



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

November 14, 2008



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

FROM: Mara Ulloa, Plan Amendment Program Specialist

SUBJECT: City of Happy Valley Plan Amendment
DLCD File Number 009-08

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: November 28, 2008

This amendment was submitted to DLCD for review 45 days 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.

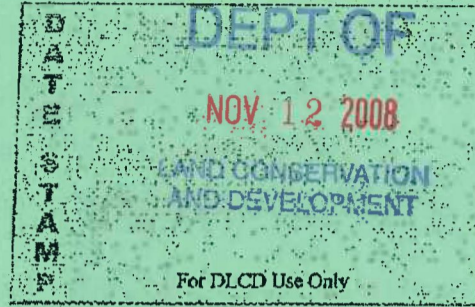
***NOTE: THE APPEAL DEADLINE IS BASED UPON THE DATE THE DECISION WAS MAILED BY LOCAL GOVERNMENT. A DECISION MAY HAVE BEEN MAILED TO YOU ON A DIFFERENT DATE THAN IT WAS MAILED TO DLCD. AS A RESULT YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE ABOVE DATE SPECIFIED.**

Cc: Gloria Gardiner, DLCD Urban Planning Specialist
Jennifer Donnelly, DLCD Regional Representative
Bill Holmstrom, DLCD Transportation Planner
Michael Walter, City of Happy Valley

<paa> ya/mtg

PROP 2 Notice of Adoption

THIS FORM MUST BE MAILED TO DLCD
WITHIN 5 WORKING DAYS AFTER THE FINAL DECISION
PER ORS 197.610, OAR CHAPTER 660 - DIVISION 18



Jurisdiction: Happy Valley Local file number: CPA-05-08 (CPA-06-08)
Date of Adoption: 11/04/08 Date Mailed: 11/06/08
Date original Notice of Proposed Amendment was mailed to DLCD: 8/18/08

- 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".

ADOPTED APPLICABLE TEXT AND MAPS ASSOCIATED WITH THE CLACKAMAS REGIONAL
CENTER AREA AS A SUPPLEMENTAL PLAN TO THE CITY'S COMPREHENSIVE PLAN.

Describe how the adopted amendment differs from the proposed amendment. If it is the same, write "SAME".
If you did not give Notice for the Proposed Amendment, write "N/A".

SAME

N/A N/A

Plan Map Changed from: _____ to: _____
Zone Map Changed from: N/A to: _____
Location: CLACKAMAS REGIONAL CENTER PLAN AREA Acres Involved: UNKNOWN
Specify Density: Previous: N/A New: N/A

Applicable Statewide Planning Goals: 2, 9, 10 AND 12

Was an Exception Adopted? YES NO

DLCD File No.: 009-08 (17087)

Did the Department of Land Conservation and Development receive a Notice of Proposed Amendment.....

Forty-five (45) 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

Affected State or Federal Agencies, Local Governments or Special Districts:

HAPPY VALLEY, CLACKAMAS COUNTY

Local Contact: MICHAEL WALTER Phone: (503) 760 3325 Extension: _____
Address: 12915 SE KING ROAD City: HAPPY VALLEY
Zip Code + 4: 97086 - Email Address: michaelw@ci.happy-valley.or.us

ADOPTION SUBMITTAL REQUIREMENTS

This form **must be mailed** to DLCD **within 5 working days after the final decision**
per ORS 197.610, OAR Chapter 660 - Division 18.

1. Send this Form and TWO (2) Copies of the Adopted Amendment to:
**ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540**
2. Submit **TWO (2) copies** the adopted material, if copies are bounded please submit **TWO (2) complete copies** of documents and maps.
3. Please Note: Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.
4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.
5. The deadline to appeal will not be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE (21) days** of the date, the Notice of Adoption is sent to DLCD.
6. In addition to sending the Notice of Adoption to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.
7. **Need More Copies?** You can copy this form on to 8-1/2x11 green paper only; or call the DLCD Office at (503) 373-0050; or Fax your request to:(503) 378-5518; or Email your request to **mara.ulloa@state.or.us** - ATTENTION: PLAN AMENDMENT SPECIALIST.

CITY OF HAPPY VALLEY
ORDINANCE NO. 384

AN ORDINANCE AMENDING THE CITY'S COMPREHENSIVE PLAN, SPECIFICALLY ADOPTING THE
"CLACKAMAS REGIONAL CENTER AREA DESIGN PLAN" AS A SUPPLEMENTAL PLAN TO THE CITY'S
COMPREHENSIVE PLAN AND DECLARING AN EMERGENCY

THE CITY OF HAPPY VALLEY ORDAINS AS FOLLOWS:

WHEREAS, Application CPA-06-08 was a city-initiated request to amend the City's Comprehensive Plan as detailed within Exhibit "A"; and

WHEREAS a hearing was held before the City of Happy Valley Planning Commission on October 14, 2008; and

WHEREAS, the Planning Commission recommended the changes to the City's Comprehensive Plan as detailed in the Staff Report to the Planning Commission dated October 14, 2008; and

WHEREAS, the City has forwarded a copy of the proposed amendments to the Oregon Department of Land Conservation and Development (DLCD) in a timely manner; and

WHEREAS, the Council of the City of Happy Valley, Oregon, has determined that it is reasonable, necessary and in the public interest to amend the City's Comprehensive Plan as detailed within Exhibit "A"; and

WHEREAS, the Council hereby adopts the proposed amendments as detailed in Exhibit "A", as supported by the Findings of Fact in the Staff Report to the Planning Commission dated October 14, 2008, and as discussed at the regular meeting of the City Council on November 4, 2008; and

WHEREAS, the Council deems it in the public interest to declare an emergency so that this ordinance takes effect as specified below, prior to the expiration of the 30-day period specified in the City Charter, so that the proposed Supplemental Plan to the City's Comprehensive Plan may be in place for evaluation of any relevant land development applications.

