

**Chapter 10: COMMUNITY PLANS
AND DESIGN PLANS**

The following Community Plans and Design Plans are included in Chapter 10:

- 1. Mount Hood Community Plan**
- 2. Kruse Way Design Plan** (*Repealed 03/01/2014, per Ordinance ZDO-246*)
- 3. Sunnyside Village Plan**
- 4. Clackamas Industrial Area and North Bank of the Clackamas River Design Plan**
- 5. Clackamas Regional Center Area Design Plan**
- 6. Sunnyside Corridor Community Plan**
- 7. McLoughlin Corridor Design Plan**

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MOUNT HOOD COMMUNITY PLAN

The Mt. Hood area is unique, and the policies of the Mt. Hood Community Plan recognize this character. The economy of the community is dependent upon the conservation of the environment, which creates the setting so attractive to both residents and visitors. The Mt. Hood Community Plan, in conjunction with the rest of the Comprehensive Plan, provides the guidelines to assure reasonable development potential consistent with the need for environmental conservation.

The rest of the Comprehensive Plan is applicable to the Mt. Hood area; however, the Mt. Hood Community Plan takes precedence where conflicts exist.

The Mt. Hood Community Plan contains some policies that are in addition to, or different from, the rest of the Comprehensive Plan in four subject areas: Land Use, Public Facilities, Transportation, and Planning Process.

LAND USE

In the Mt. Hood area, the Forest, Agriculture, Rural, Rural Commercial, Urban Low Density Residential, Community Commercial, and Open Space land use plan designations are applicable. Additionally, the Mountain Recreation designation may be applied. All land designated Urban in the Mt. Hood area is Immediate Urban. The three village areas of Government Camp, Rhododendron, and Wemme/Welches are recognized for their separate character and individual environment.

VILLAGE AREAS

1.0 Government Camp

- 1.1 The Government Camp Village is identified as an Urban Unincorporated Community in compliance with Chapter 660, Division 22 of the Oregon Administrative Rules (OARs).
- 1.2 Provide for a high intensity development character.
- 1.3 Development of US Forest Service lands may occur only if it complies with the US Forest Service regulations. Upon completion of a land transfer to private ownership, development of these lands may occur only if it complies with the provisions of this Plan.
- 1.4 Provide for pedestrian circulation and access within the business center.
- 1.5 Require new commercial or residential development of more than

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three units to provide a plan for snow removal and stockpiling.

- 1.6 Require one on-site parking space for each single-family residence developed on a lot of record existing prior to the adoption of this provision.
- 1.7 Require all new residential development of more than three units to provide covered parking.

2.0 Rhododendron

- 2.1 Provide for a development character of low intensity.

3.0 Wemme/Welches

- 3.1 Provide for a development character of medium intensity.
- 3.2 Encourage development of recreational-resort facilities to provide accommodations for the users of the area's recreational amenities.
- 3.3 Encourage development of a shuttle bus system to provide access to the ski areas.

RESIDENTIAL

- 1.0 Property may be zoned Recreational Residential in areas designated Rural within the Mount Hood Community Plan, when all of the following criteria are met:
 - a. Parcels are generally two acres or smaller,
 - b. The area is significantly affected by development, and
 - c. There are no natural hazards and the topography and soils conditions are well-suited for the location of homes.
- 2.0 Allow density bonuses within the Low Density Residential and Mountain Recreation designations pursuant to Chapter 6, *Housing*, and the Zoning and Development Ordinance. In the Mountain Recreation designation, units allowed through the density bonus provisions shall be developed with the same unit size mixture as provided in the base density for the development. For example, if a development is proposed with a mixture of 50 units of 700 square feet each, and 50 units of 500 square feet each, and a bonus density of 10 units is allowed—the ten units shall include five units of 700 square feet each, and five units of 500 square feet.

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- 3.0 The Low Density Residential land use plan designation may be applied within the Mt. Hood urban area, according to the policies for designation stated in Chapter 4, *Land Use*.
- 4.0 Implement the Low Density Residential designation by application of only the Hoodland Residential (HR) zone, which shall allow a maximum density of four units per acre.
- 5.0 The Mountain Recreation areas provide overnight housing for the users of the recreational facilities in the Mt. Hood area, in addition to providing for a variety in housing types at a density higher than allowed in the Low Density Residential areas. Uses allowed include multifamily dwellings, resort housing, and motels.
 - 5.1 The Mountain Recreation designation may be applied within the Mt. Hood urban area, when all of the following criteria are met:
 - a. The land is located within a village district,
 - b. Public sewer and a State-approved water system are available and adequate to support the development potential of this designation, and
 - c. The pattern and character of development within the area would not be adversely affected by uses allowed by this designation.
 - 5.2 Recognize the unique character of individual village districts by varying density according to the village.
 - a. In Wemme/Welches and Rhododendron, encourage a variety of housing types and individual unit sizes by calculating density based on floor area, according to the following development level chart:

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Floor Area per unit in sq. ft.	No. of units per acre at development levels	
	<u>Wemme/Welches</u>	<u>Rhododendron</u>
1200+	6	4
1000-1199	7	5
800-999	8	6
600-799	10	8
400-599	14	12
200-399	32	22

- b. In Government Camp, allow a density of 22 units per acre.

- 5.3 Allow incidental commercial uses within a development in the Mountain Recreation area, as a limited use.

- 5.4 Implement the Mountain Recreation designation with the Mountain Recreational Resort zone.

- 6.0 Establish density standards for fragile or hazardous areas within the Mt. Hood urban area as follows:
 - a. Land within the 100-year floodplain shall be excluded from land area calculations; there is no density credit allowed for this area.

 - b. Except as modified by policy 6.1, identified land movement areas, wetlands, and slopes over 25 percent shall not be developed; 50 percent of the density allowed by zoning may be transferred to an unrestricted area within the development.

 - c. Except as modified by policy 6.1, development shall not occur within stream corridor areas; 100 percent of the density allowed by zoning may be transferred to an unrestricted area.

 - 6.1 Notwithstanding Policy 6.0, one single-family dwelling may be developed on a lot of record, provided that such development is otherwise consistent with the provisions of the Comprehensive Plan and the Zoning and Development Ordinance. The policies stated in Policy 6.0 apply only to residential development; all other development shall be controlled by other provisions of the Comprehensive Plan and by the Zoning and Development Ordinance.

