



Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

635 Capitol Street, Suite 150

Salem, OR 97301-2540

(503) 373-0050

Fax (503) 378-5518

www.lcd.state.or.us



NOTICE OF ADOPTED AMENDMENT

01/16/2013

TO: Subscribers to Notice of Adopted Plan
or Land Use Regulation Amendments

FROM: Plan Amendment Program Specialist

SUBJECT: Clackamas County Plan Amendment
DLCD File Number 008-12

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. Due to the size of amended material submitted, a complete copy has not been attached. A Copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: Wednesday, January 30, 2013

This amendment was submitted to DLCD for review prior to adoption pursuant to ORS 197.830(2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

***NOTE:** The Acknowledgment or Appeal Deadline is based upon the date the decision was mailed by local government. A decision may have been mailed to you on a different date than it was mailed to DLCD. As a result, your appeal deadline may be earlier than the above date specified. **NO LUBA Notification to the jurisdiction of an appeal by the deadline, this Plan Amendment is acknowledged.**

Cc: Kay Pollack, Clackamas County
Jon Jinings, DLCD Community Services Specialist
Jennifer Donnelly, DLCD Regional Representative

<paa> YA

**FORM 2****DLCD**

Notice of Adoption

☐ In person ☐ electronic ☐ mailedDATE
STAMP

DEPT OF

JAN 10 2013

LAND CONSERVATION
AND DEVELOPMENT
For Office Use Only

This Form 2 must be mailed to DLCD within **5-Working Days after the Final Ordinance is signed** by the public Official Designated by the jurisdiction and all other requirements of ORS 197.615 and OAR 660-018-000

Jurisdiction: **Clackamas County**
ZAP

Local file number: **Z0527-11-CP/Z0528-11-**

Date of Adoption: **12/13/2012**

Date Mailed: **01/09/2013**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? ☒ Yes ☐ No Date: 6/13/2012

☐ Comprehensive Plan Text Amendment

☒ Comprehensive Plan Map Amendment

☐ Land Use Regulation Amendment

☒ Zoning Map Amendment

☐ New Land Use Regulation

☐ Other:

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".

Amend Maps IV-8, X-CRC-1, & X-CRC-2: Expand the Clackamas Regional Center Boundary.

Amend Maps IV-6 and X-CRC-2: Change the Comprehensive Plan designation from PCU, HDR & RCHRD to PMU6.

Amend Map X-CRC-4 & X-CRC-5: Add Monterey Avenue road segment between Stevens Road and Bob Schumacher Road.

Amend Map X-CRC-7: Add Monterey Avenue bikeway segment between Stevens Road and Bob Schumacher Road.

Change the zoning from HDR, OSM and RCHDR to PMU6 on zoning map 1-5.

Update above maps as needed.

Does the Adoption differ from proposal? Yes, Please explain below:

Added Maps IV-6, X-CRC-7 and zoning map 1-5 to those requiring amendments

Plan Map Changed from: **HDR, RCHDR & PCU**

to: **PMU6**

Zone Map Changed from: **HDR, RCHDR & OSM**

to: **PMU6**

Location: **11731 & 12025 SE Stevens Rd; T 1S R2E Sec 33**

Acres Involved: **14**

Specify Density: Previous: **25 & 30 DU/AC min**

New: **same**

Applicable statewide planning goals:

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Was an Exception Adopted? ☐ YES ☒ NO

DLCD File No. 008-12 (19382) [17309]

Did DLCD receive a Notice of Proposed Amendment...

35-days prior to first evidentiary hearing?

☒ Yes ☐ No

If no, do the statewide planning goals apply?

☐ Yes ☐ No

If no, did Emergency Circumstances require immediate adoption?

☐ Yes ☐ No

DLCD file No. _____

Please list all affected State or Federal Agencies, Local Governments or Special Districts:

Metro

Local Contact: **Kay Pollack, Senior Planner**

Phone: (503) 742-4513 Extension: 0

Address: **150 Beaver Creek Road**

Fax Number: 503-742-4550

City: **Oregon City**

Zip: **97045-**

E-mail Address: **kayp@clackamas.us**

ADOPTION SUBMITTAL REQUIREMENTS

This Form 2 must be received by DLCD no later than 5 working days after the ordinance has been signed by the public official designated by the jurisdiction to sign the approved ordinance(s) per ORS 197.615 and OAR Chapter 660, Division 18

1. This Form 2 must be submitted by local jurisdictions only (not by applicant).
2. When submitting the adopted amendment, please print a completed copy of Form 2 on light **green paper if available**.
3. Send this Form 2 and one complete paper copy (documents and maps) of the adopted amendment to the address below.
4. Submittal of this Notice of Adoption must include the final signed ordinance(s), all supporting finding(s), exhibit(s) and any other supplementary information (ORS 197.615).
5. Deadline to appeals to LUBA is calculated **twenty-one (21) days** from the receipt (postmark date) by DLCD of the adoption (ORS 197.830 to 197.845).
6. In addition to sending the Form 2 - Notice of Adoption to DLCD, please also remember to notify persons who participated in the local hearing and requested notice of the final decision. (ORS 197.615).
7. Submit **one complete paper copy** via United States Postal Service, Common Carrier or Hand Carried to the DLCD Salem Office and stamped with the incoming date stamp.
8. Please mail the adopted amendment packet to:

**ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540**

**BEFORE THE BOARD OF COUNTY COMMISSIONERS
OF CLACKAMAS COUNTY, STATE OF OREGON**

In the Matter of Comprehensive Plan Amendments and Zone Change for Veritas Investments, Inc., on property described as: T1S, R2E, Section 33 DB, Tax Lots 00104, 00106, 00200, 00400, 00500, 00602, 00603; and T1S, R2E, Section 33 DC, Tax Lots 00100, 00200 (partial)

FILED
DEC 20 2012
Sherry Hall
Clackamas County Clerk

ORDER NO. 2012 - 11 - 4
(page 1 of 2)

File No.: Z0527-11-CP / Z0528-11-ZAP

This matter coming regularly before the Board of County Commissioners, and it appearing that Veritas Investments, Inc., made application for Comprehensive Plan amendments and zone change on property described as T1S, R2E, Section 33 DB, Tax Lots 00104, 00106, 00200, 00400, 00500, 00602, 00603; and T1S, R2E, Section 33 DC, Tax Lots 00100, 00200 (partial), located on the west side of SE Stevens Road and northwest of its intersection with SE Bob Schumacher Road, as shown on Exhibit A.

It further appearing that the planning staff, by its report dated July 16, 2012, recommended approval of the application; and

It further appearing that the Planning Commission, at its July 23, 2012, meeting, recommended approval of the application; and

It further appearing that after appropriate notice a public hearing was held before the Board of County Commissioners on August 1, 2012, at which testimony and evidence were presented, and that a preliminary decision was made by the Board to approve the application;

Based on the evidence and testimony presented, this Board makes the following findings and conclusions.

1. The applicant requests approval of Comprehensive Plan map amendments to expand the Clackamas Regional Center to include the entire subject site on Comprehensive Plan Maps IV-8, X-CRC-1, and X-CRC-2.
2. The applicant requests to change the Comprehensive Plan designation from Regional Center High Density Residential, High Density Residential and Planned Community Use to Planned Mixed Use 6 on Comprehensive Plan Maps IV-6 and X-CRC-2.
3. The applicant requests a corresponding zone change from Regional Center High Density Residential (RCHDR), High Density Residential (HDR) and Open Space Management (OSM) to Planned Mixed Use 6 (PMU6) on official zoning map 1-5.

304 671

**BEFORE THE BOARD OF COUNTY COMMISSIONERS
OF CLACKAMAS COUNTY, STATE OF OREGON**

In the Matter of Comprehensive Plan
Amendments and Zone Change for
Veritas Investments, Inc., on property
described as: T1S, R2E, Section 33 DB,
Tax Lots 00104, 00106, 00200, 00400,
00500, 00602, 00603; and T1S, R2E,
Section 33 DC, Tax Lots 00100, 00200 (partial)

ORDER NO. 2012 - 11 4
(page 2 of 2)

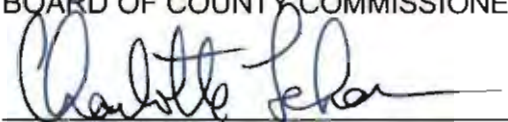
File No.: Z0527-11-CP / Z0528-11-ZAP

4. The applicant requests to amend Comprehensive Plan Map X-CRC-3, *Clackamas Regional Center Area Design Plan Urban Design Elements*, to apply the Local Street Grid designation to the subject site.
5. The Clackamas County Traffic Engineer determines that an essential segment of Monterey Avenue needs to be constructed as a Collector Street with Bikeway on the subject site in order to provide needed transportation access, resulting in amendments to Comprehensive Plan Maps X-CRC-4, X-CRC-5 and X-CRC-7.
6. This request complies with the applicable provisions of the Statewide Goals, the Clackamas County Comprehensive Plan and Zoning and Development Ordinance, and all other state and federal laws and regulations.
7. This Board adopts as its findings and conclusions the Findings and Conditions of Approval, hereto attached as Exhibit B.

NOW, THEREFORE, IT IS HEREBY ORDERED that the requested Comprehensive Plan amendments and zone change are approved, official zoning map 1-5 and Comprehensive Plan Map IV-6 are amended accordingly, and Comprehensive Plan Maps IV-8, X-CRC-1, X-CRC-2, X-CRC-3, X-CRC-4, X-CRC-5, and X-CRC-7 are amended, as shown in Exhibits C, D, E, F, G, H and I. These amendments shall become effective on February 11, 2013.

DATED this 13th day of December, 2012.

BOARD OF COUNTY COMMISSIONERS

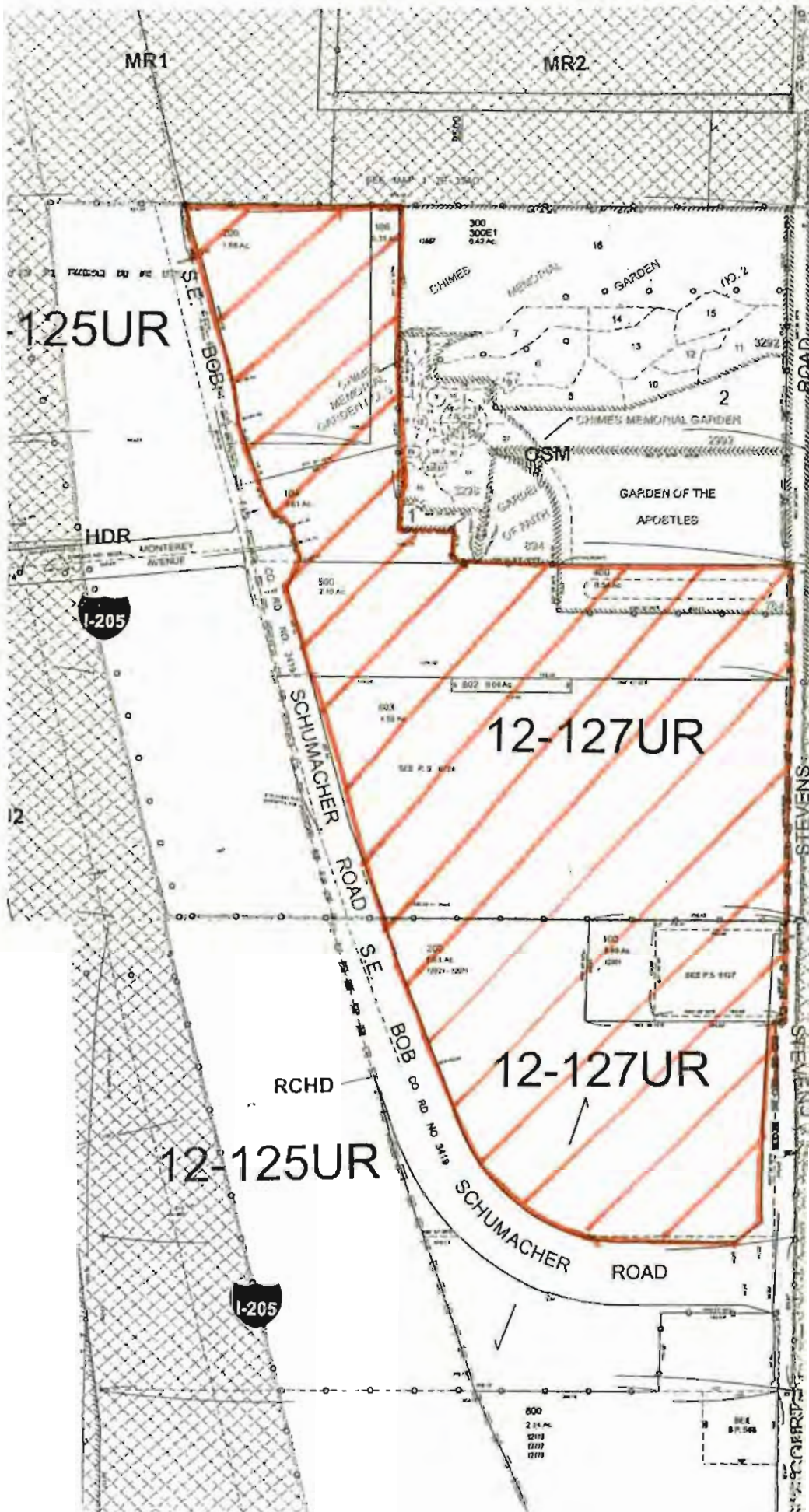


Chair, Board of County Commissioners



Recording Secretary

304 672



2012 - 11 4

12E33DB

12E33DC

394 673

Z0527-11-CP &
Z0528-11-ZAP, Exhibit A

Exhibit B**Findings and Conditions of Approval
Z0527-11-CP; Z0528-11-ZAP**

December 13, 2012

GENERAL INFORMATION

Applicant: Neil Nedelisky, Veritas Investments Co. LLC

Location: North and east of Bob Schumacher Road, west of Stevens Road, a portion extending approximately 500 feet north of Monterey Avenue.

Legal Description: T1S, R2E, Section 33 DB, Tax Lots 00104, 00106, 00200, 00400, 00500, 00602, 00603; T1S, R2E, Section 33 DC, Tax Lots 00100, 00200 (partial)

Owners: New Hope Community Church, Inc., 11731 SE Stevens Road, Happy Valley, OR 97086: T1S, R2E, Section 33 DB, Tax Lots 00104, 00106, 00200, 00400, 00500, 00602, 00603

Clackamas County Development Agency, 150 Beavercreek Road, Oregon City, OR 97045: T1S, R2E, Section 33 DC, Tax Lots 00100, 00200

Comprehensive Plan Designation: High Density Residential (HDR), Regional Center High Density Residential (RCHDR), and Public and Community Use (PCU)

Zoning Designation: High Density Residential (HDR), Regional Center High Density Residential (RCHDR), and Open Space Management (OSM).

Service Providers:

1. Sewer: Clackamas County Service District #1
2. Water: Sunrise Water Authority District
3. Surface Water: Clackamas County Service District #1
4. Fire Protection: Clackamas County Rural Fire District #1

Total Area Involved: Approximately 14.63 Acres

Proposal: Expand the Clackamas Regional Center boundary to include the entire site; change the High Density Residential (HDR), Regional Center High Density Residential (RCHDR), and Public and Community Use (PCU) Comprehensive Plan designations to Planned Mixed Use (PMU) with a corresponding zone change from HDR, RCHDR and OSM to PMU6.

PMU zone uses: The primary uses allowed within the proposed PMU6 zoning district are listed in Section 1703.03 of the Clackamas County Zoning and Development

Ordinance (ZDO) and include office, retail and service commercial uses, multifamily residential uses, institutional uses, open space, hospitality and entertainment uses and certain wireless telecommunication facilities.