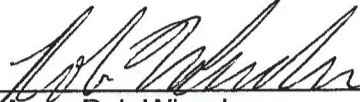
NOW, THEREFORE, based on the foregoing,

THE CITY OF HAPPY VALLEY ORDAINS AS FOLLOWS:

- Section 1. The City of Happy Valley declares that the City's Comprehensive Plan be amended as set forth as part of Exhibit "A" and is fully incorporated herein.
- Section 2. The City of Happy Valley declares that the Findings of Fact included within the Staff Report to the Planning Commission dated October 14, 2008 are hereby adopted in conjunction with this Ordinance.
- Section 3. An emergency is declared to exist and as provided by Section 32 of the Happy Valley City Charter this Ordinance takes effect on November 4, 2008.

PASSED AND APPROVED THIS 4th day of November, 2008

CITY OF HAPPY VALLEY



Mayor Rob Wheeler

ATTEST:



Marylee Walden, City Recorder

Mayor
HON. ROB WHEELER

Council President
LORI DEREMER

City Councilors
TOM ANDRUSKO
MARKLEY DRAKE
KRISTIN MITCHELL



City of Happy Valley

12915 SE KING ROAD, HAPPY VALLEY, OREGON 97086-6298
TELEPHONE (503) 760-3325 FAX (503) 760-9397
Web site: www.ci.happy-valley.or.us

Staff Report to the City Council
Comprehensive Plan Amendment
File No. CPA-06-08
(Clackamas Regional Center Area Design Plan)

November 4, 2008

I. GENERAL INFORMATION

- Applicant:** City of Happy Valley
- Property Owners:** Citywide
- Development Dist.:** All applicable zones
- Proposal:** Adopt an amended version of the Clackamas County Regional Center Area Design Plan as a Supplemental Plan to the City's Comprehensive Plan.
- Discussion:** The proposed adoption of the amended Clackamas Regional Center Area Design Plan (CRC Design Plan) is a City-initiated plan amendment that staff recommends for inclusion within the City's Comprehensive Plan so that properties that are annexed within the City of Happy Valley that are within the CRC Design Plan area, can be evaluated against this well established County plan. For further discussion, please see the Staff Report and Exhibits to the Planning Commission dated October 14, 2008 (Attachment "A").
- Conclusion and Recommendation:** The Planning Commission held a Public Hearing on October 14, 2008, and recommended that the City Council endorse the adoption of the CRC Design Plan as a Supplemental Plan to the City's Comprehensive Plan based on the Findings of

Fact within the Staff Report to the Planning Commission.

Attachments:

A. Staff Report and Exhibits to the Planning Commission
dated October 14, 2008.

Mayor
HON. ROB WHEELER

Council President
LORI DEREMER

City Councilors
TOM ANDRUSKO
MARKLEY DRAKE
KRISTIN MITCHELL



City of Happy Valley

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**CITY OF HAPPY VALLEY
STAFF REPORT TO THE PLANNING COMMISSION**

OCTOBER 14, 2008

**COMPREHENSIVE PLAN TEXT AMENDMENT – ADOPTING AN AMENDED
VERSION OF THE CLACKAMAS COUNTY REGIONAL CENTER AREA DESIGN
PLAN AS A SUPPLEMENTAL PLAN TO THE CITY’S COMPREHENSIVE PLAN**

FILE NO. CPA-06-08

I. GENERAL INFORMATION:

APPLICABLE CRITERIA:

Metro Chapter 3.07 (Urban Growth Management Functional Plan – Title 6); applicable Goals and Policies from the City of Happy Valley Comprehensive Plan; applicable Sections of Title 16 (Development Code) of the City of Happy Valley Municipal Code, including §16.40.020 (Initiation of a plan amendment), §16.40.040 (Public hearing and notice), and §16.40.041 (Review criteria).

EXHIBITS:

- A. Staff Report and Findings of Fact
- B. Clackamas Regional Center Area Design Plan (Amended Text)
- C. Standard Public Notice

BACKGROUND:

The Clackamas Regional Center Area Design Plan (CRC Design Plan) is currently part of the Clackamas County Comprehensive Plan. However, the geographic region encumbered by the plan area is near or adjacent to the existing city limits of the City of Happy Valley and is within the City’s “area of interest”. Furthermore, the Eagle Landing area along the City’s western boundary is adjacent to the CRC Design Plan border, and has had preliminary discussions with the City and County in regard to the potential creation of a new Master Plan for this area that

**ATTACHMENT A
EXHIBIT A**

would be cross-jurisdictional in nature, and would likely necessitate the expansion of the CRC Design Plan boundary to the current Eagle Landing properties located within the City of Happy Valley. However, as the CRC Design Plan currently only exists within unincorporated Clackamas County, a submitted land use application (in the City) would not be subject to the CRC Design Plan. This application seeks to rectify that scenario, by adopting a specifically crafted (amended) version of the CRC Design Plan as a supplemental plan to the City's Comprehensive Plan. Thus, if future properties were to annex to the City of Happy Valley (and subsequently apply for any type of land use action), the goals and policies of the CRC Design Plan will be available as a City document for review and evaluation as a specific guiding document (and review criteria) for said future land use determination(s).

SUBJECT AREA:

As discussed within the CRC Design Plan text and illustrations (see Exhibit B), and particularly well illustrated in Map X-CRC-1), the CRC Design Plan is broken down into two main boundaries, the CRC Design Plan area, and the Regional Center Boundary. Of particular note is the fact that the current Office-Commercial zoned area of the Eagle Landing development (located within the city limits), is located within the CRC Design Plan area, but outside the Clackamas Regional Center.

OBSERVATIONS:

SPECIFIC AMENDMENTS TO THE CRC DESIGN PLAN

- Staff recommends specific changes to the language found within the Clackamas County Sunnyside Corridor CRC Design Plan, in order to accomplish a number of goals. First, the amendments to the existing plan are designed to make it clear that it is only if properties within the CRC Design Plan area are annexed to /or are located within the city limits that the CRC Design Plan is evaluated/utilized by the City. Second, staff has endeavored to create a system wherein the way the CRC Design Plan is "written to" Clackamas County zones, can be accommodated by future conversion to City zoning. On a parallel tract, staff is working on a "conversion matrix" within the City's Development Code, whereby properties that annex to the City will be legislatively re-comprehensive planned/re-zoned to from their Clackamas County zone in place prior to annexation, to an equivalent and equal City zone, after annexation. Finally, staff proposes changes to the CRC Design Plan's Congestion Performance Standards that will add a section for new Congestion Performance Standards for streets located within the city limits, and is reflective of the methodology utilized within the City's planned Transportation System Plan (TSP) Update (anticipated to be adopted in early 2009). However, it should be

noted that these Congestion Performance Standards are reflective of an increase to the acceptable operating standard within the city limits, though limited to the CRC Design Plan area. Fundamentally, this reflects the notion that the CRD Design Plan area, as it is located immediately adjacent to the Clackamas Regional Center, accommodate slightly higher levels of acceptable performance standards within this geographic area, thus allowing for somewhat elevated congestion performance standards than those allowed without the remainder of the city limits (which are not located adjacent to a Regional Center).