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

COMMERCIAL

- 1.0 The Community Commercial land use plan designation may be applied in the Mt. Hood urban area, according to the criteria for designation stated in Chapter 4, *Land Use*.
 - 1.1 Implement the Community Commercial designation by application of only the Rural Tourist Commercial (RTC) zoning district.
 - 1.2 Apply the density standards of Policy 5.2(a) of the Residential section to resort accommodations in Community Commercial areas in Wemme/Welches and Rhododendron, and allow 50 units per acre in Government Camp.
- 2.0 The Rural Commercial land use plan designation may be applied outside of the Mt. Hood urban area, according to the criteria for designation stated in Chapter 4.
- 3.0 The Neighborhood Commercial zone shall not be applied in the Mt. Hood area.
- 4.0 Implement dimensional and development standards to address compatibility, function, and aesthetics.

OPEN SPACE

- 1.0 All areas within the 100-year floodplain, wetlands, and slopes exceeding 25 percent in the Mt. Hood area shall be designated Resource Protection Open Space. See Maps X-MH-1, X-MH-2, and X-MH-3.
- 2.0 For the Government Camp Urban Unincorporated Community, there are two Open Space designations that are implemented through the Government Camp Open Space Management District: (1) Public and Community Use, and (2) Buffer areas.
 - 2.1 Designate Public and Community Use areas for utility facilities and public and private recreation uses and structures, including ski facilities, ice skating arenas, and indoor and other outdoor athletic and sport training facilities.
 - 2.2 Designate buffer areas as open to maintain the area's environmental character and residential privacy. Development shall be minimized in these areas to the fullest possible extent.

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- 3.0 Open space uses shall not substantially contribute to vehicular trip generations.

PUBLIC FACILITIES

- 1.0 Prohibit lot divisions or development requiring subsurface disposal systems, within the Mt. Hood urban area, except for:
- a. Remodeling or additions to existing development, when such remodeling would not require any alteration or expansion of the subsurface disposal system, or
 - b. Parcels with unique topographic or other natural features which make sewer extension impractical.
- 2.0 Ensure that subsurface sewage disposal systems in non-urban areas are allowed only when lot sizes give maximum assurance that no failures will occur that could require annexation to the Hoodland Service District.
- 3.0 Extension of sanitary sewer service to lands outside an unincorporated community boundary may be allowed in the Hoodland Service District or Government Camp Sanitary District boundary only under the following circumstances:
- a. The property is located within an acknowledged unincorporated community boundary or the sanitary sewer line extension is the only practicable alternative to resolve a health hazard as defined by the State of Oregon; or
 - b. The sanitary sewer extension provides service to an existing, committed nonforest public use area, such as Timberline Lodge and its related facilities, Silcox Hut, or a Boy Scout lodging facility provided: (1) these uses are approved as an exception to Statewide Planning Goal 4; and (2) the extension is approved as an exception to Statewide Planning Goal 11.
- 4.0 The Government Camp Water System Master Plan, dated July 2000, shall be acknowledged as the water element of the Government Camp Facilities Plan.
- 5.0 The Government Camp Sanitary District Wastewater Facilities Plan, dated October 1995, shall be acknowledged as the sanitary sewer element of the Government Camp Facilities Plan.

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- 6.0 The County shall acknowledge periodic updates of the sanitary sewer, water and transportation elements of the Government Camp Facilities Plan.
- 7.0 Review of development applications shall be coordinated with all service agencies to ensure facility service capacity is available to new developments.

TRANSPORTATION

The development of the transportation system shall be in accordance with the following policies.

- 1.0 Encourage intersection improvements at the following intersections with US 26:
 - A. East Brightwood Loop
 - B. East Lolo Pass Road
 - C. East Welches Road
 - D. Highway 35
 - E. Entrance to Multitorpor Ski Bowl facilities
 - F. Government Camp Loop
- 2.0 Encourage development of a loop road south of US 26 in Government Camp. The loop would complete access from the west to the east side of Government Camp, and would improve access to the Multorpor/Ski Bowl facilities. Interchanges should be developed at the intersections with US 26.
- 3.0 Recognize the *Villages at Mt. Hood Pedestrian and Bikeway Implementation Plan* as the guiding document for the development of a connected multi-modal system within the Villages of Mt Hood, as established pursuant to Clackamas County Code, Chapter 2.10.
- 4.0 Cooperate with the Oregon Department of Transportation (ODOT) to maintain a reasonable level of service and safety on US 26, in the Mt. Hood Corridor.
 - 4.1 Limit access to US 26, and encourage shared access where access to US 26 is necessary.

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- 4.2 Focus access management strategies on areas where access points are not defined and where driveways can be consolidated with new development or redevelopment according to the *Villages at Mt. Hood Pedestrian and Bikeway Implementation Plan*.
- 4.3 Encourage redesign of older platted areas along US 26, to reduce the number of access points.
- 4.4 Encourage the development of alternatives to automobile transportation to ski facilities, to reduce parking needs at ski areas and to reduce congestion on US 26. Individual developers and existing resort facilities should be encouraged to provide shuttle systems or other facilities such as an aerial tram between Government Camp and Timberline Lodge.
- 4.5 Coordinate with the community and ODOT to refine the design and location of safe and convenient pedestrian and bicycle crossings across US 26, enhanced with rapid flashing beacons or other safety measures and/or signals as identified in the *Villages at Mt. Hood Pedestrian and Bikeway Implementation Plan* and Tables 5-3a-d and Map 5-11b.
- 4.6 Support the design and construction of a multi-use path adjacent to US 26 connecting Wildwood Recreation Site to E. Salmon River Road according to the *Villages at Mt. Hood Pedestrian and Bikeway Implementation Plan*.
- 5.0 Cooperate with ODOT to provide a rest area and information center between Sleepy Hollow and Zigzag.
- 6.0 Encourage development of a community-wide network of pedestrian trails.
 - 6.1 Ensure continued public access to recreation trails shown on Map X-MH-5 and located within the Government Camp Urban Unincorporated Community boundary. Provisions may be made through appropriate legal documents, and may include requirements such as retaining conservation easements on these lands.
 - 6.2 Encourage the efficient connection of Forest Service trails located outside the Government Camp Urban Unincorporated Community Boundary to trail systems located within the boundary, to provide an integrated network of walkways, bikeways, and trails.