Background Information on Subject Property and Surrounding Area:

The subject site is part of the greater Eagle Landing Master Plan area, an existing plan that was approved by Clackamas County in 1998, which encompasses lands that are located both within Happy Valley and unincorporated Clackamas County. The Eagle Landing Master Plan includes single-family residential, multifamily residential, office/commercial, and supportive retail uses. The Eagle Landing project was a multiphase project, with Phase I having been annexed into Happy Valley in 2005.

To date, the specific developments located within the Eagle Landing Master Plan area that have been constructed or are under construction include: a 72-lot detached single-family residential development; a 115-lot townhome development; a 85-unit condominium development (under construction); and a 128-unit condominium development, (under construction).

Eagle Landing Mixed Use (MU) Development is a proposed mixed use development on approximately 32 acres located east of Clackamas Town Center and I-205. The western portion of the Eagle Landing MU Development is located in unincorporated Clackamas County and the eastern portion is within the City of Happy Valley. On April 3, 2012, Happy Valley adopted a new Regional Center Mixed Use (RCMU) zone, amended the Clackamas Regional Center boundary to include the Happy Valley portion of the Eagle Landing Mixed Use development site, applied the new RCMU zone to approximately 17.7 acres of the Eagle Landing Mixed Use project within the City (east of Stevens). This action will enable development of approximately 14.63 acres of the project that is within Clackamas County, between Stevens Road and Bob Schumacher Road.

Site Description: The site is bounded on the west by Bob Schumacher Road, I-205, and Clackamas Town Center; on the east by Stevens Road, Happy Valley, the other portion of the proposed Eagle Landing MU development site; and on the north by multi-family development and a cemetery. See tax assessor/zoning map (Exhibit A). The entire subject site is within the Clackamas Regional Center Design Area boundary; however, only the southern portion (RCHDR) of the site is currently within the Clackamas Regional Center design type boundary; a 37 unit multi-family complex is on the southern RCHDR-zoned portion. New Hope Church is developed on the northern HDR-zoned portion of the site.

Surrounding Conditions: Monterey Avenue, a major east-west road, is constructed as a collector road to the east of the Stevens Road intersection, and as a minor arterial to the west of the Bob Schumacher Road intersection; west of the site Monterey Avenue crosses I-205. Clackamas Regional Center and the MAX light rail Green

Line Station are located west of the site across I-205. Sunnyside Road is approximately .2 miles south of the intersection of Stevens Road and Bob Schumacher Road.

The site is partially bordered on the north by a multifamily development zoned MR-1. The adjacent 26.62 acres to the north and east are occupied by cemeteries and zoned Open Space Management (OSM). The property is bordered on the east by SE Stevens Road. The property across SE Stevens Road is in Happy Valley, zoned OSM and RCMU. Kaiser Permanente is a major regional employer with a 1.1 million-square-foot facility south of the site, between Sunnyside Road and SE Sunnybrook Boulevard.

FINDINGS:

Section 1. Comprehensive Plan Map Amendment. This application is subject to the Statewide Planning Goals, Metro Functional Plan, County Comprehensive Plan (CP) policies and Oregon Administrative Rules (OARs).

Part 1 – Evaluation of Statewide Planning Goals.....	Page 4
Part 2 – Evaluation of Metro Functional Plan.....	Page 13
Part 3 – Evaluation of General County Comprehensive Plan Policies.....	Page 16
Part 4 – Evaluation of High Density Residential, Public and Community Use, Regional Center High Density Residential and Planned Mixed Use Plan Designation Policies.....	Page 34
Part 5 – Summary of Findings for the Comprehensive Plan Amendment.....	Page 37

Section 2. Zone Change Amendment. The zone change application is subject to the criteria in Section 1202 of the Clackamas County Zoning and Development Ordinance

Part 1 – Evaluation of criteria in Section 1202.....	Page 39
Part 2 – Summary of Zone Change Criteria.....	Page 41

Section 3. Conditions of Approval......Page 42

Section 1

Approval of Comprehensive Plan Map Amendment from High Density Residential (HDR), Regional Center High Density Residential (RCHDR), and Public and Community Use (PCU) Comprehensive Plan Designations to Planned Mixed Use (PMU6)

PART 1. Compliance with Statewide Planning Goals:

- A. Goal 1: Citizen Involvement: *To develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.*

This is a quasi-judicial land use application. The Clackamas County Comprehensive Plan and Section 1300 of the ZDO contain adopted and acknowledged procedures for citizen involvement and public notification. This application has been processed consistent with the notification requirements in Section 1300 including notice to individual adjacent and surrounding property owners within 300 feet of the subject property, notice in the local newspapers, and notice to affected agencies, dual interest parties and to the Community Planning Organization in the area. Advertised public hearings were conducted before the Clackamas County Planning Commission and Board of County Commissioners, which provided opportunity for additional citizen input.

The proposal is consistent with Goal 1.

- B. Goal 2: Land Use Planning: To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.
1. Goal 2 requires coordination with affected governments and agencies. Notice of this application has been provided to the following agencies and governments for comments: City of Happy Valley, Clackamas County Development Agency, North Clackamas School District #12, Clackamas County Service District #1, Sunrise Water Authority, North Clackamas Park District #3, Clackamas County Fire District #1, DTD Traffic Engineering, Sunnyside CPO, Department of Land Conservation and Development, and Metro.
 3. Goal 2 requires that all land use actions be consistent with the acknowledged Comprehensive Plan. The background information and findings provided by the applicant and within this report, and comments received from agencies and interested parties provide an adequate factual base for rendering an appropriate decision consistent with the County Comprehensive Plan.

This proposal is consistent with Goal 2.

- C. Goal 3: Agricultural Land: To preserve and maintain agricultural lands.

The subject property is located within the Metro Urban Growth Boundary. This proposal does not include any land planned or zoned for Agricultural uses.

Goal 3 is not applicable.

- D. Goal 4; Forest Land: To conserve forest lands by maintaining the forest land base and to protect the state's forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water and fish and wildlife resources and to provide for recreational opportunities and agriculture.

The subject property is located within the Metro Urban Growth Boundary. This proposal does not include any land planned or zoned for Forest uses.

Goal 4 is not applicable.

- E. Goal 5; Open Spaces, Scenic and Historic Areas, and Natural Resources: To conserve open space and protect natural and scenic resources.
1. Goal 5 resources include open space areas, scenic and historic resources and other natural features. Chapters 3 and 9 of the Clackamas County Comprehensive Plan identify significant Goal 5 resources within the County.
 2. No outstanding scenic views/sites, wilderness areas, wetlands, historic sites or structures, cultural areas, potential or approved Oregon recreation trails are located on the subject property.

Parcel Numbers 12E33DB, Tax Lots 00104, 00106 and 00200 are mapped as a Low Habitat Conservation Area (HCA) and thus located with the Habitat Conservation Area District (HCAD). The HCA is a Goal 5 as well as a Title 13 resource, and is also potentially subject to WES Title 3 Water Quality Buffers. The County Comprehensive Plan (Chapter 3) and the ZDO (Section 706) and Water Environment Services stream buffer requirements contain adopted implementing regulations to address these resources. These regulations will be applied to future development proposals on the property and will assure compliance with Goal 5.

Clackamas County Water Environment Services (WES) staff reviewed the application and submitted comments and recommendations on this proposal. WES staff reported that Metro Title 13 maps show Low Value Habitat protection on tax lots 12E33DB00, Tax Lots 00104, 00106 and 00200 that will have to be addressed in future development review.

The proposal is consistent with Goal 5.

- F. Goal 6: Air, Water and Land Resources Quality: To maintain and improve the quality of the air, water and land resources of the state.

The County Comprehensive Plan and ZDO contain adopted implementing regulations to protect the air, water and land resources. The County also has adopted public facilities and service plans to accommodate all waste and process discharges in order to protect watersheds, airsheds and land resources. These regulations will be applied to any future development proposals on the property and will protect the affected air, water and land resources.

This application is consistent with Goal 6.

- G. Goal 7: Areas Subject to Natural Disasters and Hazards: To protect life and property from natural disasters.

The subject property is not located within a designated floodplain area. It is located at the bottom of the southwest slope of Mt. Scott. According to the State of Oregon Department of Geology & Mineral Industries, Geologic Hazards Map of the Lake Oswego and Gladstone Quadrangles, the subject property is not located in an area subject to natural disasters or hazards.

This application is consistent with Goal 7.

- H. Goal 8: Recreational Needs: To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate to provide for the siting of necessary recreational facilities including destination resorts.

This proposal does not involve any designated recreational or open space lands, affect access to any significant recreational uses in the area, or involve the siting of a destination resort. This project will have no impact on the recreational needs of the County or State.

Goal 8 is not applicable.

- I. Goal 9: Economic Development: To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare and prosperity of Oregon's citizens.

1. This Goal is intended to ensure Comprehensive Plans contribute to a stable and healthy economy in all regions of the state. Goal 9 also requires the County to provide for an adequate supply of sites of suitable sizes, types, locations, and services for a variety of industrial and commercial uses consistent with plan policies.

2. The Clackamas County Comprehensive Plan has been acknowledged in

compliance with Goal 9. OAR 660-009 (Industrial and Commercial Development) outlines the standards and criteria to comply with Goal 9. OAR 660-009-0010(4) outlines the standards and criteria to address any changes to acknowledged commercial, industrial and other employment areas. This Section of the OAR requires any jurisdiction which changes its plan designations of lands in excess of two acres within an existing urban growth boundary from an industrial use designation to a non-industrial use designation, or any other employment use designation to any other use designation to address all applicable planning requirements and:

- a. Demonstrate that the proposed amendment is consistent with its most recent economic opportunities analysis and the parts of its acknowledged comprehensive plan which address the requirements of this division; or
 - b. Amend its comprehensive plan to incorporate the proposed amendment, consistent with the requirements of this division; or
 - c. Adopt a combination of the above, consistent with the requirements of this division.
3. The proposed plan amendment is to change the Comprehensive Plan land use designation from High Density Residential (HDR), Regional Center High Density Residential (RCHDR), and Public and Community Use (PCU) Comprehensive Plan designations to a Planned Mixed Use PMU designation. The proposed amendment does not involve a change from an industrial use designation to a non-industrial use designation or an employment use designation to any other designation. Therefore OAR 660-009-0010(4) is not applicable.
 4. Generally, because the PMU designation allows more latitude in siting commercial, service commercial, and office uses, this proposal will increase the amount of commercial land for employment opportunities.

This proposal is consistent with Goal 9.

- J. Goal 10: Housing: To provide for the housing needs of citizens of the state.
 1. This goal requires local jurisdictions to provide for an adequate number of needed housing units and to encourage the efficient use of buildable land within urban growth boundaries. OAR 660-007 and 660-008 defines the standards for determining compliance with Goal 10. OAR 660-008 addresses the general housing standards. OAR 660-007 addresses the housing standards inside the Portland Metropolitan Urban Growth Boundary. OAR 660-007 takes precedence over any conflicts between the two rules.
 2. "Needed housing" as used in these rules means housing types determined to meet the need shown for housing within an urban growth boundary at particular price

ranges and rent levels, including attached and detached single family housing and multiple family housing for both owner and renter occupancy, government assisted housing, mobile home or manufactured dwelling parks and manufactured homes on individual lots.

3. "Buildable land" means residentially designated vacant and redevelopable land within the Metro urban growth boundary that is not severely constrained by natural hazards.
4. The current HDR plan designation and implementing HDR zoning district allows for a minimum of approximately 22.5 dwelling units per acre. The current RCHDR plan designation and implementing RCHDR zoning district allows for a minimum of 30 dwelling units per acre. The current PCU plan designation and implementing OSM zoning district is not a residential zone. Under the current HDR and RCHDR plan designation a minimum of 395 dwelling units will be required on the subject property.

Policy 5.0 in Section XVII of the Clackamas Regional Center Design Plan Area in Chapter 10 of the Comprehensive Plan requires any Comprehensive plan map amendment from a residential to a non-residential plan designation to replace the lost housing capacity either on-site or on another site within the urban growth boundary.

Pursuant to Policy 5.0 the PMU6 zone was drafted and approved with a requirement for 395 dwelling units to be constructed. Compliance with that requirement will ensure that there is no net reduction in the buildable land inventory and housing capacity in the County.

This proposal is consistent with Goal 10.

- K. Goal 11; Public Facilities and Services: To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.
1. This Goal provides guidelines for cities and counties in planning for the timely, orderly and efficient arrangement of public facilities and services, such as sewer, water, solid waste and storm drainage. The Goal requires these public facilities and services to be provided at levels necessary and suitable for urban and rural uses, as appropriate. This proposal involves the conversion of urban residential land to urban mixed use land.
 2. The subject property is located within Clackamas County Service District #1 which provides sewer and storm drainage facilities in the area. The property is located within Sunrise Water Authority District which provides public water in the area. The sewer, storm drainage and water services and facilities have been established in this area consistent with adopted service plans.

3. The final design and improvements to the systems will be determined during review of future development proposals. This will ensure the facilities are designed according to adopted facility plans and appropriate to serve urban uses. This will also ensure the public facilities and services are orderly and efficient.
4. The property is also appropriately located within the service boundaries of Clackamas County Fire District #1, North Clackamas School District #12, Sunset Garbage Collection District, Clackamas County Sheriff's District and North Clackamas Parks District #3.
5. The subject property is located within the urban growth boundary in an area which can be provided with an orderly and efficient arrangement of public facilities and services to serve a mixed use development.

This application is consistent with Goal 11.

L. Goal 12; Transportation: To provide and encourage a safe, convenient and economic transportation system.

1. The Transportation Planning Rule OAR 660-012 implements Statewide Planning Goal 12.
2. OAR 660-012-0060 applies to any plan map amendment which significantly affects a transportation facility. OAR 660-012-0060(1) states. *If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:*
 - (a) *Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);*
 - (b) *Change standards implementing a functional classification system; or*
 - (c) *Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.*

- (A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;*
- (B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or*
- (C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.*

(2) If a local government determines that there would be a significant effect, then the local government must ensure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility measured at the end of the planning period identified in the adopted TSP through one or a combination of the remedies listed in (a) through (e) below, unless the amendment meets the balancing test in subsection (2)(e) of this section or qualifies for partial mitigation in section (11) of this rule. A local government using subsection (2)(e), section (3), section (10) or section (11) to approve an amendment recognizes that additional motor vehicle traffic congestion may result and that other facility providers would not be expected to provide additional capacity for motor vehicles in response to this congestion.

- (a) Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.*
- (b) Amending the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of this division; such amendments shall include a funding plan or mechanism consistent with section (4) or include an amendment to the transportation finance plan so that the facility, improvement, or service will be provided by the end of the planning period.*
- (c) Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.*
- (d) Providing other measures as a condition of development or through a development agreement or similar funding method, including, but not limited to, transportation system management measures or minor transportation improvements. Local governments shall, as part of the amendment, specify when measures or improvements provided pursuant to this subsection will be provided.*
- (e) Providing improvements that would benefit modes other than the significantly affected mode, improvements to facilities other than the significantly affected facility, or improvements at other locations, if the provider of the significantly affected facility provides a written statement that the system-wide benefits are sufficient to balance the significant*

effect, even though the improvements would not result in consistency for all performance standards.

The applicant has submitted a Traffic Impact Analysis (TIA), Technical Appendix, and addendum dated August 2011, prepared by David Evans and Associates, Inc. The TIA includes the proposed level of development for the total build out scenario for *all* Eagle Landing developments. The traffic analysis evaluation area is bounded by SE Causey Avenue/ SE William Otty Road to the north, Sunnybrook Boulevard to the south, SE 82nd Avenue to the west, and SE Valley View Terrace to the east. For this study, DEA focused its analysis along the Sunnyside Road corridor between SE 93rd Avenue and SE Valley View Terrace and included the State facilities (I-205).

Clackamas County DTD Traffic Engineers (TE) reviewed the traffic impact analysis letters and submitted comments on this proposal. The DTD TE determined that with the proposed improvements or required conditions, the proposed Comprehensive Plan and zoning map amendments satisfy the requirements of the Transportation Planning Rule of OAR 660-12-0060 and the requirements of ZDO 1202 and the Comprehensive Plan, as it relates to the Comprehensive Plan Amendments.