COMPREHENSIVE PLAN POLICY AMENDMENT

- Staff recommends that a specific Comprehensive Plan Policy be crafted to “tie” the proposed adoption of the CRC Design Plan as a Supplemental Plan to the City’s greater Comprehensive Plan:

“Policy No. 54E

To plan for the adoption of the Clackamas Regional Center Design Plan as a Supplemental Plan to the City’s Comprehensive Plan.

As the city limits of the City of Happy Valley include properties that are located within the Clackamas Regional Center Design Plan area, and the City has accepted annexation applications from properties located adjacent to the city limits within unincorporated Clackamas County, County planning documents exist for those geographic regions which should be incorporated and evaluated within the City’s land use decision making process. Therefore, the City of Happy Valley shall continue to coordinate with Clackamas County on any changes to the Clackamas Regional Center Design Plan and will adopt an amended, City of Happy Valley version of the Clackamas County Regional Center Design Plan as a Supplemental Plan to the City’s Comprehensive Plan.

AGENCY AND INTERESTED PERSONS COMMENTS

- Notification and materials were delivered to the Oregon Department of Land Conservation and Development (DLCD), the required 45 days prior to this initial evidentiary hearing. In addition, notice and materials were sent to the regional government (Metro); Clackamas County Planning; Clackamas County Development Agency; and Sunnyside United Neighbors CPO. As of the date this report was written, no official comments had been received.

II. RECOMMENDATION

As the City of Happy Valley continues to grow and expand through annexation (primarily to the south and west), it is of the utmost importance to coordinate with existing planning documents such as the Clackamas Regional Center Design Plan, so as to facilitate and continue the planning work that has occurred within these geographic regions, though through the “filter” of the City’s Comprehensive Plan and Development Code. Adoption of the CRC Design Plan as a Supplemental Plan to the City’s Comprehensive Plan will provide said opportunities for coordination and evaluation.

Therefore, staff recommends that the Planning Commission forward a recommendation of approval of CPA-06-08 (Sunnyside Corridor CRC Design Plan) to the City Council.

III. FINDINGS OF FACT

- 1. The following Titles from METRO Chapter 3.07 (Urban Growth Management Functional Plan) are applicable to this request:**

“TITLE 1. REQUIREMENTS FOR HOUSING AND EMPLOYMENT ACCOMMODATION

[...]
3.07.130 Design Type Boundaries Requirements

For each of the following 2040 Growth Concept design types, city and county comprehensive plans shall be amended to include the boundaries of each area, determined by the city or county consistent with the general locations shown on the 2040 Growth Concept Map or on maps adopted by ordinances adding territory to the UGB.

[...]
Regional Centers—Seven regional centers will become the focus of compact development, redevelopment and high quality transit service and multimodal street networks.

Staff Response:

The CRD Design Plan includes the Clackamas Regional Center, which in the subject area is served by public transit (existing Tri-Met bus service and planned light rail service), is the focus of compact development and redevelopment and is served by a multimodal street network. In

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addition, the City's adoption of the CRC Design Plan implements the Regional Center designation on the Metro 2040 Growth Concept and by adoption of the CRC Regional Center, the City will carry forward the intent of Regional Centers. Therefore, this criterion is satisfied by the proposed amendments.

[...]

TITLE 6: CENTRAL CITY, REGIONAL CENTERS, TOWN CENTERS AND STATION COMMUNITIES

3.07.610 Purpose and Intent

The success of the 2040 Growth Concept depends upon the maintenance and enhancement of the Central City, Regional and Town Centers and Stations Communities as the principal centers of urban life in the region. Title 6 intends to enhance Centers by encouraging development in these Centers that will improve the critical roles they play in the region and by discouraging development outside Centers that will detract from those roles. As used in this title, the term "Centers" includes the Central City, Regional and Town Centers and Station Communities."

Staff Response:

The City's adoption of the amended version of the CRC Design Plan will aid in accomplishing the purpose and intent of Title 6, and will provide coordination opportunities between the City and Clackamas County that will encourage development in this Regional Center. Therefore, this criterion has been satisfied by the proposed amendments.

2. The following Goals and Policies from the City of Happy Valley Comprehensive Plan are applicable to this request:

[...]

"Policy 4: *To insure orderly development in the City of Happy Valley through formulation of growth management policies and guidelines which will determine that development can occur only when adequate levels of services and facilities are or will be available.*

Policy 5: *To encourage controlled development while maintaining and enhancing the physical resources which make Happy Valley a desirable place to live.*

Staff Response:

The adoption of the CRC Design Plan as a Supplemental Plan within the City's Comprehensive Plan aids in insuring orderly development in the City precisely through the formulation of growth management policies and guidelines that the CRC Design Plan itself represents. By adopting the CRC Design Plan, the City assists in assuring adequate levels of services and facilities and encourages controlled development while maintaining and enhancing the physical resources of the City. Therefore, these criteria are satisfied by the proposed amendments.

[...]

Policy 50: To locate land uses so as to take advantage of existing systems and physical features, to minimize development cost and to achieve compatibility and to avoid conflicts between adjoining uses.

Staff Response:

The adoption of the CRC Design Plan will take advantage of existing systems such as the multimodal transportation system found within the plan area. In addition, the adoption of the CRC Design Plan will provide goals and policies that aid in achieving compatibility between adjoining uses, including multi-jurisdictional issues of land use planning and zoning. Therefore, this criterion is satisfied by the proposed amendments.

[...]

Goal #9 – To diversify and improve the economy of the state.

[...]

Policy 55: To improve the economy of Happy Valley by providing a range of land use types including variety of commercial and employment districts [...]