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- 6.3 Support connections to destinations and to Forest Service and Bureau of Land Management trails as part of an integrated network of pedestrian and bicycle facilities.
- 7.0 Support development and installation of gateway signs that identify the entrances of the Villages at Mt. Hood.
- 8.0 Promote active transportation by providing wayfinding signs including signs to an existing underpass and “bike hubs” – areas of secure and sheltered parking, benches, bike tools, and/or other amenities – to maximize investment in existing and new transportation facilities that accommodate multimodal travel and tourism in the Villages at Mt. Hood.
- 9.0 Support continuation and/or expansion of a shuttle bus system providing access to the Villages at Mt. Hood and ski areas.
- 10.0 Enhance existing and planned transit facilities and services by providing supportive facilities and features such as park and ride facilities and wayfinding signs in the Villages at Mt. Hood.
- 11.0 Support the development of pedestrian and bikeway connections along Huckleberry Drive, Woodsey Way and Learning Lane in order to provide safe routes to schools.

PLANNING PROCESS

- 1.0 The statements of issues and alternatives and the inventories and data of the 1976 Mt. Hood Community Plan, the 1976 Mt. Hood Planning Unit Draft Environmental Statement, 1989 Government Camp Village Revitalization Plan and Report, 1999 Government Camp Village Design Incentives Plan, 1980 Summit Ski Area Expansion Environmental Assessment Report, 1981 Multitorpor Ski Bowl Master Plan, 1995 Government Camp Sanitary District Wastewater Facility Plan, 2000 Government Camp Water System Master Plan, 2000 Rural Transportation System Plan, Mt. Hood Corridor Plan-Final Environmental Impact Statement, and the revisions and additions to these documents are adopted as background reports for the policies and designations of the Mt. Hood Community Plan.
- 2.0 The *Villages at Mt. Hood Pedestrian and Bikeway Implementation Plan* is adopted as a background report for the policies and designations of the Mount Hood Community Plan.

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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.
- Ensure adequate parks and the protection of sensitive natural areas.

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- 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.

POLICIES

I. Residential

- 1.0 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.
 - a. The Standard Lot Single Family land use plan designation shall include a density between a minimum of six units per acre and a maximum of nine units per acre.
 - b. The Small Lot Single Family land use plan designation shall include a density between a minimum of nine units per acre and a maximum of 11 units per acre.
 - c. 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.
 - d. 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.
- 2.0 All residential development including front doors and porches shall be oriented towards the street and have reduced setbacks.
- 3.0 Garages, driveways, and off-street parking areas shall be at a scale that is subordinate to the residence.
- 4.0 Building location and design shall consider pedestrian-scale orientation.
- 5.0 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.

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- 6.0 Ensure higher residential densities close to the village core through the following locational criteria.
- a. The Standard Lot Single Family land use plan designation shall be located on the periphery of the village.
 - b. 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.
 - c. 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.

II. Village Office

- 1.0 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.
- 2.0 Ensure that development is designed to human scale in a series of low-rise buildings.
- 3.0 Require that office development is oriented towards the primary streets and the adjacent apartment and townhouse uses to better integrate with the neighborhood.
- 4.0 Provide incentives for employees to carpool, use transit, bike, or walk.

III. Village Community Service

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

IV. Resource Protection Area

- 1.0 Apply a Resource Protection designation to all land that is within high voltage power line easements.
- 2.0 Allow development within Resource Protection areas not to exceed one dwelling unit per net acre.
- 3.0 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.

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V. Parks

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

- 1.0 Provide a level of parks to adequately serve the demands of the village.
- 2.0 Provide parks that are equitably distributed and accessible throughout the village as depicted on Map X-SV-4.
- 3.0 Develop a mechanism to acquire these sites either through dedications or fee in lieu of dedication.
- 4.0 Parks depicted on Map X-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.
- 5.0 Park 6, as depicted on Map X-SV-4, shall be split proportionally based upon the lot sizes of the two parcels that the park is to be located on.
- 6.0 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.
- 7.0 A connector or higher level street shall be located along one side of Park 2.

VI. Roads

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

- 1.0 All new developments shall build streets in the locations depicted on Map X-SV-1.

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- 2.0 Streets depicted as connectors (with or without bikeway) on Map X-SV-3 may be altered in their location during the development review process. 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.
- 3.0 Alleys shall be allowed in all residential zoning districts.
- 4.0 All alleys shall be private streets and shall be constructed as depicted in Figure X-SV-6.
- 5.0 All public streets within the Sunnyside Village shall be constructed to the street standards depicted in Figures X-SV-1 through X-SV-5.
- 6.0 Orient local streets whenever practical so that at least 50 percent of the lots face north/south taking advantage of solar access.
- 7.0 All street intersections that do not connect with Sunnyside Road, 142nd Avenue, or 152nd Avenue shall be constructed to the standards depicted in Figure X-SV-7.
- 8.0 The traffic circle north of the Village Green shall comply with the design standards depicted in Figure X-SV-8.
- 9.0 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 X-SV-4.
- 10.0 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.
- 11.0 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.

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- 12.0 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.

VII. Trails and Pedestrian Connections

- 1.0 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.
- 2.0 All pedestrian accessways and trails identified on Map X-SV-1 shall be either dedicated or an easement be granted to NCPRD.
- 3.0 NCPRD shall be responsible for the ongoing maintenance of all pedestrian accessways and trails.

VIII. Amendments to Village Boundary

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

- 1.0 The property is contiguous to the Sunnyside Village boundary.
- 2.0 The property is designated by Metro as an urban reserve or the property is located within the Portland Metropolitan Urban Growth Boundary.
- 3.0 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.
- 4.0 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.
- 5.0 The public water system serving land within the Sunnyside Village boundary is available and adequate to support the development potential of the property.
- 6.0 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.

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- 7.0 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.
- 8.0 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.

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CLACKAMAS INDUSTRIAL AREA AND NORTH BANK OF THE CLACKAMAS RIVER DESIGN PLAN

INTRODUCTION

The Clackamas Industrial area is the largest concentration of industrial land in unincorporated Clackamas County and is a critical location for jobs and business opportunities. The north bank of the Clackamas River is impacted by development in the Clackamas Industrial Area and has been targeted for preservation of open spaces to protect water quality and natural resource values.

POLICIES

I. Highway 212 Beautification

1.0 Support the development and implementation of the Highway 212 Beautification Project to enhance visual cohesiveness and economic viability of the Clackamas Industrial area.