ODOT also evaluate the TIA and coordinated with DTD TE before submitting comments and conditions. ODOT staff identified the impacted state facilities as being I-205, especially the I-205 and Sunnyside Road interchange, and OR213 (82nd Avenue). ODOT has no objection to the proposed land use actions with the recommended conditions of approval outlined in their memo.

DTD TE comments and conditions and ODOT comments and conditions are incorporated into this report by reference therein. The TIA comments from DTD TE and ODOT conclude that the proposed Comprehensive Plan amendment can be mitigated so that it will not significantly affect the transportation facility as described in OAR 660-012-0060(1).

With mitigating measures applied as laid out in DTD TE and ODOT conditions, the application can be consistent with Goal 12.

M. Goal 13; Energy Conservation: To conserve energy.

This proposal will have no impact on any known or inventoried energy sites or resources. There are no planning or implementation measures under this Goal applicable to this application.

Goal 13 is not applicable.

N. Goal 14; Urbanization: To provide for an orderly and efficient transition from rural to urban land uses.

The subject property is located within the UGB and currently designated for urban uses. This proposal does not involve a change in the location of the UGB, a conversion of rural land to urban land, or urbanizable land to urban land. There are no planning or implementation measures under this Goal applicable to this application.

Goal 14 is not applicable.

- O. Goal 15: Willamette River Greenway: To protect, conserve, enhance and maintain the natural scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.

The subject property is not located within the Willamette River Greenway.

Goal 15 is not applicable.

- P. Goal 16: Estuarine Resources; Goal 17 Coastal Shorelands; Goal 18 Beaches and Dunes; and Goal 19 Ocean Resources.

Goals 16, 17, 18 and 19 are not applicable in Clackamas County.

PART 2. Compliance with Metro Functional Plan:

The subject property is located within the Metro Urban Growth Boundary (UGB) and subject to the requirements of the Metro Functional Plan (MFP). The northern portion of the subject property is designated as a "Neighborhood" and the southern portion of the property is within the Clackamas "Regional Center" design type designation on the County Comprehensive Plan in compliance with the Metro Functional Plan. See Map IV-8 of the Comprehensive Plan (Exhibit C)

- A. *Neighborhoods* are defined as primarily residential areas which are accessible to jobs and neighborhood businesses. This broad category includes areas set aside for homes, parks and open space, schools, public services, and neighborhood business uses. The intent is to facilitate the Region 2040 *Inner Neighborhood* design type. *Inner Neighborhoods* are defined in the Urban Growth Management Functional Plan (UGMFP) as *Residential areas accessible to jobs and neighborhood businesses with smaller lot sizes...*
- B. *Regional Center* is defined as an area that is the focus of compact development, redevelopment, high quality transit service and multi-modal street networks. The intent of the Regional Center is to provide an area for the most intense development and highest densities of employment and housing.

Title 1: Housing Capacity

- C. Title 1 of the Urban Growth Management Functional Plan (UGMFP) is applicable to this proposal. Title 1 of the UGMFP outlines the requirements for maintaining or increasing housing capacity.

The findings under Goal 10 of the Statewide Planning Goals and Chapter 10 of the Comprehensive Plan demonstrate this proposal will not reduce the housing capacity in the County because replacement housing will be required on site through application of the Planned Mixed Use plan designation and the PMU6 zone. Therefore this proposal will not reduce the housing capacity in the County.

Title 3: Water Quality and Flood Management

Title 3 of the Urban Growth Management Functional Plan (UGMFP) is applicable to this proposal. Title 3 outlines the requirements for protecting the beneficial water uses and functions and values of resources within the Water Quality and Flood Management Areas by limiting or mitigating the impact on these areas from development activities and protecting life and property from dangers associated with flooding.

A Low Habitat Conservation Area (HCA) is mapped within the northern portions of the subject site. The HCA is a Goal 5 resource: it is also potentially subject to WES Title 3 Water Quality Buffers. The County Comprehensive Plan (Chapter 3), sections 706 and

709 of the ZDO and Clackamas County Water Environment Services stream buffer requirements contain adopted implementing regulations to protect these resources. These regulations will be applied to future development proposals on the property and will assure compliance with Title 3.

Title 6: Centers, Corridors, Station Communities and Main Streets

The Regional Framework Plan identifies Centers, Corridors, Main Streets and Station Communities throughout the region and recognizes them as the principal centers of urban life in the region. Title 6 calls for actions and investments by cities and counties, complemented by regional investments, to enhance this role. The following excerpts outline the structure and process of the designations.

3.07.620 Actions and Investments in Centers, Corridors, Station Communities and Main Streets

A ...County may seek recognition of a Center when the following requirements are completed.

- *A boundary consistent with the Regional Functional Plan is established.*

The Clackamas Regional Center was adopted in 1998 and recognized by Metro. Currently the Regional Center boundary includes the Regional Center High Density Residential parcels in the southern portion of the subject site. This application proposes to amend the acknowledged Regional Center Boundary to include the entire subject site.

- *An assessment of the following, as they apply to mixed use, pedestrian friendly and transit-supportive development in the area: physical and market conditions, the physical and regulatory barriers, how the code applies to or might be revised to encourage, and existing and potential incentives to encourage.*

The application of the PMU Comprehensive Plan designation and the PMU6 zone designation will assure that, at the time of development review, appropriate standards and criteria to achieve high quality "mixed use, pedestrian friendly and transit-supportive development in the area" will be applied.

3.07.640 Activity Levels for Centers, Corridors, Station Communities and Main Streets

A. Centers, Corridors, Station Communities and Main Streets need a critical number of residents and workers to be vibrant and successful. The following average number of residents and workers per acre is recommended for each:

- *Regional Centers - 60 persons, a mix of uses and a mix of housing types*

As analyzed below under Planned Mixed Use Policy 6.4, the application of the PMU Plan designation to this site would achieve 60 persons per acre or greater, as well as assuring a mix of uses.

3.07.650 Centers, Corridors, Station Communities and Main Streets Map

- *The map shows the boundaries established pursuant to this title.*
- *Process for expanding the boundary of a Center, including notifying Metro*

Metro was timely notified of this application; no comments were received from Metro. If the application is approved, Metro will be notified and the Clackamas Regional Center boundary will be modified on Metro maps.

Title 13: Nature in Neighborhoods

The purposes of the Nature in Neighborhoods program are to (1) conserve, protect, and restore a continuous ecologically viable streamside corridor system, from the streams' headwaters to their confluence with other streams and rivers, and with their floodplains in a manner that is integrated with upland wildlife habitat and with the surrounding urban landscape; and (2) to control and prevent water pollution for the protection of the public health and safety, and to maintain and improve water quality throughout the region. The program inventoried and designated Habitat Conservation Areas (HCA) and required Metro jurisdictions to adopt and protect the areas. Clackamas County complies with Metro HCA requirements through Chapter 3 of the Comprehensive Plan and Section 706 of the ZDO.

A Low Habitat Conservation Area is mapped in the northern portions of the subject site. The HCA is a Title 13 resource. The County Comprehensive Plan (Chapter 3) and Section 706 of the ZDO and Clackamas County Water Environment Services stream buffer requirements contain adopted implementing regulations to protect these resources. These regulations will be applied to future development proposals on the property and will assure compliance with Title 13.

This proposal is consistent with the Metro Functional Plan.

PART 3. Compliance with Clackamas County Comprehensive Plan Policies:

- A. **Chapter 1; Introduction:** This Chapter identifies the purpose of the Comprehensive Plan and how to use the Plan.

This Chapter of the Plan includes a general introduction to the plan and describes how to use the plan. This Chapter does not include any Goals or Policies applicable to a quasi-judicial land use application.

Chapter 1 is not applicable.

- B. **Chapter 2; Citizen Involvement:** The purpose of this Chapter is to promote citizen involvement in the governmental process and in all phases of the planning process.

Policy 1.0 is the only policy in Chapter 2 that applies to this review: *Require provisions for opportunities for citizen participation in preparing and revising local land use plans and ordinances. Insure opportunities for broad representations, not only of property owners and Countywide special interests, but also of those persons within the neighborhood or areas in question.*

The Clackamas County Comprehensive Plan and ZDO have adopted and acknowledged procedures for citizen involvement. This application has been processed consistent with those procedures. Specifically, the County has provided notice to the Citizen's Planning Organization in the area (Sunnyside CPO), to property owners within 300 feet of the subject property, and published public notices in the newspaper consistent with State law and Section 1302 of the ZDO. The Planning Commission and Board of County Commissioners will also hold one or more public hearings, as necessary, consistent with Section 1303 of the ZDO. These public mailings, notices and hearings will ensure an opportunity for citizens to participate in the land use process.

This application is consistent with Chapter 2.

- C. **Chapter 3; Natural Resources and Energy:** The purpose of this Chapter is to provide for the planning, protection and appropriate use of the County's land, water and air resources, mineral and aggregate resources, wildlife habitats, natural hazard areas and energy sources.

This Chapter contains eight distinct Sections addressing: 1) Water Resources; 2) Agriculture; 3) Forests; 4) Mineral and Aggregate Resources; 5) Wildlife Habitats and Distinctive Resource Areas; 6) Natural Hazards; 7) Energy Sources and Conservation and; 8) Noise and Air Quality. Each of these Sections is addressed below.

1. Water Resources: This Section of the Chapter identifies policies applicable to River and Stream Corridors, Principal River Conservation Areas, Stream Conservation Areas, Habitat Conservation Areas, Water Quality Resource Areas, Wetlands and Groundwater.

- a. River and Stream Corridors and Principal River and Stream Conservation Area Policies:

No river, stream or principal river is identified on the site. However, parcel Numbers 12E33DB, Tax Lots 00104, 00106 and 00200 are mapped as a Low Habitat Conservation Area (HCA) and thus also potentially subject to WES Title 3 Water Quality Buffers as reported under the Goal 5 findings above.

- b. Habitat Conservation Areas:

19.0 For areas that are inside the Metropolitan Service District (Metro) Boundary or the Portland Metropolitan Urban Growth Boundary (UGB), designate Habitat Conservation Areas as required by Title 13 of the Metro Urban Growth Management Functional Plan, a Statewide Planning Goal 5 program for riparian corridors, wetlands, and wildlife habitat.

20.0 Regulate development in Habitat Conservation Areas (HCA), and on parcels that contain HCAs, in a manner consistent with Metro's acknowledged Goal 5 inventory, significance determination, and Economic, Social, Environmental, and Energy analysis.

Part of the site is overlaid with a Low Habitat Conservation Area (HCA). At the time of development, this value will be reviewed and appropriately protected pursuant to ZDO Section 706.

- a. Wetlands: There are no wetlands identified on the North Urban Wetland Inventory or on the National Wetland Inventory on the subject property.
 - b. Groundwater: The subject property is not located in any Limited or Critical Groundwater Area identified by the Oregon Department of Water Resources.
2. Agriculture: This application does not involve any land planned or zoned for Agricultural uses. There are no policies in this Section of the Comprehensive Plan applicable to this proposal.
3. Forests: This application does not involve any land planned or zoned for Forest uses. There are no policies in this Section of the Comprehensive Plan applicable to this proposal.

4. Mineral and Aggregate Resources: The subject property is not identified on the *Inventory of Mineral and Aggregate Resource Sites* in Table III-2 of the Comprehensive Plan. There are no policies in this Section of the Comprehensive Plan applicable to this proposal.
5. Wildlife Habitats and Distinctive Resource Areas: There are no significant wildlife habitats or scenic areas identified on Map III-2 or III-3 of the Comprehensive Plan located on or near the subject property. There are no policies in this Section of the Comprehensive Plan applicable to this proposal.
6. Natural Hazards: This Section of the Chapter identifies policies applicable to floodplains, natural and geologic hazards, steep hillsides and areas with limiting soil characteristics such as shrink-swell soils, compressed soils, etc.

The subject property is not located within a designated floodplain. According to the Department of Geology & Mineral Industries (DOGAMI), Geologic Hazards Map of the Lake Oswego and Gladstone Quadrangles maps there are no natural or geologic hazards, steep slopes or shrink-swell soils located on the property; the site is classified as having wet soils and high water table. The site is located at the bottom of the southwest slope of Mt. Scott. Wildfire hazard and earthquake hazard are both ranked low. There are no policies in this Section of the Comprehensive Plan applicable to this proposal.

7. Energy Sources and Conservation: There are no policies in this Section applicable to this application.
8. Noise and Air Quality: There are no policies in this Section applicable to this application.

This application is consistent with Chapter 3.

- D. Chapter 4; Land Use: The Land Use section of the Plan includes the definitions for urban and rural land use categories, and outlines policies for determining the appropriate Comprehensive Plan land use designation for all lands within the County.

This Chapter contains three distinct Sections addressing: 1) Urbanization; 2) Urban Growth Concepts; and 3) Land Use Policies for the following Land Use Plan designations: Residential, Commercial, Industrial, Open Space and Floodplains, Rural Communities, Rural, Agriculture and Forest. Each of these Sections is addressed below.

1. Urbanization Section: This Section of the Plan outlines policies guiding land use in Immediate Urban Areas, Future Urban Areas, Future Urban Study Areas and Urban Reserve Areas.

The property satisfies the definition of *Immediate Urban Area* which includes

lands within the Metro Urban Growth Boundary (UGB) and meeting one of the following conditions:

- i. *Served by public services (including sewer, water, stormwater facilities, and transportation facilities);*
- ii. *Included within boundaries of cities or within special districts capable of providing public services and planned to be served in the near future; or*
- iii. *Substantially developed or surrounded by development at urban densities.*

Immediate urban areas are planned and zoned for urban uses. The subject property is located within the UGB and within the Clackamas County Service District and Sunrise Water Authority District, which are capable of providing sewer, water and stormwater facilities to the property and area. The property is substantially surrounded by development at urban densities. The subject property is located adjacent to land within the City of Happy Valley and has frontage on minor arterial and collector urban roads. The subject property clearly satisfies the definition of Immediate Urban land. The proposed PMU designation is an urban plan designation.

3.0 Land use planning for urban areas shall integrate all applicable policies found throughout the Plan including the following:

- a. Locate land uses of higher density or intensity to increase the effectiveness of transportation and other public facility investments.

The subject proposal would increase densities immediately adjacent to the current Regional Center by expanding the Center and applying the PMU designation. Such an amendment is additionally appropriate because Happy Valley has expanded the Regional Center boundary and applied a similar mixed use designation to the property immediately to the east of the subject site.

- b. Encourage infilling of Immediate Urban Areas with a minimum of disruption of existing neighborhoods.

The subject proposal would infill the subject site without disrupting existing neighborhoods. Some property to the north and east is a cemetery. The remaining property to the north is occupied by a multifamily development. The property to the east is yet to be developed, but has been designated mixed use by Happy Valley.

- c. Enhance energy conservation and transportation system efficiency by locating opportunities for housing near work and shopping areas.

The proposal would amend the current multifamily dwelling designation to a mixed use plan designation, which requires master planning for a

mixture of uses, higher floor area ratio and densities, pedestrian amenities and some open space. A mixture of uses provides the opportunity for housing near work and services.

- d. Integrate developments combining retailing, office, and medium and high density housing at places with frequent transit service and pedestrian facilities.

The proposed Planned Mixed Use site is served by frequent bus service and the MAX Light Rail Green Line station is immediately across I-205.

This proposal is consistent with the Urbanization policies of this Chapter.

2. Urban Growth Concept Section: This section of the Land Use Chapter is intended to implement the Region 2040 Growth Concept as it applies to Clackamas County. It provides for design type areas that are consistent with the general locations shown on the Region 2040 Growth Concept Map.

The subject property is located within the boundaries of the Region 2040 Concept Plan identified on Map IV-8, and designated partially with a "Regional Center," and partially as a "Neighborhood" design area. The Regional Center and Neighborhood design types are described above under Compliance with Metro Functional Plan. The goals and policies applicable to the Clackamas Regional Center are located in Chapter 10: Clackamas Regional Center Area Design Plan.