Policy 60: To encourage compatible residential, commercial and light industrial development in Happy Valley that will provide jobs. The City supports the development of commercial and employment uses in Rock Creek (including the Rock Creek Employment Area) and in other areas, subject to design standards.

Staff Response:

The adoption of the proposed CRC Design Plan includes areas and zones within Clackamas County that include commercial zoning. For areas within the city limits and if any additional such area were to be annexed to the City of Happy Valley, future evaluation of the CRC Design

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Plan will aid in improving the economy of Happy Valley by providing a range of land use types and will assist in providing compatible residential and commercial development in this geographic region. Therefore, these criteria are satisfied by the proposed amendments.

3. The following sections of Title 16 of the Happy Valley Municipal Code (DEVELOPMENT CODE) are applicable to this request:

“Chapter 16.40 AMENDMENTS TO THE COMPREHENSIVE PLAN, LAND USE MAP AND LAND DEVELOPMENT TITLE OF THIS CODE

[...]

16.40.020 Initiation of a plan amendment.

Any change in the text, map, or implementing ordinance of the adopted Happy Valley Comprehensive Plan may be initiated by the City, any resident of the City, property owners or authorized agent. [...]

Staff Response:

The adoption of the CRC Design Plan as a Supplemental Plan to the City’s Comprehensive Plan is proposed by the City itself. Therefore, this criterion has been satisfied by the proposed amendments.

[...]

16.40.040 Public hearing and notice.

A. Any proposed change to the adopted Happy Valley land use regulations shall follow the stated scheduling, notification and procedure.

1. Process. The first evidentiary hearing shall occur before the planning commission, who may make a recommendation to the city council to approve, approve with conditions, or deny subject requests. The city council shall be the final local review authority, and shall decide to approve, approve with conditions, or deny subject requests.

2. Notice.

a. All affected governmental agencies shall be notified by mail. Failure to receive such notices shall not invalidate the application, public hearing or other proceedings.

b. Continued hearings may be held on any application without giving further notice as outlined above, provided that the date and time of additional or continued hearings are given during the first public hearing or subsequent hearing on the subject preceding the additional or continued hearing.

c. Notice of all non-site-specific proposed plan text, map or implementing ordinance amendments shall be provided pursuant to the city charter and applicable state statutes.

B. Any proposed annexation to the city via an expedited process shall follow the stated scheduling, notification and procedure.

1. Process. Expedited annexations shall be processed as an ordinance per chapter eight of the city's Charter, effective January 1, 2001. The final decision shall occur before the city council. The city council shall be the only local review authority, and shall decide to approve, approve with conditions, or deny subject requests.

2. Notice.

a. All interested and necessary parties, as defined by the Metro Code Section 3.09.020, shall be notified by mail. Failure to receive such notices shall not invalidate the application, final decision or other proceedings.

b. Continued hearings may be held on any application without giving further notice as outlined above, provided that the date and time of additional or continued hearings are given during the first public hearing or subsequent hearing on the subject preceding the additional or continued hearing.

Staff Response:

The processes and notice described within this section have been followed by the City. Therefore, these criteria are satisfied by the proposed amendments.

Section 16.40.041 Review criteria.

A. The proposed amendment is consistent with and promotes applicable Goals and Policies of the Comprehensive Plan of the city;

Staff Response:

See the staff response to the applicable Goals and Policies of the Comprehensive Plan, above. As addressed within the record, this criterion is satisfied by the proposed adoption of the CRC Design Plan as a Supplemental Plan to the City's Comprehensive Plan.

B. There is a demonstrated public need for a change of the specific type proposed;

Staff Response:

The review of land use applications for comprehensive plan map amendments/zone changes for properties annexed to within the city limits without the benefit of evaluation and analysis of those land use decisions to the CRC Design Plan is clearly not in the best interests of the public,

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both within the City of Happy Valley and nearby unincorporated Clackamas County. Therefore, there is a demonstrated public need for adoption of the CRC Design Plan and this criterion is satisfied by the request.

C. That need will be best served by the amendment as proposed as compared with other alternatives;

Staff Response:

The proposed language has been substantially reviewed by staff, including the City Attorney. As such, the proposed language, as compared with an alternate version, may be considered the "best" version, and thus the stated need (see response above) will "be best served by the amendments as proposed." Therefore, this criterion is satisfied by the request.

D. The proposed amendment is consistent with the use and implementation of growth management mechanisms and capital improvement programs of the city;

Staff Response:

The adoption of the CRC Design Plan will assist in the use and implementation of growth management mechanisms and capital improvement programs within the City. Therefore, this criterion is satisfied by the proposed amendments.

CLACKAMAS REGIONAL CENTER AREA DESIGN PLAN

INTRODUCTION

Moving Towards a Preferred Future

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

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

The overall Clackamas County City of Happy Valley Comprehensive Plan is applicable to the properties located within the city limits that are within (either currently or through future annexation) the Clackamas Regional Center Area. This chapter of The Clackamas Regional Center Area Plan is being adopted as a geographically specific Supplemental Plan to the City's Comprehensive Plan, and describes the goals and policies that are specific to the Clackamas Regional Center Area. This chapter Supplemental Plan takes precedence where conflicts exist between it and the remainder of the City's Comprehensive Plan.

The general area of application for the Clackamas Regional Center Area Design Plan is shown on Map X-CRC-2, and as such, includes properties that are located within unincorporated Clackamas County, but are also included within the City's "area of interest" which extends north of Sunnyside Road and east of 1-205, and may one day include properties located (either currently or through future annexation) within the city limits, particularly for properties that are located east of Stevens Road/Bob Schumacher Road. The city's adoption of the Clackamas Regional Center Area Plan as a Supplemental Plan to the City of Happy Valley Comprehensive Plan is

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specifically for purposes of coordination with Clackamas County and is applicable for only those properties that are located in the city limits.

REGION 2040 GROWTH CONCEPT PLAN DESIGN TYPES

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

Regional Center

An area with the Clackamas Town Center as its focus point is designated a “regional center”. The boundary is shown on Map X-CRC-1. The Clackamas Regional Center is intended to be the focus of the most intense development and highest densities of employment and housing in unincorporated, urban Clackamas County, with high quality transit service and a multi-modal street network, and is located on the western boundary of the City of Happy Valley.