1.1 Establish design standards for selected streets.

1.2 Establish “Gateway” sites to enhance the identification of the industrial area.

II. The North Bank of the Clackamas River Greenway

The Clackamas River is a regionally significant natural area providing unique fish and wildlife habitat, a municipal water supply for nearly 200,000 people and varied recreational opportunities. A Greenway along the north bank of the Clackamas River between Gladstone and Carver will be beneficial over the long term because it will: provide an open space greenbelt along the river in a growing urban area; enhance and protect fish and wildlife habitat; provide undeveloped areas for flood storage; protect and enhance water quality for drinking water; preserve unique and ecologically sensitive areas; protect and enhance scenic beauty; and where appropriate allow areas for public recreation.

Full protection of the natural resources along the Clackamas River is best attained through public acquisition of property along the Greenway (on a willing seller, willing buyer basis only). Once under public ownership, stewardship and management by appropriate agencies needs to be master planned.

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The Clackamas River Greenway between the city limits of Gladstone and Carver is shown on Map X-CR-1. Greenway lands are predominantly within the flood plain of the Clackamas River. Lands are currently under both public and private ownership. The Greenway Plan and Map is a guide for future public acquisition on a willing seller, willing buyer basis. Condemnation of lands is not a part of the Greenway program, nor is a linear trail along the entire north bank of the Clackamas River.

- 2.0 Plan for a Greenway along the north bank of the Clackamas River based on the following goals:
 - 2.1 Provide for long term protection of the natural resources along the river bank and floodplain of the river.
 - 2.2 Maintain or improve high water quality in the river.
 - 2.3 Protect the floodplain for flood storage.
 - 2.4 Protect and improve habitat for current or expanded populations of fish and wildlife.
 - 2.5 Plan for public acquisition of Greenway lands on a willing seller, willing buyer basis.
 - 2.6 Preserve and protect ecologically significant areas along the Clackamas River.
 - 2.7 Provide linkages to tributaries and adjacent natural areas including: Cow Creek, Sieben Creek and Rock Creek.
 - 2.8 Preserve the visual quality of the Clackamas River including the floodplain and river bluffs.
 - 2.9 Recreational access to and use of the Clackamas River is subordinate to natural resource protection.
 - 2.10 Provide for limited recreation and public access to the Clackamas River.
 - 2.11 Point access to the river is preferable to linear trails in most cases.
 - 2.12 Trails shall only be on public property or on easements dedicated through the development process.

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- 3.0 Adopt the Greenway Map illustrating lands targeted for public ownership and management.
- 4.0 Adoption of the Greenway Map does not:
 - a. Place any additional regulations on private properties,
 - b. Change the underlying land use and zone.
- 5.0 Adoption of the Greenway Map is to be used as a guide by open space and parks providers and other appropriate public agencies to acquire properties, from willing sellers over time, for the purpose of preservation of open space, water quality, scenic and wild life values as well as some passive and active recreation.
- 6.0 Recreational use should be planned through a public master planning process to develop a long term management and recreation plan for the area.
- 7.0 Greenway lands when under public ownership, will be considered eligible for Open Space Management zoning, for their long term preservation.

[10-CR-3]

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[10-CR-4]

Clackamas Industrial Area & North Bank of the Clackamas River Design Plan
Adopted 2/13/97

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 X-CRC-1.

[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 X-CRC-1. The Clackamas Regional Center is intended to be the focus of the most intense development and highest densities of 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.

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.

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- 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.

[10-CRC-4]

CLACKAMAS REGIONAL CENTER AREA DESIGN PLAN POLICIES

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

LAND USE POLICIES

I. GENERAL LAND USE POLICIES

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

1.0 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.

2.0 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:

- 2.1 Allow a mix of land uses on the development site;
- 2.2 Create a district accessible by all modes of transportation;
- 2.3 Create walkable districts by providing improvements and urban design features that encourage and support pedestrian use;
- 2.4 Allow land uses that generate pedestrian activity and transit ridership;
- 2.5 Require public or private street layouts that allow for future development of sites with redevelopment potential;

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- 2.6 Maintain and improve pedestrian connections between commercial uses, transit corridors, recreation areas, open space, and adjacent residential areas;
- 2.7 Locate all buildings to maximize access by emergency vehicles;
- 2.8 Require design review for all development;
- 2.9 Implement dimensional and development standards to address compatibility, function, and aesthetics;
- 2.10 Provide for the efficient utilization of commercial areas while protecting adjacent properties and surrounding neighborhoods;
and
- 2.11 Ensure that the minimum operational requirements of development are provided on-site.

3.0 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:

- 3.1 Establish minimum densities to help meet local and regional housing needs;
- 3.2 Provide for multifamily residential uses within walking distance of public transportation, parks, schools, employment areas, and local shopping areas;
- 3.3 Create walkable districts by providing improvements and urban design features that encourage and support pedestrian use;
- 3.4 Locate all buildings to maximize access by emergency vehicles;
and
- 3.5 Require design review for all development.

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4.0 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.

5.0 Low Density Residential

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

6.0 Industrial

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

II. CLACKAMAS REGIONAL CENTER LAND USE POLICIES

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

1.0 Areas shall be planned to:

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

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2.0 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.

- 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:
 - a. Provide for high employment and residential densities that support use of public transportation;
 - b. Protect key natural features;
 - c. Provide for essential public facilities and services, including parks and public spaces;
 - d. Provide for structured parking; and
 - e. Are accessible by all modes of transportation.
- 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.
- 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:
 - a. Adequate transit services are provided to the site; and,
 - b. Minimum site size requirements are satisfied.

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3.0 Regional Center Office

- 3.1 Apply the Regional Center Office land use plan designation to:
- a. Areas with an historical commitment to office use.
 - b. Areas served by high-capacity transit service.
 - c. Areas with high visibility from a freeway.
 - d. Areas generally within one-half mile of a freeway interchange.
- 3.2 Provide support services for office development.
- 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.
- 3.4 Require a minimum density to help meet regional employment needs, support public transportation, and use land more efficiently.
- 3.5 Create walkable districts within the Regional Center with improvements, urban design features, and urban design standards that encourage and support pedestrian use.
- 3.6 Require master plans of large sites to allow for future development of sites with redevelopment potential.

4.0 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.

- 4.1 Determine the density of development through zoning.
- 4.2 Provide for multifamily residential uses within walking distance of public transportation, parks, schools, employment areas, and local shopping areas.
- 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.

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

5.0 Regional Center Commercial

Apply the Regional Center Commercial land use plan designation to areas with an historic commitment to commercial uses.

- 5.1 Provide areas for regional and local shopping.
- 5.2 Require a minimum floor area ratio to help meet regional employment needs, support public transportation, and use land more efficiently.
- 5.3 Create walkable districts within the Regional Center with improvements, urban design features, and urban design standards that encourage and support pedestrian use.