Regional Center

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

The application proposes to modify Map IV-8 and X-CRC-1 by expanding the Regional Center Boundary. The PMU land use designation is consistent with goals and policies in Chapter 10.

The policies pertaining to Future Urban areas, Future Urban Study areas and Urban Reserve areas are not applicable to this application because the subject property is located within the UGB and is considered an Immediate Urban Area.

This application is consistent with the Urban Growth Concept policies of this Chapter.

4. Land Use Plan Designations: The subject property is currently designated High Density Residential, Regional Center High Density Residential, and Public and

Community Use on the Comprehensive Plan map. The proposed amendment is to change the plan designation to Planned Mixed Use.

The High Density Residential policies in the Residential Section of Chapter 4, and the Public and Community Use policies in the Open Space and Floodplains Section of Chapter 4 are applicable to this proposal. The remaining policies for the Low Density Residential, Medium Density Residential, Medium High Density Residential, Special High Density Residential, Commercial, Industrial, Unincorporated Communities, Rural, Agriculture and Forest plan designations in this section of the plan are not applicable. The Regional Center High Density Residential and the Planned Mixed Use plan policies located in Chapter 10 are also applicable.

The policies for High Density Residential, Regional Center High Density, Public and Community Use, and Planned Mixed Use are evaluated in Part 4 of this report. Based on the findings in Part 4 the subject property satisfies both the High Density Residential, Regional Center High Density Residential and PMU plan policies.

This application is consistent with the Land Use Designation policies in this Chapter.

- E. **Chapter 5; Transportation:** This Chapter outlines policies addressing all modes of transportation.

This Chapter contains six distinct Sections addressing; 1) Roadways; 2) Transportation Demand Management; 3) Parking; 4) Transit; 5) Pedestrian and Bicycle Facilities and; 6) Freight, Rail, Air, Pipelines and Water Transportation. Each of these Sections is addressed below.

- I. **Roadways:** The purpose of this Section is to create and maintain a safe, continuous County-wide road system that accommodates movement by all modes. The adopted County Roadway Standards are also used to ensure a safe and adequate road system. The following policies apply to this application:

- a. **Functional Classifications and Roadway Standards:**

11.0 *Limit zone change approvals to those that will not require a roadway as planned in the Capital Improvement Plan to be redesigned or increased to a higher functional classification in order to maintain the minimum acceptable performance evaluation Level-of-Service standard. State transportation facilities shall be evaluated according to the Oregon Highway Plan.*

The findings under Goal 12 state that, with mitigation by the applicant, the required level of service can be maintained.

- b. **Access Standards:**

14.0 *Plan and control access onto roads within the County, as shown on Table V-5, for urban areas....*

Table V-5 directs access for developments with frontage on both an arterial street and other lower classification streets to be located on the street with the lower functional classification. Because the subject property will have frontage on Bob Schumacher Road, classified as a Minor Arterial, Stevens Road, classified as a Collector, and Monterey Avenue, to be classified as a Collector, access to this site should be restricted to Stevens Road or Monterey Avenue. A condition of approval is warranted to that affect.

c. Operating Standards

33.0 *Limit zone change approvals to those that will not reduce the Level of Service of a roadway as planned in the Capital Improvement Plan below the minimum acceptable performance evaluation Level-of-Service standard. State facilities shall be evaluated according to the Oregon Highway Plan*

DTD TE reviewed the Traffic Impact Analysis of this proposed Comprehensive Plan amendment and zone change and has confirmed that, with appropriate mitigation, the required Level of Service can be achieved. ODOT TE and planners have also concurred with conditions of approval developed by DTD TE.

This policy is met.

2. Transportation Demand Management. This Section outlines strategies to achieve efficiency in the transportation system by reducing demand and vehicle miles traveled.

There are no policies in this Section of the Chapter applicable to this application.

3. Parking. This Section of the Chapter outlines policies for parking standards to meet the Region 2040 Growth Concept Plan, Transportation Planning Rule and DEQ's Air Quality Maintenance Plan.

There are no policies in this Section of the Chapter applicable to this application.

4. Transit. This Section of the Chapter outlines policies for accommodating transit services and facilities.

There are no policies in this Section of the Chapter applicable to this application.

5. Pedestrian and Bicycle Facilities. This Section of the Chapter outlines policies for providing pedestrian and bicycle facilities. The V-7a, Essential Pedestrian

Network Map V-8. The following policies apply.

5.0 Promote grid-street development patterns to provide direct routes from neighborhoods to destinations frequented by pedestrians and bicyclists.

The proposal includes amendment of Map X-CRC-3 to expand the grid street system within the expanded CRC boundary.

6.0 Construct all walkways, bikeways, and trails as designated on maps V-7a, V-7b, and V-8, and as adopted in Special Transportation Plans.

On Map V-7a, Planned Bikeway Network Map (Urban), Bob Schumacher Road is shown as having an existing bikeway; Stevens Road is shown as having a proposed bikeway. Both roads have bikeways on them now. Monterey Avenue is being added on Map X-CRC-7 as a Planned Bikeway.

On Map V-8, Essential Pedestrian Network, Bob Schumacher Road and Stevens Road are both identified on the Essential Pedestrian Network. Sidewalks are currently developed along the frontage of the subject property on both roadways. Sidewalks will be required with the future required construction of Monterey Avenue on the subject site.

6. Freight, Rail, Air, Pipelines and Water Transportation. This Section of the Chapter outlines policies applicable to these various travel modes of movement of people and goods.

There are no policies in this Section of the Chapter applicable to this application.

This proposal is consistent with Chapter 5.

- F. Chapter 6; Housing:** The purpose of the Housing Chapter is to, *Provide opportunities for a variety of housing choices, including low and moderate income housing, to meet the needs, desires, and financial capabilities of all Clackamas County residents to the year 2010.*

The need to provide and maintain housing choices is addressed in the findings under Statewide Planning Goal 6 and under the Metro Functional Plan Title 1. Those findings demonstrate this proposal will not decrease the minimum number of dwelling units currently required or the variety of housing choices in the unincorporated areas of the County. Those findings are adopted by reference to address this Chapter of the Comprehensive Plan.

This proposal is consistent with Chapter 6.

- G. Chapter 7; Public Facilities and Services:** The goal of the Public Facilities and Services Chapter is to ensure an appropriate level of public facilities and services are

necessary to support the land use designations in the Comprehensive Plan, and to provide those facilities and services at the proper time to serve the development in the most cost effective way.

1. Policies 12.0, 18.0 and 26.0 require a coordinated review of development applications with the appropriate sewer, storm water and water service providers to ensure that approval is not granted in absence of these facilities or concurrently with the development. Although this application is not a development application, this goal requires a finding that there are adequate public facilities and services to support the Comprehensive Plan land use designation.
2. The property has adequate fire protection and law enforcement services. The property is located within Clackamas Rural Fire Protection District #1. The Clackamas County Sheriff Department provides law enforcement services in the area.
3. This proposal will have no impact on the school district because the minimum number of dwelling units is not changed.
4. The subject property is located in Clackamas County Service District # 1 which provides sewer and storm drainage facilities and services in the area. CCSD # 1 submitted comments demonstrating that the public sewer and storm drainage facilities are adequate or can be made adequate to support uses allowed under the proposed Planned Mixed Use plan designation.
5. The subject property is located in the Sunrise Water Authority District. The Sunrise Water Authority District submitted comments that water service is available and adequate capacity is or can be made available to serve the development.
6. The subject property is located in an area with an appropriate level of public facilities and services necessary to support the PMU plan designation.

This application is consistent with Chapter 7.

- H. **Chapter 8; Economics:** The goal of the Economics Chapter is to *Establish a broad-based, stable and growing economy to provide employment opportunities to meet the needs of the County residents.* This Chapter contains 4 Sections related to: 1) Existing Industry and Business; 2) New Industry and Business; 3) Coordination; and 4) Target Industries.

1. Policy 2.5 under the New Industry and Business Section is applicable to this application: *Encourage the location of business and industry in areas that minimize the journey to work and/or facilitate mass transit usage for the journey to work.*

This proposal will create a new Planned Mixed Use plan designation in the Clackamas Regional Center. A Planned Mixed Use area combines residential and employment opportunities. The property is also located in proximity to a mixed use area in the City of Happy Valley, to other multifamily development to the north, and a few hundred feet south is Kaiser Permanente, a major regional employer. The property is located immediately across I-205 from the Clackamas Town Center and the MAX Light Rail Green Line Station. The property is also located on a Tri-met bus line. The proximity of this property to high quality transportation and employment opportunities provides an employment area that will minimize journey to work and facilitate mass transit usage in the area.

This policy is met.

This application is consistent with Chapter 8.

- I. **Chapter 9; Open Space, Parks, and Historic Sites:** The purpose of this Chapter is to protect the open space resources of the County, to provide land, facilities and programs which meet the recreation needs of County residents and visitors, and to preserve the historical, archaeological, and cultural resources of the County.

The subject property does not include any lands designated as open space or park land. There are no Historic Landmarks, Historic Districts or Historic Corridors on or adjacent to the subject property.

Chapter 9 is not applicable.

- J. **Chapter 10; Community Plan and Design Plans:** This Chapter of the Comprehensive Plan includes the Mt. Hood Community Design Plan, Kruse Way Design Plan, Sunnyside Village Plan, Clackamas Industrial Area and North Bank of the Clackamas River Design Plan, Clackamas Regional Center Area Design Plan, Sunnyside Corridor Community Plan, and McLoughlin Corridor Design Plan.

The subject property is located within the Clackamas Regional Center (CRC) Area Design Plan boundary. Chapter 10 includes the land use, transportation, housing and urban design goals and policies that are specific to the Clackamas Regional Center Area. The goals and policies in Chapter 10 take precedence where conflicts exist between other parts of the Comprehensive Plan.

The southern portion of the subject property is located within a subarea identified as a Regional Center, which is a Metro Region 2040 Growth Concept Design Type, described as follows: *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 multi-modal street network.*

The following policies from the CRC Plan are applicable to this application.
(Numbering used below is the same as in Chapter 10; *italics denote quoted text.*)

LAND USE POLICIES:

I. Land Use Policies Generally

1.0 Mixed Use

A mix of uses will be required to be master planned and developed in Planned Mixed Use designated areas.

The Planned Mixed Use (PMU) section of the ZDO (Section 1703) implements the PMU Plan designation and requires the site to be master planned and developed with a mix of uses. The proposal is to apply the PMU6 zone to the subject property.

This policy is met.

3.0 Multifamily Residential

The following primarily multifamily residential designations shall be provided in the Clackamas Regional Center Design Plan area: Regional Center High Density Residential, High Density Residential, Medium High Density Residential, and Medium Density Residential. Multifamily areas within the Clackamas Regional Center Design Plan Area shall:

The northern portion of the subject site is designated High Density Residential, and the southern portion of the site is designated Regional Center High Density. These designations are consistent with the CRC Plan.

II. Land Use Policies for the Clackamas Regional Center Design Type Area

1.0 Within the Regional Center boundary shown on Map X-CRC-1, 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.*
- 1.5 Support a multi-modal street network.*

The approval of this application would expand the Regional Center boundary to include the entire subject site and apply the PMU Plan and PMU6 zone designations. Approval would result in the requirement for master planning and developing a mixed use development and would support high quality transit service. Development standards would include: higher densities and floor area ratios, high urban design amenities, good bicycle and pedestrian access to nearby jobs and services; and provide 10 percent open space in the development.

This policy is met.

2.0 Planned Mixed Use

These policies are evaluated under Part 4.

4.0 Regional Center High Density Residential

These policies are evaluated under Part 4.

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.*

The subject site is immediately adjacent to the Clackamas Regional Center boundary; the southern part of the site is currently within the 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.*

The PMU designation requires compact development, high densities and a mixture of uses.

- 6.3 The area has, or is planned to have, high quality transit service, and a multi-modal street network.*

Existing Tri-Met service includes two bus lines with the following locations for access and frequency:

- Route 155: Operates along Sunnyside Road to Clackamas Town Center with 40 minute frequency. There are two bus stops located at: Bob Schumacher Road and Monterey Avenue; 1000 block SE of Stevens Road.
- Route 156: Operates along Mather Rd to 147th and Oregon Trail Drive with ~1.5 hour frequency.
- There are two bus stops located at: Bob Schumacher Road and Monterey Avenue; 1000 block SE of Stevens Road.

Most of the existing street network is developed with multi-modal amenities, and multi-modal street design will required within the Regional Center design type.

- 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).*

The subject site is 14.63 acres. Sixty persons per acre yield a total of 877 persons. The current and proposed minimum required number of dwelling units on the site is 395. If 2.5 persons per unit are calculated, the yield is 869 residents. Even if that number of persons per unit is an overestimation, other office, commercial, hospitality and institutional uses on the site should easily generate a number of persons to meet the minimum 60 persons per acre requirement.

URBAN DESIGN, PUBLIC AMENITIES, AND OPEN SPACE POLICIES

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:*

Golf Course Area Park	Causey Area Park
Overland Area Park	Fuller Area Park
Windmill Area Park	Price-Fuller Area Park
Bell Area Park	Springwater Area Park
Northeast Area Park	

DTD North Clackamas Parks and Recreation responded to an inquiry about park needs in the Windmill Area and responded that given the proximity, Ella V. Osterman Park meets the park needs in the Windmill Area circle.

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, and employment places, other major activities, off-street pedestrian linkages, regional multi-use paths, and area Greenway trails.

Map X-CRC-4 is being amended as part of this recommendation by adding the Monterey Avenue segment between Bob Schumacher Road and Stevens Road.

This policy will be met

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.

Map X-CRC-3 is being amended as part of this recommendation by expanding the local street grid designation.

This policy will be met.

5.0 Congestion Performance Standards for portions of 82nd Avenue, Sunnyside Road, and Johnson Creek Boulevard located within the Regional Center boundary or Fuller Road Station Community boundary (consistent with Metro Regional Transportation Plan standards for Centers, such as Station Communities) shall be as follows:

CONGESTION PERFORMANCE STANDARDS (Level of Service)

	Preferred Operating Standard	Acceptable Operating Standard	Exceeds Deficiency Threshold
Mid-Day one-hour	C or better	E	F or worse
Peak two-hour	E first hour E second hour	F first hour E second hour	F first hour F second hour

Analysis of the performance of the transportation system is located in the zone change application portion of this report. DTD TE and ODOT have evaluated the Traffic Impact Analysis and determined that, with mitigation, the system can perform adequately. Conditions are warranted and attached that will implement necessary mitigation measures.

This policy will be met.

8.0 *Provide for roadway and infrastructure improvements sufficient to support minimum planned development intensity and density.*

8.1 *The Regional Center Plan includes transportation and infrastructure planning that identifies certain needed roadway and infrastructure improvements necessary to support future development in the Regional Center.*

8.2 *These improvements, in conjunction with frontage improvements normally and legally exacted concurrent with development, are sufficient to support the minimum planned development intensity and density within the Regional Center. Developers in the Regional Center are entitled to rely on the improvements that are listed as funded in the Five (5) Year Capital Improvement Plan, as if they are already in place when submitting a master plan at the minimum densities and for approval of each phase of a multi-phase development project.*

These provisions are reflected in the DTD TE conditions of approval.

8.3 *Amendments to the Comprehensive Plan or Zoning and Development Ordinance or changes in the Comprehensive Plan Map or zoning designation for property within the Regional Center shall not be authorized unless it is demonstrated that the improvements described in Policies 8.1 and 8.2 will remain adequate to support planned development intensity and density for the Regional Center.*

The applicant has submitted a Traffic Impact Analysis that has been evaluated by Clackamas County and ODOT Traffic Engineers. The Engineers have determined that with the proposed improvements or conditions below the proposed Comprehensive Plan and zoning map amendments satisfy the requirements of the Transportation Planning Rule of OAR 660-12-0060 and the requirements of ZDO1202 and the Comprehensive Plan, as it relates to the Comprehensive Plan Amendments.