Corridors

Corridors are less dense than ‘regional centers’ and are intended to feature a high quality pedestrian environment and convenient access to transit, while continuing to meet the needs of the automobile. The corridors in the Clackamas Regional Center Design Plan Area are designated “regional streets” in the Region 2040 Functional Plan, and as such are expected to continue to support high levels of through and local vehicular traffic. The corridor areas are expected to transition to higher densities through infill and redevelopment. Designated corridors in the greater Clackamas Regional Center Area are SE 82nd Avenue, Johnson Creek Boulevard, and Sunnyside Road, though for this Supplemental Plan, only the Sunnyside Road Corridor is referenced.

VISION AND GOALS

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

Vision

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

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The dominant commercial and business center for the east Portland metropolitan area;

A cultural, civic and transportation center for the east Portland metropolitan area;

An area of diverse residential neighborhoods, commercial districts, natural features, and public attractions and spaces that serve both the local community and the region.

Goals

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

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

- Maintain excellent regional access.

CLACKAMAS REGIONAL CENTER AREA DESIGN PLAN POLICIES

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

LAND USE POLICIES

I. LAND USE POLICIES GENERALLY

Map X-CRC-2 illustrates the Land Use Plan designations for the Clackamas Regional Center Design Plan Area. The following uses are allowed:

1.0 Mixed Use

Mixed uses shall be allowed in the Clackamas Regional Center Design Plan area in areas designated **Clackamas County** Commercial, High Density Residential and Regional Center High Density Residential. A mix of uses will be required to be master planned in **Clackamas County** Planned Mixed Use designated areas. **However, if annexed within the city limits, such mixed use areas shall be converted to similar City mixed use plan designations/zoning districts.**

2.0 Commercial

The following primarily retail commercial designations shall be provided in the Clackamas Regional Center Design Plan area: **Clackamas County** Regional Center Commercial, Retail Commercial, Corridor Commercial, and Low Traffic Impact Commercial. **In addition,** the following primarily office commercial designations shall be provided in the Clackamas Regional Center Design Plan Area: **Clackamas County** Regional Center Office and Office Commercial. **However, if annexed within the city limits, such retail and office commercial areas shall be converted to similar City retail and office plan designations/zoning districts.**

Commercial areas within the Clackamas Regional Center Design Plan Area shall:

- 2.1 Allow a mix of land uses on the development site;
- 2.2 Create a district accessible by all modes of transportation;
- 2.3 Create walkable districts by providing improvements and urban design features that encourage and support pedestrian use;
- 2.4 Allow land uses that generate pedestrian activity and transit ridership;

- 2.5 Require public or private street layouts that allow for future development of sites with redevelopment potential.
- 2.6 Maintain and improve pedestrian connections between commercial uses, transit corridors, recreation areas, open space and adjacent residential areas;
- 2.7 Locate all buildings to maximize access by emergency vehicles; and,
- 2.8 Require Design Review for all development.

3.0 Multifamily Residential

The following primarily multifamily residential designations shall be provided in the Clackamas Regional Center Design Plan area: **Clackamas County** Regional Center High Density Residential, High Density Residential, Medium High Density Residential, and Medium Density Residential. **However, if annexed within the city limits, such multifamily areas shall be converted to similar City multifamily residential plan designations/zoning districts.**

Multifamily areas within the Clackamas Regional Center Design Plan Area shall:

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

4.0 Public and Community Use, Open Space

Clackamas County Public and Community use designations including open space shall be provided in the Clackamas Regional Center Design Plan Area. **However, if annexed within the city limits, such public and community use areas shall be converted to similar City public use designations/zoning districts.**

5.0 Low Density Residential

Clackamas County Low density residential designations shall be provided in the Clackamas Regional Center Design Plan area. **However, if annexed within the city limits, such low density residential areas shall be converted to similar City low density residential plan designations/zoning districts.**

6.0 ~~Industrial~~

~~The following industrial designations shall be provided in the Clackamas Regional Center Design Plan Area: General Industrial, Light Industrial, and Business Park.~~

II. **LAND USE POLICIES FOR THE CLACKAMAS REGIONAL CENTER DESIGN TYPE AREA**

- 1.0 Within the Regional Center boundary shown on Map 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.

2.0 **Planned Mixed Use**

The **Clackamas County** Planned Mixed Use designation **and similar City of Happy Valley districts** 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.

- 2.1 Create an area with a mix of land uses, both within the site itself (mix of uses) and within buildings (mixed uses), which:
 - a. Provide for high employment and residential densities that support use of public transportation.
 - b. Protect key natural features.

- c. Provide for essential public facilities and services, including parks and public spaces.
 - d. Are accessible by all modes of transportation.
- 2.2 Establish through zoning, required and allowed land uses, transportation improvements, and design standards that encourage and support pedestrian-oriented streets, buildings and public places. Apply specific requirements to specific Clackamas County Planned Mixed Use sites or future applicable City of Happy Valley sites through zoning.
- 2.3 Apply the Clackamas County Planned Mixed Use designation or applicable City of Happy Valley development district within the Regional Center as shown on Map X-CRC-1.
- ~~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.~~
- 3.0 Regional Center Office
- 3.1 Apply the Clackamas County Regional Center Office designation or applicable City of Happy Valley development district within the Regional Center boundary shown on Map X-CRC-1 to:
- a. Areas with an historical commitment to office use.
 - b. Areas served by high capacity transit service.
 - c. Areas with high visibility from a freeway.
 - d. Areas generally within ½ mile of a freeway interchange.
- 3.2 Provide support services for office development.
- 3.3 Limit retail uses in order to maximize the land available for office uses and to provide for the highest employment density in the Regional Center.
- 3.4 Require a minimum density to help meet regional employment needs, support public transportation and use land more efficiently.
- 3.5 Create walkable districts within the regional center with improvements, urban design features, and urban design standards that encourage and support pedestrian use.

- 3.6 Require master plans of large sites to allow for future development of sites with redevelopment potential.

4.0 Regional Center High Density Residential

Within the adopted Regional Center boundary, designate areas suitable for the highest density multifamily uses as Clackamas County Regional Center High Density Residential or applicable City of Happy Valley high density residential development districts.