6.0 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:

- 6.1 The property is contiguous to the Clackamas Regional Center boundary.
- 6.2 The area is, or is planned to be, a focus of compact, high-density development with a mix of uses.
- 6.3 The area has, or is planned to have, high-quality transit service and a multimodal street network.
- 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).

III. CORRIDOR LAND USE POLICIES

- 1.0 Land uses in Corridors shall be planned to:
 - 1.1 Provide for both employment and housing, including mixed use.
 - 1.2 Emphasize providing for a high level of bus usage, with land uses and transportation facilities to support bus use.

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- 1.3 Encourage and support pedestrian travel with supportive land uses, frequent street connections, and sidewalks and pedestrian-ways.
- 1.4 Provide for vehicular traffic and auto-oriented uses, while expanding the share of trips via transit and other modes.

2.0 Corridor Land Use Plan Designations

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

- 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.
- 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.
- 2.3 Industrial land use plan designations that may be applied include: Light Industrial and Business Park.
- 2.4 Existing single-family neighborhoods and manufactured dwelling parks should be zoned to discourage redevelopment to other uses.

3.0 Corridor Commercial

- 3.1 The following areas may be designated Corridor Commercial when located within a Corridor as identified on Map X-CRC-1 and when all of the following criteria have been met:
 - a. The site has an historical commitment to commercial uses;
 - b. The designation will not cause a decrease in housing capacity in the County;

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- c. The designation will not cause a significant traffic increase on local streets serving residential areas;
 - d. 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
 - e. The designation will not substantially increase an existing commercial strip or create new strips.
- 3.2 Provide commercial areas located in transportation corridors to meet local and regional needs for a wide range of goods and services.
- 3.3 Provide for the sale of large-scale items in areas with good transportation access and minimal conflict with other uses.
- 3.4 Allow mixed uses in the same building(s) or in a separate building(s) in the development.
- 3.5 Establish design and dimensional standards that encourage and support pedestrian use.

IV. STATION COMMUNITY LAND USE POLICIES

- 1.0 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.
- 2.0 Within the Station Community boundary shown on Map X-CRC-1, future development and redevelopment shall conform to the Regulating Plan Map, and areas shall be planned to:
- 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.

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- 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.
 - 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.
 - 2.4 Provide for the open space and recreation needs of residents and employees of the area.
- 3.0 Corridor Commercial
- 3.1 Apply the Corridor Commercial land use plan designation within the Station Community boundary shown on Map X-CRC-1 to:
 - a. Areas with an historical commitment to retail uses.
 - b. Areas with high visibility and access from a major arterial street.
 - 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.
 - 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:
 - a. Provide for high employment and residential densities that support use of public transportation.
 - 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.
 - c. Are accessible by all modes of transportation.
 - d. Orient buildings and parking areas to support and encourage pedestrian trips and utilization of high capacity transit.

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- 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.
 - a. Require development and redevelopment to meet transit-oriented design requirements.
- 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.
 - a. Ensure that such redevelopment does not reduce multimodal connectivity or hinder future development of additional planned connections.

4.0 Station Community Mixed Use

- 4.1 Apply the Station Community Mixed Use land use plan designation within the Station Community boundary shown on Map X-CRC-1 to:
 - a. Areas with an historical commitment to residential, office, and employment uses.
 - b. Areas in proximity to high-capacity transit service.
 - c. Areas with access to major and minor arterial and collector streets.
- 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:
 - a. Provide for high employment and residential densities that support use of public transportation;
 - 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

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- c. Orient buildings and parking areas to support and encourage pedestrian trips and utilization of high-capacity transit.
- 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.
- a. Require development and redevelopment to meet transit-oriented design requirements.
- 5.0 Build public and private streets within the Station Community to the standards illustrated in the Figures X-CRC-8 through X-CRC-11.
- 6.0 Study providing on-street parking on 82nd Avenue, if future conditions warrant it.

V. LAND USE POLICIES FOR OTHER AREAS

- 1.0 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.
- 1.1 Land use designations shall generally increase in level of intensity in areas close to the Regional Center and Corridors.
 - 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.
 - 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.

VI. LAND USE DESIGNATIONS THAT MAY APPLY THROUGHOUT THE CLACKAMAS REGIONAL CENTER AREA

1.0 High Density Residential

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

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2.0 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.2 of the Residential section of Chapter 4, *Land Use*.

3.0 Low Density Residential – Attached Single-Family Dwellings

- 3.1 In Low Density Residential areas, areas may be zoned for attached single-family dwellings on lots that average 2,500 square feet when the area has access to a residential collector or higher functional class street.
- 3.2 The size of the site and adjoining properties zoned for 2,500-square-foot lots should generally not exceed 10 acres.
- 3.3 Design dwellings to provide variation in architectural appearance.
- 3.4 Require design review for attached single-family dwellings.

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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.

VII. URBAN DESIGN ELEMENTS

- 1.0 Establish design and dimensional standards that provide pedestrian oriented streets, buildings, and public spaces.
- 2.0 Provide for the most intense development around public transportation routes.
- 3.0 Provide multimodal connections that link neighborhoods with commercial areas, schools, parks, and greenways.
- 4.0 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.
- 5.0 Protect natural features by directing development away from these areas and using remaining land more efficiently.
- 6.0 Provide public or private street layouts that support future development and increase connectivity for all modes of transportation.
- 7.0 The urban design elements shown on Map X-CRC-3 shall be provided in the Clackamas Regional Center Area as development occurs and public improvements are provided.
 - 7.1 All new development or major modifications to existing approved development shall provide the urban design elements on Map X-CRC-3.
 - 7.2 For phased development, urban design element requirements will generally be roughly proportional to the amount of development occurring in a phase.

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- 7.3 Key urban design elements shown on Map X-CRC-3 are defined as follows:
- 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.
 - 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.
 - c. Special Street Standards: Streets that are characterized by a landscape strip separating the sidewalk from the curb, pedestrian lighting, and pedestrian amenities.
 - d. Street Connections: General locations for new or enhanced street connections to improve connectivity in the area have been identified on Map X-CRC-3. Street connections may be public or private streets and in some cases line up with important driveways to commercial areas.
 - e. Local Street Grid: An interconnected public or private street system that provides multimodal access to all activities and uses.
 - 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.
 - 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.
 - h. Parks and Open Space: The general locations of parks needed in the Clackamas Regional Center Area are shown on the Map X-CRC-3. Park locations are not site-specific.