This policy can be met.

XIV Pedestrian and Bikeway Network Policies

- 1.0 *Construct all walkway and bikeway improvements identified in Maps X-CRC-3 and X-CRC-7 to provide a network connecting Clackamas Regional Center Design Plan area neighborhoods and districts with transit stops, commercial areas, community centers, parks, libraries, and employment places, other major activities, off-street pedestrian linkages, regional multi-use paths, and area greenway trails. Other local sidewalks, walkways and bikeways may be identified and developed during land use review and as part of public improvements.*

Map X-CRC-7 is being amended as part of this Board Order, identifying the new Monterey Avenue segment as a Planned Bikeway. Construction will be required at the time of development review.

HOUSING

XVIII Housing Policies

- 5.0 *Replace housing capacity lost in the study area by future Comprehensive Plan or zone changes. Any application for a change in Comprehensive plan designation within the Clackamas Regional Center Design Plan 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.*

The recently adopted PMU6 zone that will be applied to the subject site assures no dwelling units will be lost.

This policy does not apply.

This proposal is consistent with Chapter 10.

- K. **Chapter 11; The Planning Process:** The purpose of this Chapter is to establish a framework for land use decisions that will meet the needs of Clackamas County residents, recognize the County's interrelationships with its cities, surrounding counties, the region, and the state, and insure that changing priorities and circumstances can be met.

The subject property is located within Metro's jurisdiction. In the *City, Special District and Agency Coordination* section of this Chapter, Policy 1.0, is applicable. In the *Amendments and Implementation* section of this Chapter, Policy 1.0 and 3.0 are applicable.

1. City, Special District and Agency Coordination Section

- 1.0 *Participate in interagency coordination efforts with federal, state, Metro, special purpose districts and cities. The County will maintain an updated list of federal, state and regional agencies, cities and special districts and will invite their participation in plan revisions, ordinance adoptions, and land use actions which affect their jurisdiction or policies.*

Notice of this application has been provided to the following agencies and governments for comments; City of Happy Valley, Clackamas County Development Agency, North Clackamas School District, Clackamas County Service District #1, Sunrise Water Authority District, Clackamas County Fire District #1, North Clackamas Parks District #3, Metro and DLCD. This notice and advertised public hearings before the Planning Commission and Board of County Commissioners provide an adequate opportunity for interagency coordination efforts of this plan amendment and demonstrates substantial compliance with this policy.

This policy is met.

2. Amendments and Implementation Section

- 1.0 *Assure that the Comprehensive Plan and County ordinances meet the goals of LCDC, the Region 2040 Urban Growth Management Functional Plan and the Metro Framework Plan."*

Based on the findings in Part 1 of this report this proposal is consistent with the Statewide Planning Goals. Based on the findings in Part 2 this proposal is consistent with the Metro Framework Plan and Urban Growth Management Functional Plan. Those findings are adopted to address this policy by reference therein.

This policy is met.

- 3.0 *Amend the Comprehensive Plan pursuant to the following procedures and guidelines (listed in subpolicies 3.1 through 3.6). This is a quasi-judicial Comprehensive Plan map amendment and is subject to subpolicies 3.1, 3.3 and 3.4.*

- 3.1 *A map amendment may be initiated only by the Board of County Commissioners, the Planning Commission, the Planning Director, or the owner of the property for which a change is requested.*

The application was submitted by Neil Nedelisky, Veritas Investments Co. LLC, authorized by New Hope Community Church, Inc., and the Clackamas County Development Agency.

This policy is met.

3.3 All proposed Comprehensive Plan amendments are to be considered at advertised public hearings before the Planning Commission, in accordance with state law and County requirements.

Both the Planning Commission and Board of County Commissioners reviewed this application at public hearings. Notice of the hearings was published in the local newspaper and advertised consistent with or exceeding all ZDO notice requirements.

This policy is met.

3.4 If the proposed amendment is quasi-judicial, property owners will be notified as required. The Community Planning Organization in the affected area shall be notified at least 35 days prior to the first hearing.

The property owners within 300 feet of the subject property were notified as required in Section 1303 of the ZDO. The Sunnyside Community Planning Organization was notified of the application on May 29, 2008, over 35 days prior to the first hearing before the Planning Commission.

This policy is met.

This application has been processed consistent with Chapter 11.

PART 4. Compliance with High Density Residential And Public and Community Use Policies in Chapter 4 and Regional Center High Density and Planned Mixed Use 6 Policies in Chapter 10.

The Comprehensive Plan contains specific policies for determining the appropriate Comprehensive Plan land use designation for property. It is feasible and very common for a particular property to meet the policies and criteria for more than one land use Plan designation. In order to determine the most appropriate Plan designation, this section of the report includes an evaluation of the existing and proposed Plan designation policies (High Density Residential, Regional Center High Density Residential, Public and Community Use and Planned Mixed Use). This analysis will assist in weighing and balancing the policies to determine the most appropriate Plan designation.

High Density Residential Policies (Chapter 4)

Policies 44.0 through 57.0 in Chapter 4 of the Residential Section of the Land Use Chapter of the Plan contain the criteria that must be satisfied in order for the High Density Residential Plan designation to be applied to an area. One policy applies to this proposal:

44.0 The following areas may be designated High Density Residential when at least the first three criteria are met:

- a. Areas located either adjacent to or within proximity to major shopping centers, employment concentrations and/or major transit centers.*

The subject site is located across I-205 from Clackamas Town Center and the MAX Light Rail Green Line station. Numerous employment opportunities are located along Sunnyside Road, Sunnybrook Boulevard, and 82nd Avenue.

This policy is met

- b. Areas with access to a street designated as a major or minor arterial or collector. Siting should not result in significant traffic increase on local streets serving low density residential areas.*

Stevens Road is a Collector road. Frequent bus service runs on Bob Schumacher Road, a minor arterial. Primary access to this site does not travel through local streets serving low density residential areas.

This policy is met

- c. Areas free from known geologic hazards, flooding, or soils subject to slippage.*

The site is free from known geologic hazards, flooding or soils subject to slippage.

This policy is met

- d. Areas adjacent to permanently protected open space or bodies of water as long as the above criteria apply.*

The site is adjacent to a cemetery.

This policy is met

Public and Community Use Policies (Chapter 4)

- 2.3 The purpose of Public and Community Use Open Space is to preserve community open space and its associated benefits, such as recreation. Public and Community Use Open Space is land in any of the following categories:

- a. Parks and other recreation facilities
- b. Cemeteries
- c. Other publicly or commonly owned lands which function as open space

The portion of the subject site that is designated PCU is paved for a parking lot.

This policy is not met

Regional Center High Density Residential (Chapter 10)

4.0 Regional Center High Density Residential

Within the adopted Regional Center boundary, designate areas suitable for the highest density multifamily uses as Regional Center High Density Residential.

- 4.2 Provide for multifamily residential uses within walking distance of public transportation, parks, schools, employment areas and local shopping areas.*

The RCHDR plan designation is applied within the Regional Center on a site between a Collector street and a Minor Arterial street with frequent bus service. Adjacent or very near to the designated site are various employment and shopping opportunities at the Clackamas Town Center, on Sunnyside Road, on 82nd Avenue. There is a school at SE Causey Avenue and SE Stevens Road.

This policy is met.

Planned Mixed Use Policies (Chapter 10)

2.0 *Planned Mixed Use*

The Planned Mixed Use designation allows for master planning and 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.

Expansion of the Clackamas Regional Center area would enable the opportunity for application of the Planned Mixed Use plan policy to the subject site. The PMU plan designation would provide opportunity for all of the elements listed above. It requires a mix of uses to be master planned and developed with high pedestrian and bicycle amenities to support walking and transit use; the floor area ratios and residential densities are high; 10 percent of the site in the PMU6 zone is required to be open space. Adjacent or very near to the designated site are various employment and shopping opportunities at the Clackamas Town Center, along Sunnyside Road, on Sunnybrook Boulevard, and on 82nd Avenue. There is a school at SE Causey Avenue and SE Stevens Road. The PMU6 zone specifically includes the Monterey Road segment as a required transportation improvement.

This policy is met.

2.3 *Apply the Planned Mixed Use designation within the Regional Center as shown on Map X-CRC-1.*

The proposal includes amendment of Map X-CRC-1 to expand the Regional Center Boundary, enabling the PMU to be applied to the entire site.

This policy is met.

2.4 *Sites planned for Planned Mixed Use but zoned for other uses 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.*

This application proposes to apply the PMU plan designation and the PMU6 zone designation under the same approval. Frequent bus service runs on Bob Schumacher Road, and the MAX Light Rail Green line is across I-205 at the Clackamas Town Center.

The amended Section 1703 defines a minimum site size for development in the PMU6 zone.

This policy is met.

PART 5. Summary of Findings and Conclusions on Comprehensive Plan Amendment

Parts 1-4 of Section 1 of this report outlines and addresses all the policies, standards and criteria found to be applicable to this proposal. These policies and standards range from being very general (e.g. Statewide Planning Goals) to more specific in nature (e.g. Plan Designation Policies). These policies and standards must be weighed and balanced against each other and this specific land use proposal to determine whether the existing High Density Residential, Public and Community Use, and Regional Center High Density Residential or the proposed Planned Mixed Use Plan designation is the most appropriate plan designation.

A. Summary findings on the subject property from Part 4 of this report:

- All four of the High Density Residential Plan policies are met; only the first three are required.
- The Public and Community Use policy is not met.
- The Regional Center High Density Residential Plan policy is met.
- The applicable Planned Mixed Use policies are met.

Therefore, except for the PCU plan designation, all plan designations are appropriate on the property.

B. In balancing all the applicable goals and policies and findings in Part 1-4 of this report, the PMU Plan designation is the most appropriate Plan designation for the following reasons:

1. The PMU Plan designation is consistent with the Statewide Planning Goals, including Goal 12 – Transportation and the Transportation Planning Rule.
2. The PMU Plan designation is consistent with the Metro Functional Plan.
3. The PMU Plan designation better meets the Urbanization and Urban Growth Concept policies of Chapter 4; it is in closer compliance with the goals of the Regional Center for greater density, greater intensity closer to Regional Centers, a mix of uses to support alternative modes of transportation.
4. The PMU Plan designation increases effectiveness of transportation and other public facilities. The PMU Plan designation guarantees higher minimum densities and floor area ratios will be developed, resulting in greater density to support an area that has had high amount of public investment in urban transportation services.
5. PMU is more consistent with adjacent Happy Valley plan and zone designation of Regional Center Mixed Use.

6. PMU requires the needed Monterey Road Collector segment at to proved better connectivity
 7. PMU results in better urban design amenities being required at the time of development.
 8. PMU could offer greater incentive for redevelopment of the site.
- C. Based on the Housing and Employment Study completed in 2000, there is a need for additional housing and employment uses in the CRC Design Plan Area. Pursuant to Policy 5.0 in the Housing Section of the CRC Design Plan, replacement housing must be provided on this site. Therefore, a PMU designation would require a mixed use development and provide both needed housing units and employment uses.
- D. The PMU Plan designation will provide additional employment land on a Tri-Met bus line and near a residential area consistent with Policy 2.5 in the *New Industry and Business* section of the Economic Chapter. This will minimize distances to work and facilitate mass transit usage.
- E. The sewer, water and storm drainage facilities and services are adequate to support the PMU Plan designation.
- F. The PMU Plan designation does not conflict with the City of Happy Valley Comprehensive Plan.

Section 2
Zone Change from HDR, RCHDR and OSM to PMU6

PART 1: Compliance with Section 1202 of the ZDO

A. The zone change criteria are listed in Section 1202 of the Clackamas County ZDO). Section 1202.01 states that the Hearings Officer shall allow a zone change, after a hearing conducted pursuant to Section 1300, if the applicant provides evidence substantiating the following criteria:

1. Section 1202.01A: *Approval of the zone change is consistent with the Comprehensive Plan.*

The proposed PMU6 zoning district (Section 1703 of the ZDO) implements the PMU6 Plan designation. If the Comprehensive Plan amendment to PMU is approved, then PMU6 would be consistent with the Plan designation.

This criterion can be met.

2. Section 1202.01B: If development has a need for public sanitary sewer, surface water management and/or water service, a zone change may be approved if development under the new zoning designation can be accommodated with the implementation of service providers' existing capital improvement plans. The cumulative impact of the proposed zone change and development of other properties under existing zoning designations shall be considered.

The subject property is located within the UGB and in an immediate urban area. All development proposed on this property requires public sanitary sewer, surface water management and water service.

The subject property is located within Clackamas County Service District No. 1 which provides public sanitary sewer and storm drainage services in the area. The record of the application includes comments from CCSD # 1, dated June 28, 2012, which indicates sewer and surface water facilities are adequate or can be made adequate to support uses allowed in the proposed PMU6 zoning district.

The subject property is located in the Sunrise Water Authority District. The Sunrise Water Authority District submitted comments that water service is available and adequate capacity is or can be made available to serve the development.

This criterion has been met.

3. Section 1202.01C: The transportation system is adequate, as defined in Subsection 1022.07(B) and will remain adequate with approval of the zone change. Transportation facilities that are under the jurisdiction of the State of Oregon are

exempt from this subsection. For the purpose of this criterion:

- a. Section 1202.01C(1): *The evaluation of transportation system adequacy shall include both the impact of the proposed zone change and growth in background traffic for a twenty-year period beginning with the year that a complete land use application is submitted.*
- b. Section 1202.01C(2): *It shall be assumed that all improvements identified in the Clackamas County 20-Year Capital Improvement Plan, the Statewide Transportation Improvement Plan, and the capital improvement plans of other local jurisdictions are constructed.*
- c. Section 1202.01C(3): *It shall be assumed that the subject property is developed with the primary use, allowed in the proposed zoning district, with the highest motor vehicle trip generation rate.*
- d. Section 1202.01C(4): *Transportation facility capacity shall be calculated pursuant to Subsection 1007.09(D).*
- e. Section 1202.01C(5): *A determination regarding whether submittal of a transportation impact study is required shall be made based on the Clackamas County Roadway Standards, which also establish the minimum standards to which a transportation impact study shall adhere.*

The capacity of the transportation system has been evaluated in Part I of this report in the discussion of Statewide Planning Goal 12 and the Transportation Planning Rule. Those findings demonstrate all County intersections studied will operate adequately per the County Transportation System Plan, will be mitigated appropriately per the TPR, or the facilities are not significantly affected. Seven conditions of approval are recommended by the DTD Traffic Engineer. Those findings and conditions of approval are adopted to address these criteria by reference therein.

This criterion is met.

- f. Section 1202.01D: The proposal, as it relates to transportation facilities under the jurisdiction of the State of Oregon, complies with the Oregon Highway Plan.

ODOT staff has reviewed the proposal, including the two Traffic Impact Analysis reports dated August, 2011 and January 2012, for the application to expand the Clackamas Regional Center boundary; change the High Density Residential (HDR), Regional Center High Density Residential (RCHDR) and Planned Community Use (PCU) Comprehensive Plan designations to PMU6, and the corresponding zone change from HDR, RCHDR and OSM to PMU6. The impacted state facilities are I-205 and OR213 (82nd Avenue). ODOT has no

objection to the proposed land use actions with the recommended conditions of approval outlined below.

This criterion is met.

- g. *Section 1202.01E: Safety of the transportation system is adequate to serve the level of development anticipated by the zone change.*

DTD TE Staff concurs that with the proposed improvements and/or conditions below, the proposed Comprehensive Plan and Zoning Text and Map Amendments satisfy the requirements of the Transportation Planning Rule (TPR) of OAR 660-012-0060 and the requirements of ZDO 1202 and the Comprehensive Plan as it relates to Comprehensive Plan Amendments. All County intersections studied will operate adequately per the County Transportation System Plan, will be mitigated appropriately per the TPR, or the facilities are not significantly affected.

Based on the above findings the safety of the County transportation system is adequate to accommodate the level of development anticipated by the proposed PMU6 zoning district.