- 4.1 Determine the density of development through zoning.
- 4.2 Provide for multifamily residential uses within walking distance of public transportation, parks, schools, employment areas and local shopping areas.
- 4.3 Allow for a mix of land uses provided the minimum residential density is achieved for the entire development site prior to or concurrent with establishment of other allowed uses.

5.0 Regional Center Commercial

Apply the Clackamas County Regional Center Commercial zone or applicable City of Happy Valley commercial development districts to areas with an historic commitment to commercial uses within the adopted Regional Center boundary as shown on Map X-CRC-1.

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

6.0 Amendments to the Clackamas Regional Center Boundary

The Clackamas Regional Center boundary may be amended to include property within the Clackamas Regional Center and within the City of Happy Valley when all of the following criteria are met:

- 6.1 The property is contiguous to the Clackamas Regional Center boundary.
- 6.2 The area is, or is planned to be, a focus of compact, high density development with a mix of uses.
- 6.3 The area has, or is planned to have, high quality transit service, and a multi-modal street network.
- 6.4 The area has, or is planned to have; a density of 60 persons per acre on lands developed or planned to be developed (not including open space, parks, plazas or natural areas).

III. LAND USE POLICIES FOR SUNNYSIDE CORRIDOR DESIGN TYPE AREAS

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

2.0 Sunnyside Road Corridor Land Use Designations

A range of land use designations may be applied within a designated the Sunnyside Road Corridor as shown on Map X-CRC-2 ~~may be designated in corridors as identified on Map X-CRC-1. Each The Sunnyside Road eCorridor shall include within its area land use designations which provide primarily for employment and shopping, and land use designations that provide primarily for residences.~~

- 2.1 Commercial designations that may be applied include: Clackamas County Corridor Commercial, Retail Commercial, Low Traffic Impact Commercial, and Office Commercial or applicable City of Happy Valley

development districts. Any site designated for a commercial use shall be located adjacent to the **Sunnyside Road** Corridor Street.

2.2 Multifamily designations that may be applied include: **Clackamas County High Density Residential and Medium High Density Residential or applicable City of Happy Valley residential development districts.** Multifamily designations should generally be located so as to form a buffer between commercial uses adjacent to the **Sunnyside Road eCorridor street** and low density residential areas located outside the corridor.

~~2.3 Industrial designations that may be applied in corridors include: Light Industrial and Business Park.~~

~~2.4 Existing single family neighborhoods and mobile home parks should be zoned to discourage redevelopment to other uses.~~

3.0 **Corridor Commercial**

The following areas may be designated **Clackamas County Corridor Commercial or applicable City of Happy Valley commercial development districts** when located within a ~~transportation~~ **the Sunnyside Road eCorridor** as identified on Map X-CRC-1 and when all of the following criterion have been met:

- a. The site has an historical commitment to commercial uses.
- b. The designation will not cause a decrease in housing capacity in the **Clackamas eCounty or the City of Happy Valley.**
- c. The designation will not cause a significant traffic increase on local streets serving residential areas.
- d. Adverse effects including but not limited to traffic and noise, will have a minimal effect on adjacent neighborhoods or can be minimized through on-site improvements.
- e. The designation will not substantially increase an existing commercial strip or create new strips.

3.2 Provide commercial areas located in ~~transportation corridors~~ **the Sunnyside Road Corridor in order** to meet local and regional needs for a wide range of goods and services.

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

3.4 Allow mixed uses in the same building(s) or in a separate building(s) in the

development.

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

IV. LAND USE POLICIES FOR OTHER AREAS WITHIN THE CLACKAMAS REGIONAL CENTER DESIGN PLAN AREA

- 1.0 A range of land use designations shall be provided in portions of the Clackamas Regional Center Design Plan Area located outside the Regional Center and Corridors.
- 1.1 Land use designations shall generally increase in level of intensity in areas close to the Regional Center and Corridors.
- 1.2 Land use designations shall maintain the character of existing neighborhoods by providing for uses and improvements that are consistent with the type and scale of existing development.
- 1.3 Employment uses shall be provided for in the **Clackamas** Regional Center or **Sunnyside Road** Corridors, and/or in locations adjacent to streets that are at least minor arterials.

V. LAND USE POLICIES: LAND USE DESIGNATIONS THAT MAY APPLY THROUGHOUT THE CLACKAMAS REGIONAL CENTER DESIGN PLAN AREA

- 1.0 Low Traffic Impact Commercial
- 1.1 Areas may be designated **Clackamas County Low Traffic Impact Commercial** or **applicable City of Happy Valley commercial development district** when both of the following criteria are met:
- a. The area is located on at least a minor arterial street.
 - b. The area has excellent visibility where uses with low peak hour traffic generation are necessary to help reduce the traffic impacts on inadequate intersections.
- 1.2 Allow uses with low peak hour traffic generation as specified in the Institute of Traffic Engineers Trip Generation Manual or other professionally recognized resources.

- 1.3 Maintain and improve automobile and pedestrian connections between commercial uses, transit corridors, recreation areas, open space and adjacent residential areas.
- 1.4 Require street layouts that provide for future development of the site or adjacent property.
- 1.5 Areas designated Clackamas County Low Traffic Impact Commercial **or applicable City of Happy Valley commercial development district** may be considered for other zones when sufficient capacity is added to the street system to accommodate higher peak volume traffic loads.
- 1.6 Require design review for all development.
- 2.0 High Density Residential

In the Clackamas County High Density Residential district **or applicable City of Happy Valley high density residential development district**, allow for a mix of land uses as a limited use.
- 3.0 Low Density Residential – 5,000 and 2,500 square foot lots

In the Clackamas County Low Density Residential district **or applicable City of Happy Valley low density residential development district**, include 5,000 square foot and 2,500 square foot lot size low density residential zones, subject to Policy 2.0 of the Land Use Chapter, Residential Section of the Comprehensive Plan.
- 4.0 Low Density Residential – Single Family Attached
 - 4.1 In Clackamas County Low Density Residential areas, areas may be zoned for single family attached residences on lots that average 2,500 square feet when the area has access to a residential collector or higher functional class street.
 - 4.2 The size of the site and adjoining properties zoned for 2,500 square foot lots should generally not exceed ten (10) acres. Sites greater than 10 acres must include a combination of attached and detached housing within the allowed Single Family Attached density.
 - 4.3 Design dwellings to provide variation in architectural appearance.