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- i. Greenway Trails: Off-street trails within designated greenways (e.g., Phillips Creek and Mt. Scott Creek) that provide opportunities for environmental restoration, recreation, and education.
 - 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.
 - k. Natural Features: Natural features to be protected include creeks, wetlands, steep slopes, and wooded bluffs.
 - 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.
- 8.0 Establish though zoning transit-oriented design standards to ensure that streets and buildings are supportive of pedestrian, bicycle, and transit trips.

VIII. STREETS AND GATEWAYS

- 1.0 Establish design and dimensional standards that provide pedestrian oriented streets and buildings.
- 2.0 Design and dimensional standards for streets and gateways are intended to:
- a. Improve pedestrian safety at crossings.
 - b. Improve visual appeal of the streets.
 - c. Improve the pedestrian environment along sidewalks.
 - d. 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.
 - e. Provide strong visual identity to distinguish the Regional Center from adjacent areas.

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- f. 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.
- 3.0 Boulevards, Main Streets, Gateways, and streets planned for Special Street Standards have been identified on Map X-CRC-3. Figures X-CRC-1 through X-CRC-11 illustrate the intended standards for improvement.
- 3.1 Exceptions to these standards may be allowed subject to topography, environmental constraints, available right of way, safety considerations, and as follows:
 - a. General elements of a gateway intersection are illustrated in Figures X-CRC-1 and X-CRC-7. Establish specific requirements through design.
 - b. Elements of the Main Street cross section may be modified to accommodate Light Rail Transit alignment.
 - 3.2 When developing Boulevard improvements, the County should develop and implement a strategy to minimize adverse impacts to adjacent businesses.
- 4.0 New public and private streets should be designed to accommodate future development.
- 5.0 Encourage retention and development of a local street network as shown on Map X-CRC-4, and as otherwise required in the Clackamas Regional Center Area Design Plan.
- 6.0 Require new streets to connect uses within a development and to adjacent property, when applicable.
- 7.0 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.

IX. PARKS, PLAZAS, CIVIC SPACES, OPEN SPACE, PATHS, AND LINKAGES

- 1.0 Add parks and enhance open space to meet community needs in the general locations shown on Map X-CRC-3. Coordinate park and open space efforts with the North Clackamas Parks and Recreation District. Provide additional parks as follows:

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- *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*

- 2.0 Provide plazas at the general locations shown on Map X-CRC-3, as well as at major transit stops and stations, in high-intensity pedestrian areas, and near major employment facilities.
- 3.0 Provide off-street pedestrian linkages at key locations to connect residential areas, parks, and major employment areas and attractions.
- 4.0 Protect natural features such as wetlands, forested areas, and riparian habitat.
- 5.0 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.

X. PHILLIPS CREEK GREENWAY

- 1.0 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.

XI. URBAN DESIGN STANDARDS

- 1.0 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.
 - 1.1 All new buildings in the Regional Center shall be oriented to existing or new private or public streets.
 - 1.2 Maximum front yard setbacks with pedestrian amenities are required in the Regional Center to further develop a high-quality pedestrian environment.
 - 1.3 Buildings on corner lots are encouraged to have entrances at the corner.
 - 1.4 When feasible and practical, buildings shall be placed to allow future infill and intensification of the site.

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- 1.5 Pedestrian amenities, as defined by the Zoning and Development Ordinance, may be used to satisfy specific percentages of landscape requirements.
- 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.
- 1.7 Drive-through facilities may be prohibited, limited, or conditioned to support the goal of creating high-quality pedestrian environments.
- 1.8 Architectural design shall support and promote urban character.

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TRANSPORTATION POLICIES

XII. ROADS AND STREETS SYSTEM POLICIES

- 1.0 Construct all roadway improvements identified in Map X-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.

- 2.0 Street Connectivity Policies
 - 2.1 Develop a block and grid street network that serves all transportation modes with short and direct public right-of-way routes.

 - 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.

 - 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.

 - 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.

- 3.0 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.

- 4.0 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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XIII. TRANSIT POLICIES

- 1.0 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 X-CRC-6.
- 2.0 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 X-CRC-6.
- 3.0 Coordinate with Tri-Met in evaluating a fareless square for the Clackamas Regional Center Area.
- 4.0 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 X-CRC-6; the actual alignment is to be determined by Tri-Met and the TMA.
- 5.0 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.
- 6.0 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.
- 7.0 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.

XIV. PEDESTRIAN AND BIKEWAY NETWORK POLICIES

- 1.0 Construct all pedestrian and bikeway network improvements identified on Maps X-CRC-3, X-CRC-7, and X-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 activities, off-street pedestrian linkages, regional multi-use paths, and area greenway trails. Other local

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pedestrian and bikeway network improvements may be identified and developed during land use review and as part of public improvements.

- 2.0 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.
- 3.0 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.
- 4.0 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:
 - 4.1 Providing direct and convenient public right-of-way routes connecting residential uses with planned commercial uses, schools, parks, and other neighborhood facilities.
 - 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.
- 5.0 Sidewalks shall be constructed on all public and private streets in the Clackamas Regional Center Area, subject to topography and environmental constraints.

XV. TRANSPORTATION DEMAND MANAGEMENT

- 1.0 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:
 - 1.1 Employer strategies that increase vehicle occupancy, encourage work trips outside peak travel times, and promote telecommuting.
 - 1.2 Facility improvements to encourage non-auto transportation modes, including:

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- 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.

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.

2.0 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.

3.0 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.

XVI. ACCESS MANAGEMENT

1.0 Implement the following access management standards on 82nd Avenue within the Clackamas Regional Center Area.

1.1 Consolidate driveways/accesses to the targets shown on Map X-CRC-8.

1.2 Reduce signal spacing requirements from 1,320 feet to 500 feet, contingent on maintaining adequate signal progression.

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.

2.0 Develop Clackamas Regional Center Area access management standards for the other areas of the Clackamas Regional Center Area that:

2.1 Require driveway/access spacing to support the County functional classification of the road.

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- 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.
 - 2.3 Encourage shared driveways/accesses with adjacent properties to meet minimum driveway access spacing standards that support the functional classification of the road.
 - 2.4 Encourage connecting driveways/accesses with adjacent properties.
 - 2.5 Require developments to provide rear access to public streets whenever feasible.
- 3.0 Other than the new public street access identified on Map X-CRC-8, do not allow additional access on Johnson Creek Boulevard between 82nd Avenue and I-205.