This criterion is met.

PART 2. Summary of Zone Change Criteria: The application satisfies all the criteria in Section 1202.01 of the ZDO.

Section 3 Conditions of Approval

The following conditions of approval shall be met:

Prior to occupancy of the first phase of development on the subject property, conditions 1 through 8 shall be met.

Alternatively, if a phasing plan is submitted as part of a PMU master plan application, satisfaction of conditions 1 through 8 may be phased, provided that the traffic impact study required by ZDO Subsection 1703.09(C)(1)(d) demonstrates the improvements satisfy the Transportation Planning Rule at each phase of development. Prior to occupancy of each phase of development, improvements required for that phase shall be completed. Phasing of the improvements required in conditions 1 through 8 shall be determined based upon the Transportation Planning Rule and Regional Transportation Model assumptions in place at the time of this zone change and Comprehensive Plan amendment decision.

1. The applicant shall design and cause to be constructed improvements or provide the County with funds in the amount equal to the estimated cost of improvements to design and construct improvements to the south leg of the intersection of Sunnyside Road/Stevens Road as listed below. All improvements shall be compliant with the Clackamas County Roadway Standards. The applicant may choose from Option A, B, or C below to satisfy this condition.

- A. The applicant shall cause to be constructed an additional travel lane on the south leg of the intersection which creates a lane configuration consisting of dual northbound left turn lanes, and a northbound through-right shared lane. Obtain the construction rights to construct such improvements. Travel lanes shall be a minimum of 11 feet in width. Cause to be constructed the necessary pavement, tapers, curbing, sidewalk, landscaping, drainage, utilities, signing, striping and signal improvements to facilitate this improvement. In the event a portion or all of the improvements outlined above are adopted into the County's Transportation System Plan and those improvements are reasonably likely to be constructed through the County's Capital Improvement Plan prior to the first phase of development, the applicant will be released from the requirement to construct that portion or all of those improvements.

OR

- B. The applicant shall convert the south leg of the intersection from two southbound lanes, a northbound left turn lane and a northbound left-through-right shared lane to one southbound lane, dual northbound left turn lanes, and a northbound through-right shared lane subject to traffic analysis establishing acceptable

queuing and level of service. Obtain the construction rights to construct such improvements. Cause to be constructed the necessary pavement, tapers, curbing, sidewalk, landscaping, drainage, utilities, signing, striping and signal improvements to facilitate this improvement. In the event a portion or all of the improvements outlined above are adopted into the County's Transportation System Plan and those improvements are reasonably likely to be constructed through the County's Capital Improvement Plan prior to the first phase of development, the applicant will be released from the requirement to construct that portion or all of those improvements.

OR

- C. The applicant shall provide the County with funds in the amount equal to the estimated cost of improvements at the intersection of Sunnyside Road/Stevens Road to construct the improvements as described above in A or B as approved by Clackamas County. The estimate and funds shall include the necessary pavement, tapers, curbing, sidewalk, landscaping, drainage, signing, striping, signal improvements, right-of-way, private property, state BOLI wages, 20% engineering and 30% contingency, to facilitate this improvement. The applicant shall provide an appraisal estimating the value of loss of private property that would be displaced on the property at tax lot 22E04A 00200 and/or taxlot 22E04A 00190. These funds will be for the purpose of satisfying OAR 660-012-0060 through the construction of the improvements described in A, B, or transportation system management measures, minor transportation measures and/or improvements that would benefit other than motor vehicular travel modes. The cost estimate is subject to approval of the County. All improvements shall be compliant with the Clackamas County Roadway Standards.
2. The applicant shall design and cause to be constructed improvements or provide the County with funds in the amount equal to the estimated cost of improvements to the east leg of the intersection of Sunnyside Road/Stevens Road and Sunnyside Road/10100 block intersection as listed below. All improvements shall be compliant with the Clackamas County Roadway Standards. Improvements to sidewalk, travel lanes and bicycle lanes shall match or exceed that of the existing width. The applicant may choose from Option A or B below to satisfy this condition.
 - A. At the intersection of Sunnyside Road/Stevens Road, the applicant shall extend the existing northernmost westbound through lane to a total length of 700 feet to the east. Acquire the land area necessary for public right of way to construct improvements. Right-of-way shall be dedicated to the County. Cause to be constructed the necessary pavement, tapers, curbing, sidewalk, landscaping, drainage, utilities, signing, striping and signal improvements to facilitate this improvement. In the event a portion or all of the improvements outlined above are adopted into the County's Transportation System Plan and those improvements are reasonably likely to be constructed through the County's Capital Improvement Plan prior to the first phase of development, the applicant

will be released from the requirement to construct that portion or all of those improvements.

OR

- B. At the intersection of Sunnyside Road/Stevens Road extend the existing northernmost westbound through lane as far as feasible to a maximum total length of 700 feet without requiring the applicant to acquire additional public right-of-way. Cause to be constructed the necessary pavement, tapers, curbing, sidewalk, landscaping, drainage, utilities, signing, striping and signal improvements to facilitate this improvement. In the event a portion or all of the improvements outlined above are adopted into the County's Transportation System Plan and those improvements are reasonably likely to be constructed through the County's Capital Improvement Plan prior to the first phase of development, the applicant will be released from the requirement to construct that portion or all of those improvements.

For any distance less than the maximum distance of 700 feet from the intersection of Sunnyside Road/Stevens Road, the applicant shall provide the County with funds in the amount equal to the estimated cost of improvements including the necessary pavement, tapers, curbing, sidewalk, landscaping, drainage, utilities, signing, striping, signal improvements, right-of-way, state BOLI wages, 20% engineering and 30% contingency, to facilitate this improvement. The applicant shall provide an appraisal estimating the value of the right-of-way. These funds will be for the purpose of satisfying OAR 660-012-0060 through the construction of the improvements described in A, or transportation system management measures, minor transportation measures and/or improvements that would benefit other than motor vehicular travel modes. The cost estimate is subject to approval of the County. All improvements shall be compliant with the Clackamas County Roadway Standards.

3. The applicant shall design and cause to be constructed improvements or provide the County with funds in the amount equal to the estimated cost of improvements to design and construct improvements on the east leg of the intersection of Sunnyside Road/Stevens Road. Improvements to sidewalk, travel lanes and bicycle lanes shall match or exceed that of the existing width. The applicant may choose from Option A or B below to satisfy this condition.
- A. The applicant shall cause to be constructed a westbound right turn lane with a width of 12 feet, length of 100 feet and appropriate tapers. Acquire the land area necessary for public right of way to construct improvements. Right-of-way shall be dedicated to the County. Cause to be constructed the necessary pavement, tapers, curbing, sidewalk, landscaping, drainage, utilities, signing, striping and signal improvements to facilitate this improvement. In the event a portion or all of the improvements outlined above are adopted into the County's Transportation System Plan and those improvements are reasonably likely to be constructed

through the County's Capital Improvement Plan prior to the first phase of development, the applicant will be released from the requirement to construct that portion or all of those improvements.

OR

- B. The applicant shall provide the County with funds in the amount equal to the estimated cost of improvements to construct the improvements as described above in A. The estimate and funds shall include the necessary pavement, tapers, curbing, sidewalk, landscaping, drainage, signing, striping, signal improvements, land area needed for right-of-way, displaced parking stalls, state BOLI wages, 20% engineering and 30% contingency, to facilitate this improvement. The applicant shall provide an appraisal estimating the value of the necessary land area for public right-of-way and parking stalls that would be displaced at tax lot 12E33DD01302. These funds will be for the purpose of satisfying OAR 660-012-0060 through the construction of the improvements described in A, or transportation system management measures, minor transportation measures and/or improvements that would benefit other than motor vehicular travel modes. The cost estimate is subject to approval of the County. All improvements shall be compliant with the Clackamas County Roadway Standards.
4. The applicant shall design and cause to be constructed improvements or provide the County with funds in the amount equal to the estimated cost of improvements to the intersection of Sunnyside Road/Stevens Road. The applicant may choose from Option A or B below to satisfy this condition.
- A. The applicant shall design and construct improvements to convert the existing northbound/southbound traffic signal phasing from "split" to "protected" left turn phasing. The applicant shall acquire the necessary construction rights and/or land area for right-of-way as needed. Right-of-way shall be dedicated to the County. The applicant shall provide the necessary improvements to ensure adequate truck turning movements for northbound and southbound left turns. The applicant shall cause to be constructed the necessary pavement, tapers, curbing, sidewalk, landscaping, drainage, utilities, signing, striping and signal improvements to facilitate this improvement. All improvements shall be compliant with the Clackamas County Roadway Standards. Improvements to sidewalk, travel lanes and bicycle lanes shall match or exceed that of the existing width. In the event a portion or all of the improvements outlined above are adopted into the County's Transportation System Plan and those improvements are reasonably likely to be constructed through the County's Capital Improvement Plan prior to the first phase of development, the applicant will be released from the requirement to construct that portion or all of those improvements.

OR

- B. The applicant shall provide the County with funds in the amount equal to the estimated cost of improvements to construct the improvements as described above in A. The estimate and funds shall include the necessary pavement, tapers, curbing, sidewalk, landscaping, drainage, signing, striping, signal improvements, land area needed for right-of-way, construction rights, displaced parking stalls, state BOLI wages, 20% engineering and 30% contingency, to facilitate this improvement. The applicant shall provide an appraisal estimating the value of the necessary land area for public right-of-way and/or construction rights. These funds will be for the purpose of satisfying OAR 660-012-0060 through the construction of the improvements described in A, or transportation system management measures, minor transportation measures and/or improvements that would benefit other than motor vehicular travel modes. The cost estimate is subject to approval of the County. All improvements shall be compliant with the Clackamas County Roadway Standards.
5. The applicant shall design and cause to be constructed improvements or provide the County with funds in the amount equal to the estimated cost of improvements to the north leg of the intersection of Sunnyside Road/Stevens Road as listed below. All improvements shall be compliant with the Clackamas County Roadway Standards. Improvements to sidewalk, travel lanes and bicycle lanes shall match or exceed that of the existing width. The applicant may choose from Option A or B below to satisfy this condition.
- A. At the intersection of Sunnyside Road/Stevens Road, the applicant shall cause to be constructed a southbound right turn lane with a minimum width of 12 feet, minimum length of 140 feet and appropriate tapers. Cause to be constructed a southbound bike lane with a minimum width of 6 feet, minimum length of 140 feet and appropriate tapers. Cause to be constructed a northbound bike lane with a minimum width of 6 feet and a length of 150 feet. Convert the existing southbound right turn lane to a southbound through lane. Convert the existing southbound left turn lane/through lane to a southbound left turn lane. The southbound right turn lane shall be controlled with a "right turn overlap." Cause to be constructed the necessary pavement, tapers, curbing, sidewalk, landscaping, drainage, utilities, signing, striping and signal improvements to facilitate this improvement. The applicant shall acquire the necessary rights and/or land area and design and construct those improvements. Right-of-way shall be dedicated to the County. In the event a portion or all of the improvements outlined above are adopted into the County's Transportation System Plan and those improvements are reasonably likely to be constructed through the County's Capital Improvement Plan prior to the first phase of development, the applicant will be released from the requirement to construct that portion or all of those improvements.

OR

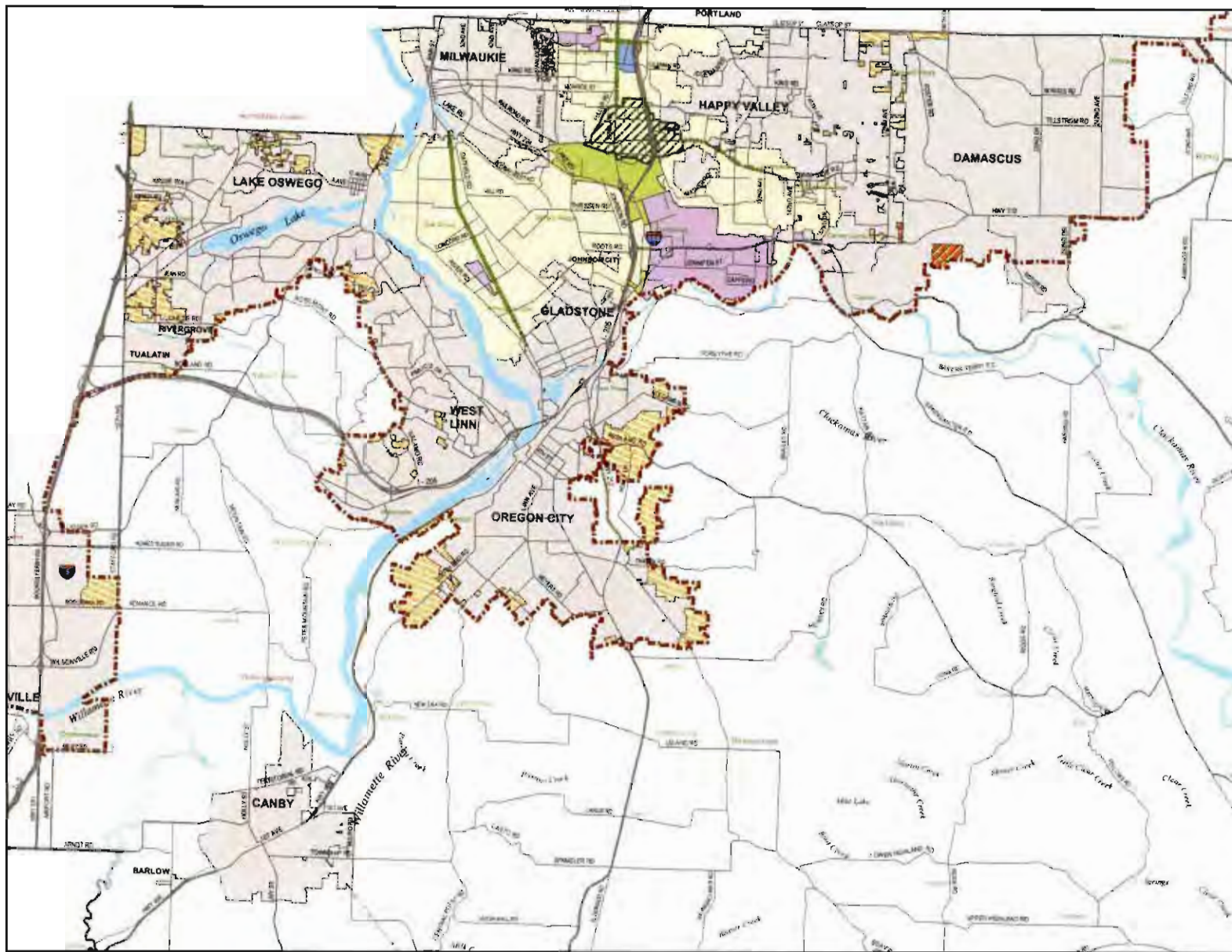
- B. The applicant shall provide the County with funds in the amount equal to the estimated cost of improvements at the intersection of Sunnyside Road/Stevens

Road to construct the improvements as described above in A. The estimate and funds shall include the necessary pavement, tapers, curbing, sidewalk, landscaping, drainage, signing, striping, signal improvements, right-of-way, private property drive aisle, state BOLI wages, 20% engineering and 30% contingency, to facilitate this improvement. The applicant shall provide an appraisal estimating the value of the land area for public right-of-way and loss of private property drive aisle that would be displaced on the property at 12E33DD00400. These funds will be for the purpose of satisfying OAR 660-012-0060 through the construction of the improvements described in A, or transportation system management measures, minor transportation measures and/or improvements that would benefit other than motor vehicular travel modes. The cost estimate is subject to approval of the County. All improvements shall be compliant with the Clackamas County Roadway Standards.