- 4.4 Require Design Review for single family attached residences.

URBAN DESIGN, PUBLIC AMENITIES, AND OPEN SPACE POLICIES

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

VI. URBAN DESIGN ELEMENTS

- 1.0 Establish design and dimensional standards that provide pedestrian oriented streets, buildings and public spaces.
- 2.0 Provide for the most intense development around public transportation routes.
- 3.0 Provide multi-modal connections that link neighborhoods with commercial areas, schools, parks and greenways.
- 4.0 Increase the visual identity of the **Clackamas** Regional Center Area through streetscape improvements including pedestrian zones, landscaped strips between streets and sidewalks, lighting, street trees, landscaped medians, and gateways.
- 5.0 Protect natural features by directing development away from these areas and using remaining land more efficiently.
- 6.0 Provide public or private street layouts that support future development and increase connectivity for all modes of transportation.
- 7.0 The Urban Design Elements shown on **Map X-CRC-3** shall be provided in the Clackamas Regional Center Design Plan Area as development occurs and public improvements are provided.
- 7.1 All new development or major modifications to existing approved development shall provide the design elements on Map X-CRC-3.

- 7.2 For phased development, urban design requirements will generally be roughly proportional to the amount of development occurring in a phase.
- 7.3 Key urban design elements shown on Map X-CRC-3 are defined as follows:
- a. **Boulevards**: Streets characterized by landscaped medians and other pedestrian crossing improvements, a sidewalk separated from the street by planting strips and street trees, and bike lanes.
 - b. **Main Streets**: Streets characterized by a pedestrian/furnishing zone that includes sidewalks, street trees, and space for street lights and other furnishings, on-street parking, more frequent pedestrian crossings, and buildings oriented to the street with storefronts close to the sidewalk.
 - c. **Special Street Standards**: Streets that are characterized by a landscaped planting strip separating the sidewalk from the curb, pedestrian lighting, and pedestrian amenities.
 - d. **Street Connections**: General locations for new or enhanced street connections to improve connectivity in the area have been identified on Map X-CRC-3. Street connections may be public or private streets and in some cases line up with important driveways to commercial areas.
 - e. **Local Street Grid**: An interconnected public or private street system that provides multi-modal access to all activities and uses.
 - f. **Off-street Pedestrian Linkages**: Street, bicycle and pedestrian paths, and greenway paths to link parks, civic spaces, retail centers, neighborhoods, and other points of interest.
 - g. **Multi-Use Paths**: Off-street pedestrian and bicycle paths. These paths may be developed primarily as a transportation facility, as an amenity, or may serve multiple purposes.
 - h. **Parks and Open Space**: The general locations of parks needed in the Clackamas Regional Center Design Plan area are shown on the Map X-CRC-3. Park locations are not site-specific.
 - i. **Greenway Trails**: Off-street trails within designated greenways (e.g. Phillips Creek and Mt. Scott Creek) that provide opportunities for environmental restoration, recreation and education.
 - j. **Plazas**: Public gathering places are typically one acre or less and may be publicly or privately owned. Plazas are intended as public gathering places and community focal points.
 - k. **Natural Features**: Natural features to be protected include creeks, wetlands, steep slopes and wooded bluffs.

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

VII. STREETS AND GATEWAYS

- 1.0 Establish design and dimensional standards that provide pedestrian oriented streets and buildings.
- 2.0 Design and dimensional standards for streets and gateways are intended to:
 - a. Improve pedestrian safety at crossings.
 - b. Improve visual appeal of the streets.
 - c. Improve the pedestrian environment along sidewalks.
 - d. Provide on-street parking where appropriate to help provide a supply of public parking that supports reduced parking standards on private property, and separate pedestrians from auto traffic.
 - e. Provide strong visual identity to distinguish the Regional Center from adjacent areas.
 - f. Create a local block pattern for new roads to improve circulation for motor vehicles and pedestrians by providing shorter and more direct connections between uses.
- 3.0 Boulevards, Main Streets, Gateways, and streets planned for Special Street Standards have been identified on Map X-CRC-3, **though for the purposes of this Supplemental Plan, the Boulevard Plans and other out-of-area Figures are not applicable. Therefore, Figures X-CRC-13 and X-CRC-5 through X-CRC-7 illustrate the intended standards for improvement.**
- 3.1 Exceptions to these standards may be allowed subject to topography, environmental constraints, available right of way, **and** safety considerations, ~~and as follows:~~
 - a. ~~General elements of a gateway intersection are illustrated in Figures X-CRC-1 and X-CRC-7. Establish specific requirements through design.~~
 - b. ~~Elements of the Main Street cross section may be modified to accommodate Light Rail Transit alignment.~~

- ~~3.2~~ When developing Boulevard improvements, the County should develop and implement a strategy to minimize adverse impacts to adjacent businesses.
- 4.0 New public and private streets should be designed to accommodate future development.
- 5.0 Encourage retention and development of a local street network as shown on Map X-CRC-4, and as otherwise required in the Clackamas Regional Center Design Plan.
- 6.0 Require new streets to connect uses within a development and to adjacent property, when applicable.
- 7.0 Allow new buildings to be oriented to private streets when these streets include sidewalks or raised walking surfaces, curbs, pedestrian scale street lighting and street trees.

VIII. 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*
 - *Windmill Area Park*
 - *Northeast Area Park*
 - *Fuller Area Park*
 - *Springwater Area Park*
 - *Overland Area Park*
 - *Bell Area Park*
 - *Causey Area Park*
 - *Price-Fuller Area Park*
- 2.0 Provide plazas at the general locations shown on Map X-CRC-3, as well as at major transit stops and stations, in high intensity pedestrian areas, and near major employment facilities.
- 3.0 Provide off-street pedestrian linkages at key locations to connect residential areas, parks, and major employment areas and attractions.
- 4.0 Protect natural features such as wetlands, forested areas and riparian habitat.