XVII. PARKING STANDARDS

- 1.0 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.
- 2.0 Encourage parking on all local and collector street classifications to provide a buffer between pedestrians and vehicle traffic, and provide public shared parking.

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HOUSING

XVIII. HOUSING POLICIES

- 1.0 Provide for a range and variety of housing types (size and density) and variety of ownership and rental opportunities, in a range of prices.
- 2.0 Encourage housing opportunities for employees in the Clackamas Regional Center Area by investigating partnerships to develop housing for workers in the area.
- 3.0 Limit expansion of commercial zoning into residential neighborhoods along the 82nd Avenue corridor.
- 4.0 Preserve existing manufactured dwelling parks by requiring a relocation plan to be developed and implemented by the developer for residents of 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.
- 5.0 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.
 - 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.
 - 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.
 - 5.3 This policy would apply to quasi-judicial changes from residential to a non-residential use.
 - 5.4 Replacement housing capacity could be located anywhere within unincorporated Clackamas County located within the Urban Growth Boundary.

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- 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 5.0.
- 6.0 Form a County Housing Advisory Committee to counsel and advise the Board of County Commissioners on housing issues.
 - 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.

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Clackamas Regional Center Area Design Plan
Last Amended 1/18/17

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 dwellings, 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]

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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 X-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.

[10-SC-2]

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- Provide for joint-use public facilities to reduce the land area committed to public uses.
- Protect the character of existing neighborhoods.

POLICIES

I. LAND USE

- 1.0 Map X-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 2.0 to 5.0, below.
- 2.0 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 X-SC-1.
- 2.2 The development nodes will contain concentrations of higher intensity development, separated by Office Apartment or Low Density Residential uses.
- 2.3 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.
- 2.4 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. 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.
- 2.5 The Corridor design type development nodes shall not be expanded to include additional land area.

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Residential

- 3.0 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.
- 3.1 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.

Commercial

- 4.0 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 X-SC-2 and may be applied in other locations when the Chapter 4 criteria for designation of Office Apartment areas are met.
- 5.0 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.

II. STREETS, ALLEYS AND PEDESTRIAN CONNECTIONS

- 1.0 Integrate land use with the transportation network in the Sunnyside Corridor Community Plan.
- 2.0 All new developments shall provide streets, vehicular connections and pedestrian connections as shown on the Map X-SC-3 and Map 5-4a.
- 2.1 New streets and connections identified on Map X-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.

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- 2.2 The precise location for new streets and connections depicted as “location flexible” will be determined during the development review process.
- 3.0 In addition to the vehicular and pedestrian connections required on Map X-SC-3, safe and convenient pedestrian connections shall be used to enhance access between residential and commercial developments, public facilities, activity centers, and streets when public streets are not feasible.
 - 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
 - 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
 - 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.
- 4.0 132nd Avenue south of Sunnyside Road shall be constructed to the street standards as depicted in Figure X-SC-1.
 - 4.1 No new residential driveway accesses shall be allowed on 132nd Avenue south of Sunnyside Road.
 - 4.2 The fronts or sides of primary dwelling units shall be oriented to 132nd Avenue. Back yards shall not line 132nd Avenue.
 - 4.3 Facades facing 132nd Avenue shall not consist of a blank wall.
- 5.0 New local streets and new connector streets shall comply with the following design standards:
 - 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.

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- 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 X-SC-2 illustrates a typical street cross section.
- 6.0 Provide vehicular and/or pedestrian connections between residential developments, public facilities, neighborhood services, and the collector and arterial street system.
- 7.0 Alleys shall be allowed in all residential zoning districts. All alleys shall be private streets and shall be constructed as depicted in Figure X-SC-3.
- 8.0 Access controls on Sunnyside Road shall be consistent with the preliminary design for Sunnyside Road as shown in the Sunnyside Road Environmental Assessment or more detailed design and engineering work undertaken for Sunnyside Road. In addition, the following shall be applied:
 - 8.1 Consolidate driveways to the targets shown on Map X-SC-5, Access Management Targets for Sunnyside Road.
 - 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.
 - 8.3 To maintain the flow of traffic on Sunnyside Road, driveways may be restricted to right-in, right-out only.
 - 8.4 Office Apartment and Commercial developments shall minimize vehicular access to Sunnyside Road, with primary access provided on side streets whenever possible.

III. NATURAL RESOURCE PROTECTION

- 1.0 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.
- 2.0 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.

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- 3.0 Allow the transfer of residential development density from restricted areas to other areas on the site, subject to the following standards:
 - 3.1 Resulting density on the developed portion of a Low Density Residential site shall not exceed 15 dwelling units per acre.
 - 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.

IV. PARKS, OPEN SPACE, AND RECREATION TRAILS

- 1.0 Provide parks that are equitably distributed and accessible from throughout the Sunnyside Corridor Community Plan Area.
- 2.0 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.
- 3.0 At the time of site development, trails shown on Map X-SC-6 shall be constructed to standards established by the North Clackamas Parks and Recreation District (NCPRD).
- 4.0 Map X-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.
- 5.0 All designated trails identified on Map X-SC-6 shall be either dedicated to, or granted as an easement to, NCPRD, which will be responsible for their maintenance.

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[10-SC-8]

McLOUGHLIN CORRIDOR DESIGN PLAN

The Portland metropolitan area has changed significantly in the past 20 years, and will likely experience more changes in the future. McLoughlin Boulevard, and the business and residential areas that surround it, have also changed – reflecting population and traffic changes, shifts in retail market and development types, and infill and maturation of the nearby residential neighborhoods.

A number of issues affect the future of the McLoughlin Corridor, which provided the impetus for a special study of the area in 1998-99, including:

- McLoughlin Boulevard has been identified as a Regional Street in the Region 2040 Urban Growth Management Functional Plan, and is expected to continue to support high levels of through and local vehicular traffic.
- The area along McLoughlin is designated a Corridor in the Region 2040 Urban Growth Management Functional Plan. A Corridor is intended to feature a high-quality pedestrian environment and convenient access to transit, while continuing to meet the needs of the automobile. Corridor areas are expected to transition to higher residential and employment densities through infill and redevelopment.
- The Oregon Highway Plan designates McLoughlin Boulevard as a District Highway. As a District Highway, McLoughlin Boulevard provides a link between urbanized areas and also serves local access and traffic. The management objective is to provide for safe and efficient, low-to-moderate-speed traffic flow and for pedestrian and bicycle movements.
- McLoughlin Boulevard has been designated for frequent bus service.
- The Oregon Department of Transportation (ODOT) needs to evolve policies and standards for state highways in urban areas such as the McLoughlin Corridor.