6. The applicant shall design and cause to be constructed improvements to the north leg of the intersection of Bob Schumacher Road/Stevens Road. The improvements shall include converting the southbound approach from its existing southbound left, through, and right turn lane configuration to a southbound left, left/through and right turn lane configuration. Cause to be constructed the necessary pavement, tapers, curbing, sidewalk, landscaping, drainage, utilities, signing, striping and signal improvements to facilitate this improvement. The improvement shall include a southbound left turn queue storage of 425 feet or greater. Improvements to sidewalk, travel lanes and bicycle lanes shall match or exceed that of the existing width. In the event a portion or all of the improvements outlined above are adopted into the County's Transportation System Plan and those improvements are reasonably likely to be constructed through the County's Capital Improvement Plan prior to the first phase of development, the applicant will be released from the requirement to construct that portion or all of those improvements.
7. The applicant shall design and cause to be constructed Monterey Avenue as a collector roadway between Bob Schumacher Road and Stevens Road to meet the Clackamas County Roadway Standards and in compliance with Maps X-CRC-4, X-CRC-5, and X-CRC-7 of the Clackamas County Comprehensive Plan and ZDO 237. The applicant shall dedicate the necessary right-of-way and permanent easements to Clackamas County. Unlike illustrated in Figure 1 of the application, Monterey Avenue shall be designed and constructed as a continuous, uninterrupted facility from the intersection of Bob Schumacher Road/Monterey Avenue to the intersection of Stevens Road/Monterey Avenue. The improvement shall include two travel lanes, a landscaped median, bike lanes, sidewalks and landscape strips in compliance with the Roadway Standards. The applicant shall design and cause to be constructed all necessary improvements at the intersection of Bob Schumacher Road/Monterey Avenue and Stevens Road/Monterey Avenue in order to incorporate this improvement. Improvements at the intersection of Stevens Road/Monterey Avenue shall be in compliance with the requirements of the City of Happy Valley. Cause to be constructed the necessary pavement, tapers, curbing, sidewalk, landscaping, drainage, utilities, signing, striping, and signal improvements to facilitate this

improvement. In the event a portion or all of the improvements outlined above are adopted into the County's Transportation System Plan and those improvements are reasonably likely to be constructed through the County's Capital Improvement Plan prior to the first phase of development, the applicant will be released from the requirement to construct that portion or all of those improvements.

8. The applicant shall design and cause to be constructed dual right-turn lanes at the I-205/Sunnyside Road northbound interchange off-ramp located at the I-205 and Sunnyside Road Interchange intersection in accordance with ODOT's Roadway Standards. The required dual right-turn lanes shall include a curbed, pedestrian island (also known as a "pork-chop") and pedestrian signal.
9. Cumulative development of the Eagle Landing site, including properties both within the boundaries of Clackamas County and the City of Happy Valley as illustrated as the "Eagle Landing Plan Area" on Figure 2 of the application, shall be allowed to equate to, but not exceed, a weekday trip generation of 1700 weekday AM peak hour trips, 1900 weekday midday peak hour trips and 2600 weekday PM peak hour trips without the written approval of Clackamas County, ODOT and City of Happy Valley. Compliance with this requirement shall be demonstrated with the approval of future Master Plan and Design Review applications.
10. Any changes in mitigation under Conditions 2A, 3A or 4A shall require written approval by ODOT that the system-wide benefits to balance "significant effect" as defined by OAR 660-012-0060(2)(e) are satisfied.



Urban Growth Concept

- Clackamas Regional Center (CRC)
- Station Community
- Employment Area
- Industrial Area
- Corridor Street
- Neighborhood
- See Adjacent City for Design Type
- Future Urban Study Area
- Portland Metropolitan Urban Growth Boundary (UGB)
- Incorporated City

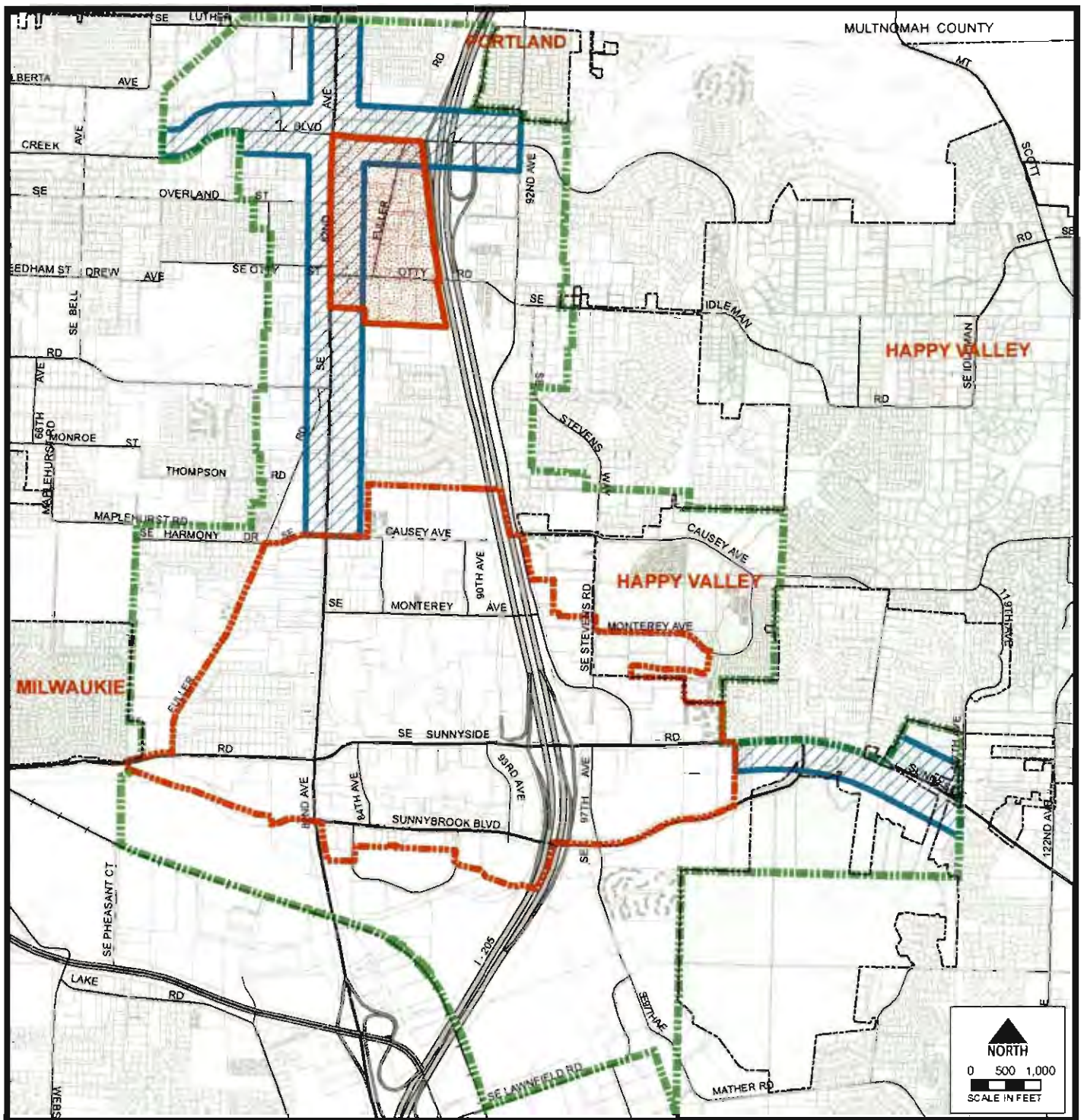
Last Amended Month XX, 2012



Department of Transportation & Development
150 Elsiever Creek Rd Oregon City, OR 97055

Clackamas County
Comprehensive Plan

MAP IV-8



Clackamas Regional Center Area Design Plan

Regional Center, Corridors, and Station Community

Clackamas County Comprehensive Plan

MAP X-CRC-1

Last Amended Month XX, 2012

2040 DESIGN TYPES



Regional Center



Clackamas Regional Center Area



Station Community



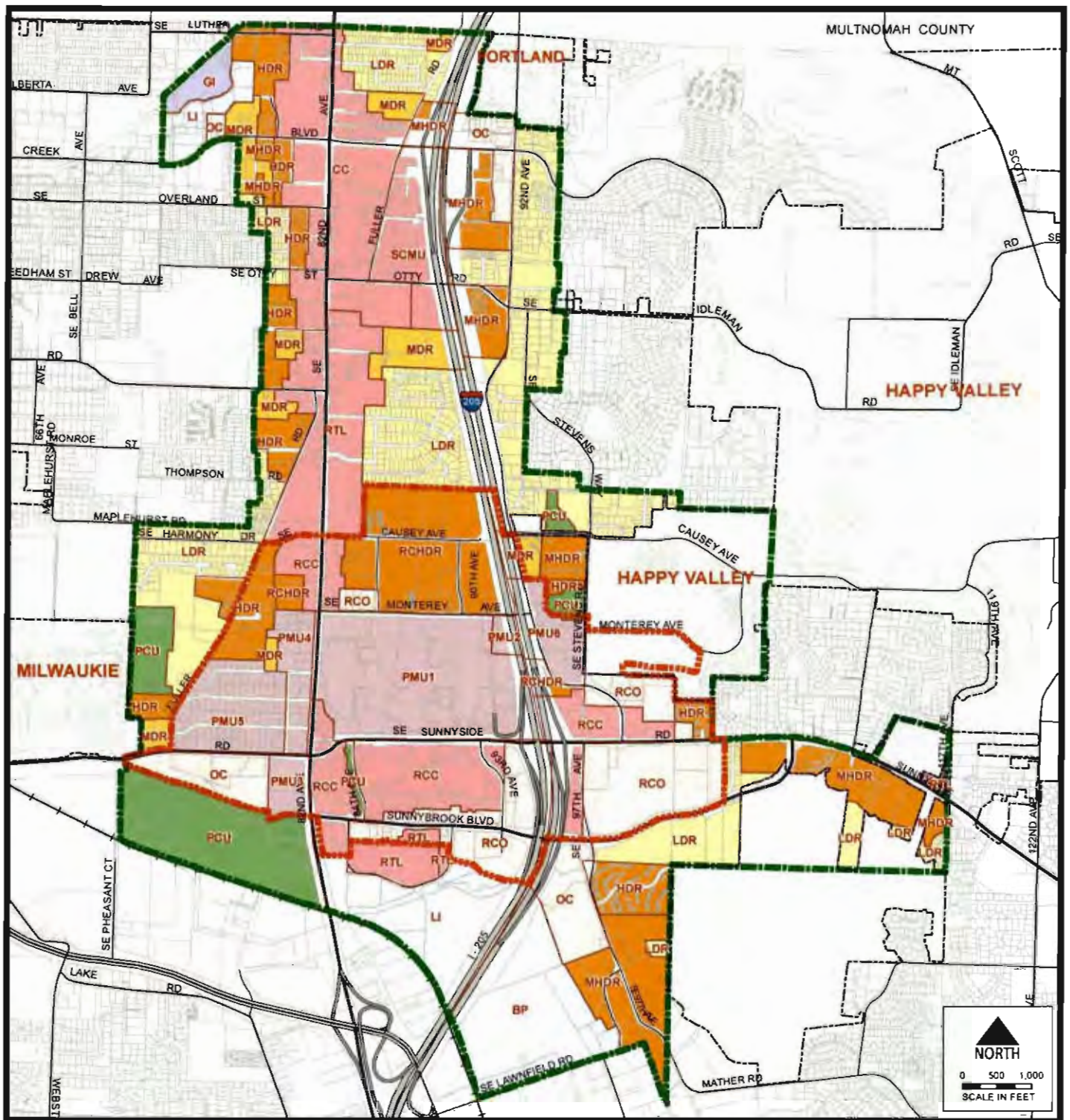
Corridor



Incorporated City



Department of Transportation & Development
150 Beavercreek Rd, Oregon City, OR 97045



Clackamas Regional Center Area Design Plan **Land Use Plan**

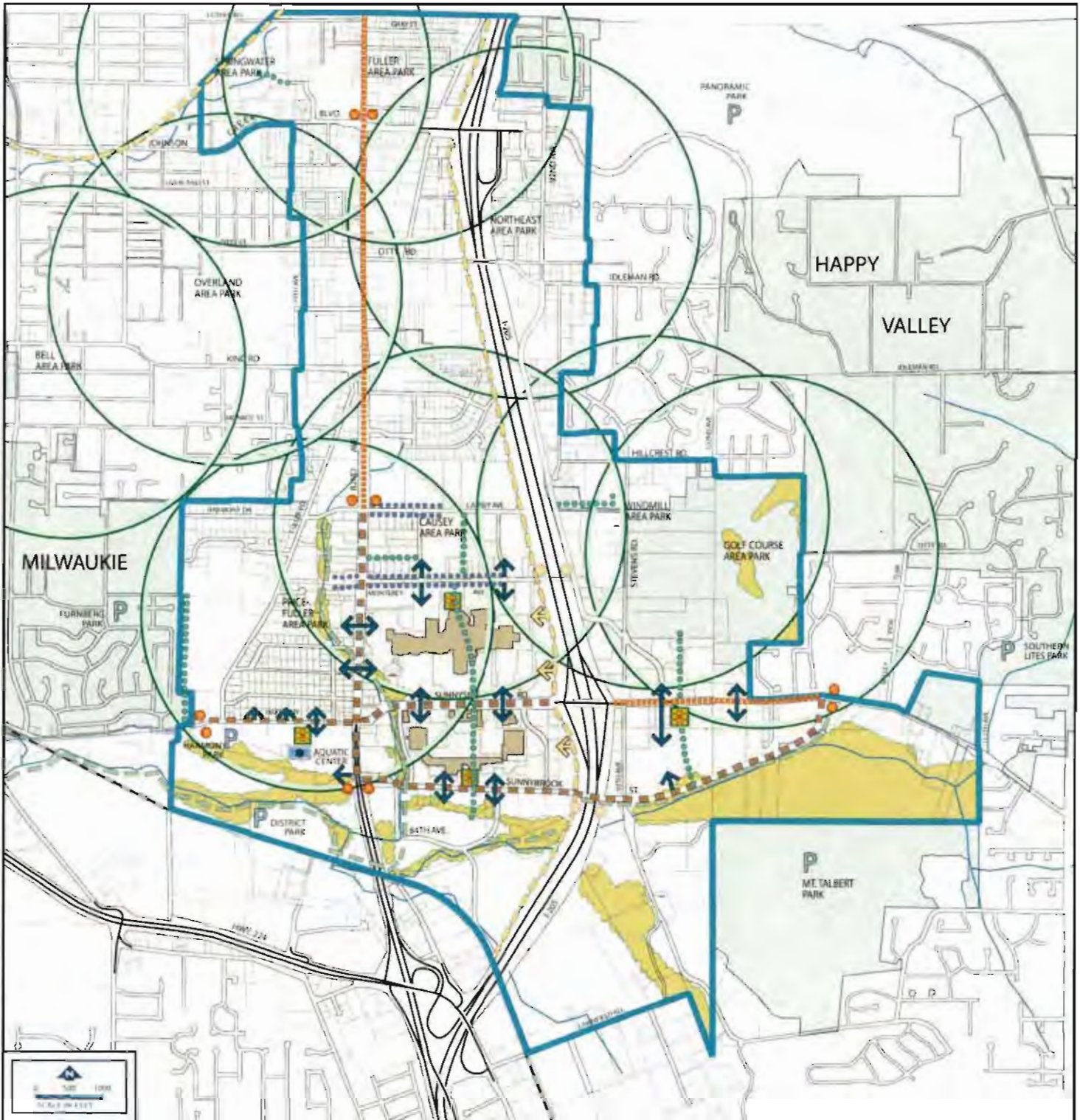
Clackamas County Comprehensive Plan
MAP X-CRC-2
 Last Amended Month XX, 2012

- | | |
|--|---|
| Low Density Residential (LDR) | Office Commercial (OC) |
| Medium Density Residential (MDR) | Regional Center Office (RCO) |
| High Density Residential (HDR) | Planned Mixed Use (PMU) |
| Medium High Density Residential (MHDR) | General Industrial (GI) |
| Regional Center High Density Residential (RCHDR) | Business Park (BP) |
| Community Commercial (CC) | Light Industrial (LI) |
| Retail Commercial (RTL) | Public & Community Use Open Space (PCU) |

