC-7]

Appendix B

SUMMARY OF SUPPORTING DOCUMENTS

CITIZEN INVOLVEMENT

Citizen and Agency Involvement Program.

Clackamas County Citizen Involvement Program. Comprehensive Plan Chapter 2.

Committee for Citizen Involvement Bylaws.

Committee for Citizen Involvement Roster.

Community Planning Organization Leaders. Lists and maps of CPO areas.

NATURAL RESOURCES AND ENERGY

Clackamas County Energy Project Publications, 1983:

- An Energy Anthology
- Clackamas County Energy Use and Supply Background Data
- Clackamas County Energy Management Plan
- Technical Memorandum, Energy Emergency Planning
- Technical Memorandum, County Buildings
- Technical Memorandum, County Motor Fleet
- Technical Memorandum, County Organization

Clackamas County Resources Atlas, Clackamas County Dept. of Environmental Services, Planning Division. Includes maps of the following:

- General Resources
- Agricultural Land Types and Major Production Areas
- Forest Zones and Vegetative Types
- Cubic Foot Forest Site Classes
- Forest Ownerships
- Urban Forest Cover
- Detailed SCS Soil Mapping Index
- Unique National and Scenic Features
- Open Urban Land Inventory

Clackamas County Comprehensive Plan

- Park and Recreation Facilities; Historic and Cultural Sites
- Fisheries and Wildlife Habitats
- Aggregate Sites
- Groundwater Studies Index
- Geologic Hazards, Northwest Clackamas County
- River Corridors, Existing Conditions and Management Strategies
- Precipitation and Physiography

Draft Third Biennial Energy Plan, Action Plan and Recommendations, Oregon Department of Energy, October 1988.

Environmental Geology of the Kellogg Creek-Mt. Scott Creek and Lower Clackamas River Drainage Areas, Northwestern Clackamas County, Oregon, M.S. Thesis, Matthew John Brunego, March, 1978.

Federal Land Resource/Management Plans - Mt. Hood National Forest, Draft EIS, U.S. Forest Service, 1988; and Eastside Salem District Planning Area Land Use Plan (Clackamas Unit), Bureau of Land Management, 1982.

Fish and Wildlife Habitat Protection Plan for Clackamas County, Oregon Department of Fish and Wildlife, 1979.

Geologic Hazards of the Bull Run Watershed, Multnomah and Clackamas Counties, Oregon, Oregon Bulletin 82. Oregon Department of Geology and Mineral Industries, 1974.

Geology and Geologic Hazards of Northwestern Clackamas County, Oregon Bulletin 99, Oregon Department of Geology and Mineral Industries, 1979.

Geology and Ground Water of the Molalla-Salem Slope Area, Northern Willamette Valley, Oregon, U.S. Geological Survey, 1967.

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Ground Water Resources in the East Portland Area, Oregon, U.S. Geological Survey, 1965.

Lakes of the Mt. Hood National Forest, Oregon Dept. of Fish and Wildlife and U.S. Forest Service, N.D.

National Wetlands Inventory, U.S. Dept. of the Interior, Fish and Wildlife Service, Individual Quad Maps Covering Clackamas County, 1981 to date.

Clackamas County Comprehensive Plan

1980 Major Water Tables Aquifers Map, supplied by Oregon Dept. of Environmental Quality, N.D.

1984 Census of Agriculture, U.S. Dept. of Commerce, Bureau of the Census, Vol. 1, part 36.

Oregon Air Quality, 1988 Annual Report, Dept. of Environmental Quality, Air Quality Control Division, Portland, Oregon.

Oregon Natural Areas Clackamas County, Oregon, Natural Heritage Program, the Nature Conservancy, 1977.

Oregon Nongame Wildlife Management Plan (Revised Draft), Oregon Dept. of Fish and Wildlife, June, 1984.

Oregon Outdoor Recreation "SCORP '83", State Parks and Recreation, Oregon Dept. of Transportation, 1983.

Oregon's Statewide Assessment of Nonpoint Source Problems, Oregon Dept. of Environmental Quality, 1978.

Planning Background Report, Energy; Clackamas County Dept. of Environmental Services, Planning Division.

Planning Background Report, Natural Hazards; Clackamas County Dept. of Environmental Services, Planning Division.

Planning Background Report, Natural Resources; Clackamas County Dept. of Environmental Services, Planning Division.

Planning Background Report, Rivers; Clackamas County Dept. of Environmental Services, Planning Division.

Preliminary Willamette River Greenway, Royston, Hanamoto, Beck and Abey, 1974.

Regional Urban Wildlife Habitat Maps, U.S. Army Engineer District Portland Corps of Engineers, 1978.

Review of Land, Water, Air Quality and Noise Control, 1980-88, Clackamas County Planning and Economic Development Division, 1988.

Rock Material Resources of Clackamas, Columbia, Multnomah and Washington Counties, Oregon, Oregon Dept. of Geology and Mineral Industries, 1978.

Clackamas County Comprehensive Plan

State Comprehensive Outdoor Recreation Plan, Technical Documents I, II, and III; ODOT, Parks and Recreation Branch.

Timber for Oregon's Tomorrow, Oregon State University School of Forestry, Beuter, John H.; Johnson, K. Norman; Scheurman, H. Lynn; Research Bulletin 19, January 1976.

U.S. Dept. of Agriculture Forest Service, "Timber Resource Statistics for Northwest Oregon," Basset, Patricia M.; preliminary copies of unpublished report, 1979.

Water Resources Data for Oregon 1976, 1977, U.S. Geological Survey.

Well Hydrographs Clackamas County, Oregon, Oregon Water Resources Dept., unpublished.

Wilderness Management Plan for the Table Rock Wilderness (Draft), U.S. Dept. of the Interior, Bureau of Land Management, 1986.

Willamette Greenway Plan, Bureau of Planning, Portland, Oregon, November, 1987.

The Willamette River Greenway, Oregon State Parks and Recreation Branch, Dept. of Transportation.

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Sunrise Center Task Force, Clackamas County, December, 1987.

~~Clackamas County Rural Cities Population Coordination Background Report and Forecasts, Clackamas County, Final: March 12, 2013.~~

City of Sandy Urban Growth Boundary Expansion Analysis – Final Report, City of Sandy Planning Department, February 2017.

City of Sandy Urbanization Study – Final Report, City of Sandy Planning Department, January 2015.

TRANSPORTATION

5 Year Transportation Capital Improvement Plan, Fiscal Years 1996-2000, Clackamas County, July, 1996.

Capital Improvement Plan, 5-Year Capital Improvement Program, FY 1998/99 to 2002/03, 20-Year Long Range Transportation Plan, 1998 to 2008, December 1998.

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State of Oregon Bicycle Master Plan, Oregon Dept. of Transportation, Highway Division, March 15, 1988.

Clackamas County Comprehensive Plan

Oregon Bicycle and Pedestrian Plan, Oregon Department of Transportation, Highway Division, June 14, 1995.

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