The County worked with state and local agencies, a citizen's workgroup, and the general public through a series of open houses, to develop a plan in response to these issues.

[10-MC-1]

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The focus of the McLoughlin Corridor Study became the design of the street itself. McLoughlin Boulevard was the first four-lane highway constructed in the State. It was constructed in the 1930s and has been improved incrementally since then. It generally has 120 feet of right-of-way, with an improved width of 80 to 90 feet. Several of the State and County policies that describe how a District Highway or major arterial is to be designed and constructed remain to be implemented.

The McLoughlin Corridor Design Plan is not intended to repeat policies that cover issues already addressed by other State and County plans, such as the need for continuous sidewalks, bike lanes, street lighting, and transit improvements. The Design Plan also does not attempt to modify existing State or County policies for access control. Instead, the Design Plan focuses on designing aspects of the street for greater safety, aesthetics, and utility, especially including a landscape strip between the curb and sidewalk. Both safety and appearance will be improved by consistent design, including continuous bike lanes, landscape strips, sidewalks, street lights, transit amenities, fewer driveways, and no on-street parking. The Design Plan includes typical cross sections, with strategies to apply them in the context of design work leading up to a reconstruction of McLoughlin Boulevard and in the context of development review.

Land uses in the McLoughlin Corridor were reviewed. A market analysis addressed the market for a range of land uses, and the types of employment and housing densities that are suitable for the Corridor. It was determined that the employment and housing uses and densities appropriate to a Corridor are already feasible under the existing land use plan designations provided for in the Comprehensive Plan.

Land uses would be better served in terms of access and circulation if there were better connectivity between parking lots, and between parking lots and streets to the side or rear of the development. The image of McLoughlin Boulevard would be improved if the existing sign ordinance were better enforced. An improved appearance may lead to more investment, more patronage of businesses, and more job creation.

The remainder of the Comprehensive Plan is applicable to the McLoughlin Corridor. The McLoughlin Corridor Design Plan describes the goals and policies that are specific to the McLoughlin Corridor. This Design Plan takes precedence where conflicts exist between it and the remainder of the Comprehensive Plan.

[10-MC-2]

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GOALS

- Design and improve McLoughlin Boulevard to serve the needs of travelers by all modes of transportation along and across the roadway.
- Design McLoughlin Boulevard to serve a balance between regional through traffic and local access for businesses and residents.
- Design McLoughlin Boulevard to serve regional and local traffic, including public transportation, bicycles and pedestrians.
- Enhance safety for all travel modes and improve the aesthetic appeal of McLoughlin Boulevard.
- Create a high-quality pedestrian environment, convenient access to transit, and a mix of land uses that implement the Corridor design type.
- Enhance pedestrian safety, especially pedestrian crossings near schools.

POLICIES

Land Use

- 1.0 The Corridor design type, as defined in Chapter 4 and displayed on Map X-MC-1, shall be applied along McLoughlin Boulevard.
- 2.0 The Corridor design type is applied to properties within the McLoughlin Corridor study area that have the following Comprehensive Plan land use designations: General Commercial, Special High Density Residential, High Density Residential, Medium High Density Residential, and Medium Density Residential, and are no more than 650 feet from the McLoughlin Boulevard right-of-way.
- 3.0 Corridor Policies 4.I.1.1 through 4.I.1.5 of the Urban Growth Concept section of Chapter 4 shall be applicable within the Corridor design type area.
- 4.0 Commercial developments shall integrate with adjacent neighborhoods by providing, at minimum, excellent pedestrian access.
- 5.0 A range of land use designations may be applied within the Corridor design type area. Land use designations that provide primarily for employment and shopping and land use designations that provide primarily for multifamily dwellings shall be considered. Land use designations applicable in the Corridor design type area are:

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- 5.1 Commercial land use designations that may be applied include: General Commercial, Retail Commercial, Office Commercial, and Office Apartment. Any site designated for a commercial use shall be located adjacent to McLoughlin Boulevard.
- 5.2 Residential land use designations that may be applied include: Special High Density Residential, High Density Residential, Medium High Density Residential, and Medium Density Residential. Residential land use designations should generally be located so as to form a buffer between commercial uses adjacent to McLoughlin Boulevard and low density residential areas.
- 5.3 When applying for a Comprehensive Plan map amendment to a Residential land use designation in the McLoughlin Corridor, the applicant's property shall have access to a street designated as a major or minor arterial, collector, connector, or local. Siting should not result in significant traffic increase on local streets serving low density residential areas.

Transportation

- 6.0 Encourage circulation to occur between businesses by requiring that adjacent parking lots be connected to each other or to a street at the side or rear of the development.
- 7.0 Develop a program for enforcement of the County's sign ordinance on McLoughlin Boulevard. Potential strategies include: providing additional funding and establishing priority with the County's Code Enforcement Section; and setting up a "Corridor Committee" of property owners and business owners who would work toward compliance by setting a good example, discussion, persuasion, and soliciting compliance in a friendly way.
- 8.0 ODOT's access standards are applicable to McLoughlin Boulevard, as are their roadway standards between the curbs.
- 9.0 Apply the typical cross sections as shown on Figures X-MC-1a and X-MC-1b. Map X-MC-2 shows where the various cross sections generally apply. These cross sections for the area of the roadway adjacent to a development (generally sidewalks and landscape strips) shall be required during development review.

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- 9.1 The standard arterial segment cross section is preferred at locations between intersections. In areas where the topography adjacent to the outside of the sidewalk slopes so that a retaining wall higher than three feet would be required, the landscaped buffer may be reduced in width. The topographically constrained cross section on Figure X-MC-1a portrays the maximum reduction in the improved width (landscaped buffer reduced to zero, but no reduction is allowed in sidewalk width). Reduction in the width of the landscaped buffer shall be the minimum necessary, considering a retaining wall three feet high.
- 10.0 The typical cross sections as shown on Figures X-MC-1a and X-MC-1b, and indexed on Map X-MC-2 shall be used as guidelines for specific designs for reconstruction of McLoughlin Boulevard. More specific design work produced in preparation of a reconstruction of McLoughlin Boulevard may replace the typical cross sections in regard to requirements for development and redevelopment. Design work for road reconstruction should start with the Final Report of the McLoughlin Corridor Land Use and Transportation Study as a guide.
- 11.0 Transit improvements in the McLoughlin Corridor should include a transit shuttle through the McLoughlin Corridor area.

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