- Clackamas Regional Center Area
- Regional Center
- Incorporated City



Department of Transportation & Development
 150 Beaver Creek Rd, Oregon City, OR 97045



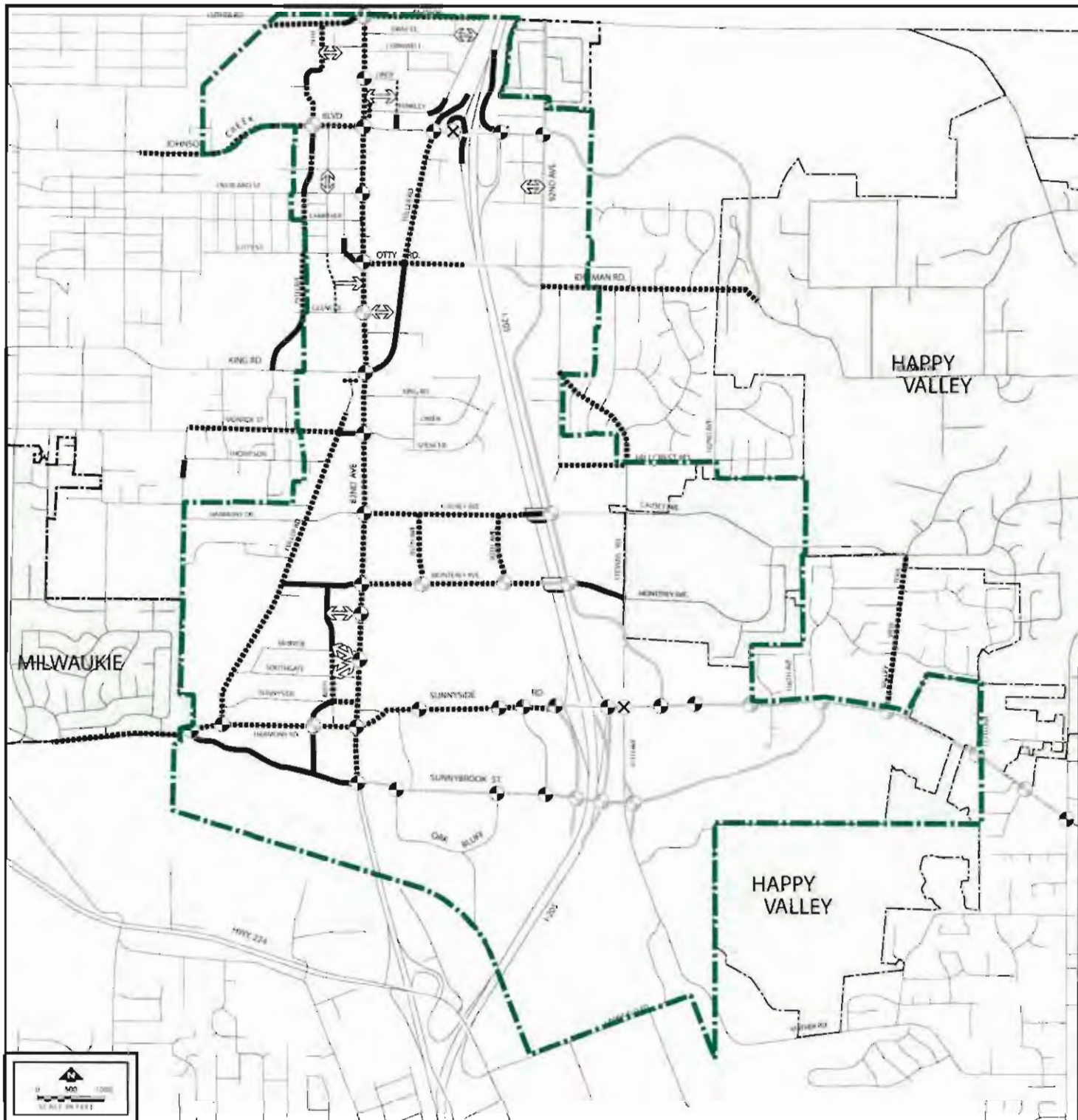
Clackamas Regional Center Area Design Plan
Urban Design Elements

Clackamas County Comprehensive Plan

Map X-CRC-3

Last Amended Month XX, 2012

- | | | |
|--------------------------------|----------------------------------|-------------------|
| CLACKAMAS REGIONAL CENTER AREA | LOCAL STREET GRID | PARK - OPEN SPACE |
| MAIN STREET | OFF-STREET PEDESTRIAN LINKAGE | GREENWAY TRAIL |
| BOULEVARD | MULTI-USE PATH | PLAZA |
| SPECIAL STREET STANDARD | POTENTIAL COMMUNITY CENTER | NATURAL FEATURES |
| STREET CONNECTION | GENERAL LOCATION OF NEEDED PARKS | PRIMARY GATEWAY |
| | | FREEWAY GATEWAY |



Clackamas Regional Center Area Design Plan
Transportation Network (Public and Private)

Clackamas County Comprehensive Plan

Map X-CRC-4

Last Amended Month XX, 2012

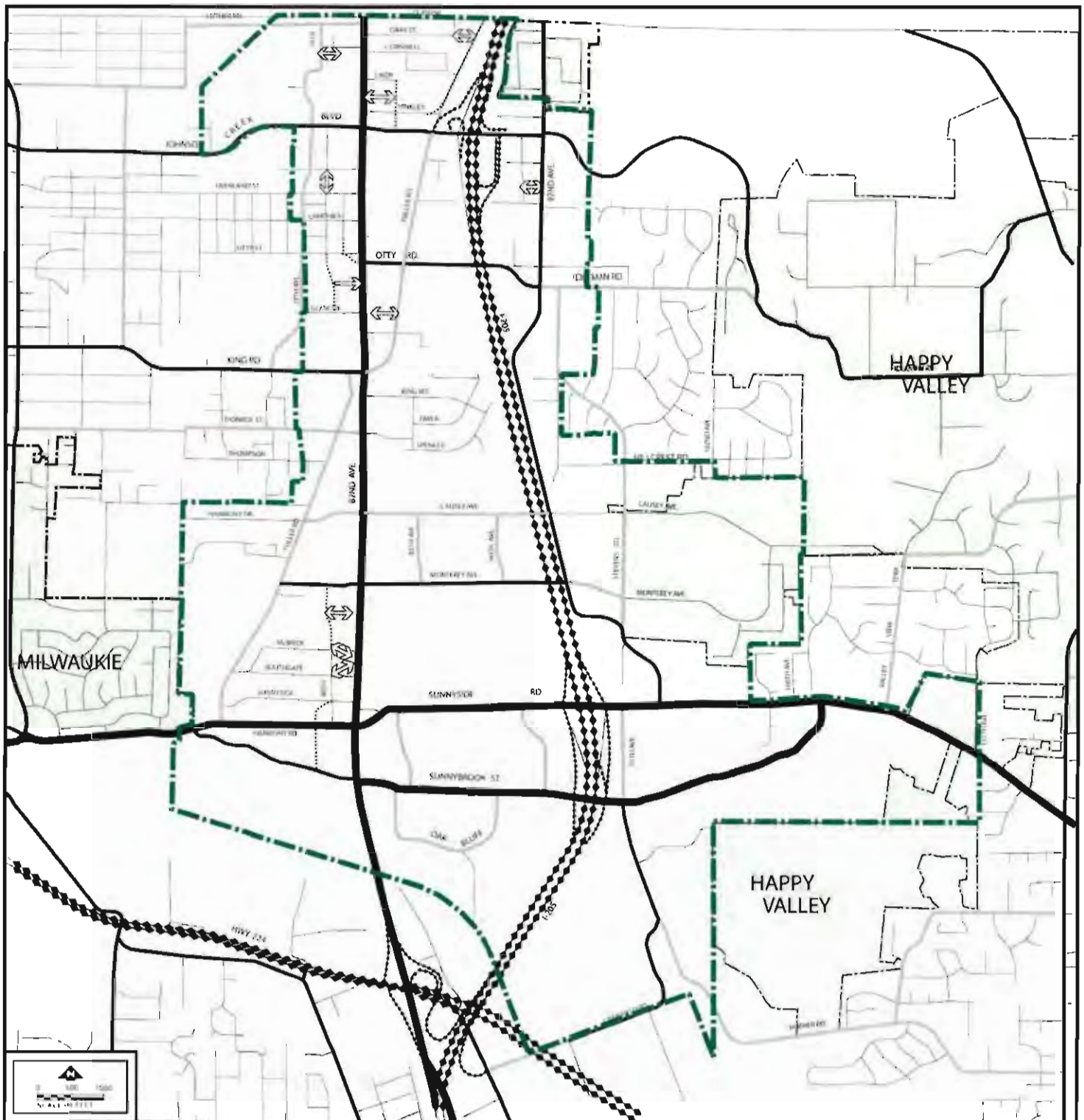


CLACKAMAS
 REGIONAL
 CENTER AREA

- PROPOSED ROADS/IMPROVEMENTS**
- NEW ROAD (PUBLIC)
 - ROAD IMPROVEMENT
 - NEW LOCAL STREET
LOCATION TO BE DETERMINED
(PUBLIC OR PRIVATE)
 - NEW LOCAL STREET
(PUBLIC OR PRIVATE)
 - ROAD CLOSURE

- COMMITTED ROAD PROJECTS**
- NEW CONSTRUCTION
 - ROAD IMPROVEMENT
 - NEW FREEWAY OVERPASS

- SIGNALIZED INTERSECTIONS**
- EXISTING
 - NEW
 - X TO BE REMOVED



Clackamas Regional Center Area Design Plan
Functional Classification

Clackamas County Comprehensive Plan

Map X-CRC-5

Last Amended Month XX, 2012



CLACKAMAS
 REGIONAL
 CENTER AREA



FREEWAY



FREEWAY RAMP



MAJOR ARTERIAL



MINOR ARTERIAL



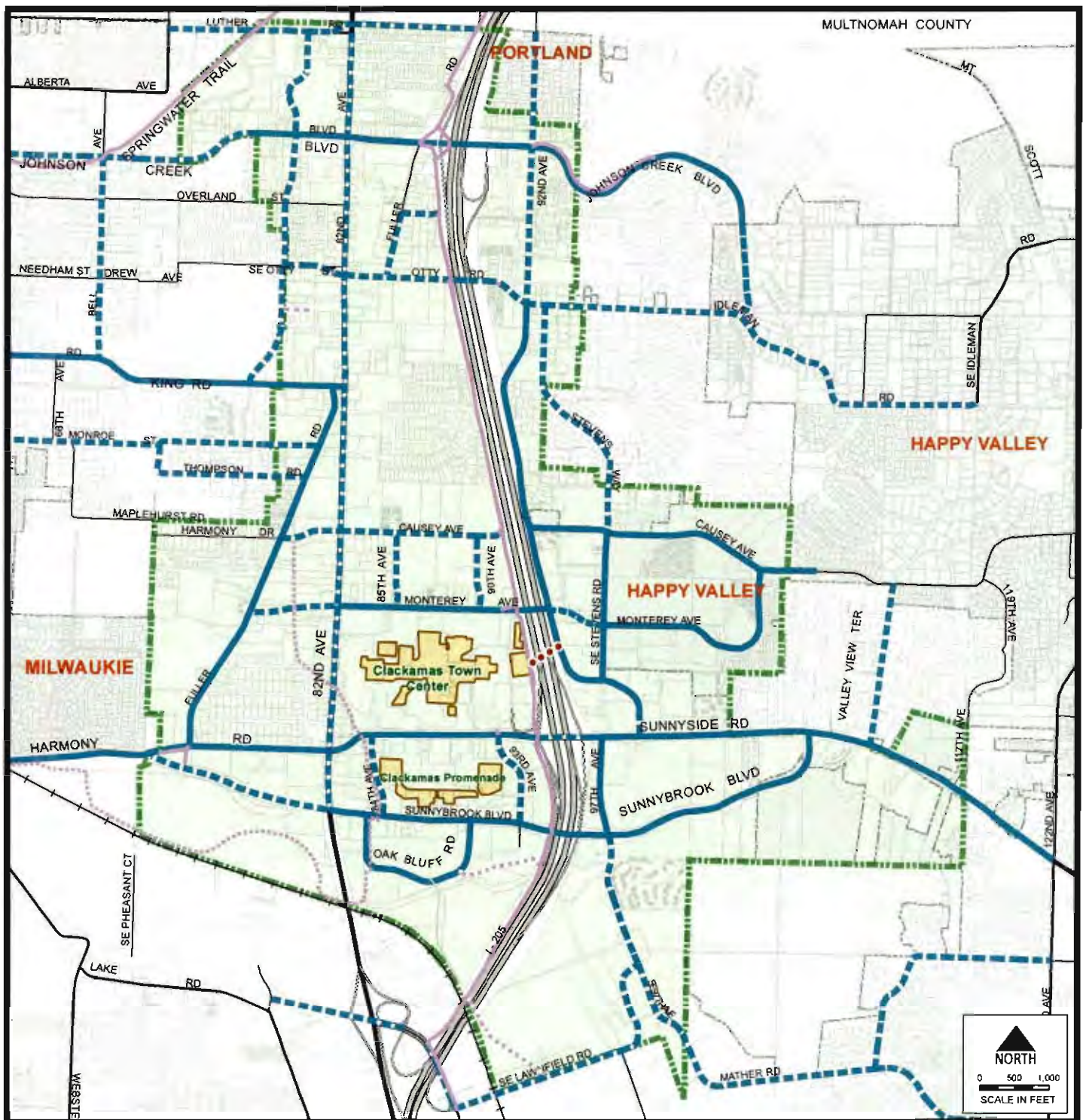
COLLECTOR



LOCAL STREET
 LOCATION TO BE DETERMINED
 (PUBLIC OR PRIVATE)



LOCAL STREET
 (PUBLIC OR PRIVATE)



Clackamas Regional Center Area Design Plan

Pedestrian and Bicycle Circulation Network

Clackamas County Comprehensive Plan

MAP X-CRC-7

Last Amended Month XX, 2012

- Clackamas Regional Center Area
- Existing Bikeways
- Planned Bikeways
- Existing Multi-Use Trails
- Planned Multi-Use Trails
- Planned Pedestrian/Bicycle Bridge (approximate location)



Department of Transportation & Development
150 Beaver Creek Rd. Oregon City, OR 97045



DEPT OF
LAND CONSERVATION
AND FORESTRY
OFFICE OF COUNTY COUNSEL

PUBLIC SERVICES BUILDING
2051 KAEN ROAD OREGON CITY, OR 97045

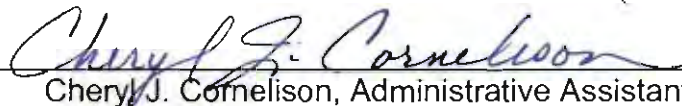
Stephen L. Madkour
County Counsel

David W. Anderson
Kimberley Ybarra
Kathleen Rastetter
Scot A. Sideras
Chris Storey
Scott C. Ciecko
Alexander Gordon
Rhett C. Tatum
Assistants

CERTIFICATE OF MAILING

I hereby certify that the enclosed Board Order No. 2012-114, Local File No. Z0527-11-CP/Z0528-11-ZAP was deposited in the mail on January 9, 2013

Signed: _____



Cheryl J. Cornelison, Administrative Assistant
Clackamas County Counsel's Office
(503) 655-8619



First Class Mail



CLACKAMAS
COUNTY
PUBLIC SERVICES BUILDING
OFFICE OF COUNTY COUNSEL
2051 KAEN ROAD | OREGON CITY, OR 97045

Attn: Plan Amendment Specialist
Dept. of Land Conserv. & Development
635 Capitol Street NE, Ste., 150
Salem, OR 97301-2540

DEPT OF
JAN 10 2013
LAND CONSERVATION
AND DEVELOPMENT