~~5.0 Conduct a feasibility study of the need for a multipurpose community/cultural facility. The study should be coordinated with the County Tourism Development Council and area business groups.~~

~~IX. PHILLIPS CREEK GREENWAY~~

~~1.0 Work with the North Clackamas Park District, public agencies, the private sector and the community to implement the Phillips Creek Greenway Framework Plan, adopted by reference.~~

IX. URBAN DESIGN STANDARDS

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

TRANSPORTATION POLICIES

XI. 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, commercial areas, community centers, parks, libraries, and employment places, other major activities, off-street pedestrian linkages, regional multi-use paths, and area Greenway trails.
- 2.0 Street Connectivity Policies.
 - 2.1 Develop a block and grid street network that serves all transportation modes with short and direct public right-of-way routes.
 - 2.2 In all new developments adjacent to corridor arterial streets, require public or private street, or private driveway connections to provide traffic flow parallel to the arterial.
 - 2.3 On major arterial streets, encourage public or private street connections at intervals of no more than 660'. Encourage more frequent public or private connections on other streets, especially those in areas planned for mixed-use or dense development.
 - ~~2.4 To reduce the number of local trips using 82nd Avenue, require and develop local street and commercial driveway connections on the east side of 82nd Avenue from Causey Blvd. to Otty Road. These public or private connections shall be open to public access, and may be indirect if appropriate direct routes are not feasible. This policy applies to all land use, transportation and development permits.~~
- 3.0 Require public local streets, private streets, and driveway connections between developments to provide public access and circulation between land uses and reduce local trips on collectors and arterials. This policy applies to all land use, transportation and development permits.
- 4.0 Congestion Performance Standards.**
 - 4.1** Congestion Performance Standards for portions of 82nd Avenue and Sunnyside Road located within the Regional Center boundary 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

- 4.2** Congestion Performance Standards for portions of 82nd Avenue, Sunnyside Road and Johnson Creek Boulevard located within the Clackamas Regional Center Design Plan Area and outside the Regional Center boundary 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	D	E or worse
Peak two-hour	E first hour D second hour	E first hour E second hour	F first hour E second hour

- 4.3** Congestion Performance Standards for City street sections located east of the Regional Center boundary, yet within the Clackamas Regional Center Design Plan Area shall be as follows:

CONGESTION PERFORMANCE STANDARDS (Level of Service)

	<u>Preferred Operating Standard</u>	<u>Acceptable Operating Standard</u>	<u>Exceeds Deficiency Threshold</u>
<u>Mid-Day one-hour</u>	<u>C or better</u>	<u>D</u>	<u>E or worse</u>
<u>Peak -hour</u>	<u>D</u> <u>0.9 v/c ratio</u>	<u>E</u> <u>0.95 v/c ratio</u>	<u>F</u> <u>>0.95 v/c ratio</u>

- 5.0 **Coordinate with Clackamas County to M**onitor transportation conditions in the SE 82nd Avenue Corridor to determine if Comprehensive Plan strategies are contributing to the attainment of congestion performance standards as identified in Policy 4.0 and 5.0 above.
- 6.0 Provide for roadway and infrastructure improvements sufficient to support minimum planned development intensity and density.
- 7.0 The **Clackamas** Regional Center Plan includes transportation and infrastructure planning that identifies certain needed roadway and infrastructure improvements necessary to support future development in the **Clackamas** Regional Center.
- 8.0 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.
- 9.0 Amendments to the ~~Comprehensive Plan or Zoning Ordinance or changes in the Comprehensive Plan Map or zoning designation~~ **City's Comprehensive Plan Map/Zoning Map** for the property **any properties located within the city limits** within the **Clackamas** Regional Center shall not be authorized unless it is demonstrated that the improvements described in Policy 7.1 and 7.2 will remain adequate to support planned development intensity and density for the **Clackamas** Regional Center.

XII. TRANSIT POLICIES

- 1.0 Coordinate with **Clackamas County and** Tri-Met to implement Clackamas Regional Center Design Area transit service improvements planned in the Tri-Met Primary Transit Network and Tri-Met Choices for Livability, and implement additional transit improvements identified on Map X-CRC-6.
- 2.0 Coordinate with **Clackamas County,** Tri-Met, Metro, ODOT, and other agencies in funding and implementing the planned Clackamas Regional Center Design Plan Area transportation improvements identified on Map X-CRC-6.

- 3.0 Coordinate with **Clackamas County and** Tri-Met to implement Light Rail Transit (LRT) service to the Clackamas Regional Center area.
- 4.0 Coordinate with **Clackamas County and** Tri-Met in evaluating a fareless square for the Clackamas Regional Center Design Plan Area.
- 5.0 Coordinate with a Transportation Management Association (TMA) to develop and operate a frequent, fareless or low fare Loop Shuttle Service. A conceptual alignment for the shuttle service is indicated on Map X-CRC-6; the actual alignment is to be determined by Tri-Met and the TMA.
- 6.0 Establish park and ride lots at the periphery of the Clackamas Regional Center. Future shuttle bus routes should include stops at potential park and ride sites and employer locations.
- 7.0 **Coordinate with Clackamas County** To improve transit speed and the capacity of 82nd Avenue, add bus queue by-pass lanes which allow busses to by-pass auto traffic at traffic signals.

XIII. 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.
- 2.0 In the development review process, new residential and mixed use developments within the **Sunnyside** Corridor and Regional Center shall encourage pedestrian and bicycle travel by:
 - 2.1 Providing direct and convenient public right-of-way routes connecting residential uses with planned commercial uses, schools, parks, and other neighborhood facilities.
 - 2.2 Providing bike and pedestrian connections on public easements or right-of-way when full street connections are not possible, with connection spacing no more than 330' except where topography, barriers such as freeways,

railroads, or environmental constraints such as streams, rivers, slopes, or environmentally sensitive areas prevent street extension.

- 3.0 Sidewalks shall be constructed on all public and private streets in the Clackamas Regional Center Design Plan Area, subject to topography and environmental constraints.

XIV. TRANSPORTATION DEMAND MANAGEMENT (TDM)

- 1.0 Work with Clackamas Regional Center Design Area employers and businesses to develop strategies that will reduce vehicle miles traveled to decrease congestion and improve air quality. Strategies to be considered include but are not limited to the following:
 - 1.1 Employer strategies that increase vehicle occupancy, encourage work trips outside peak travel times, and promote telecommuting.
 - 1.2 Facilities Improvements to encourage non-auto transportation modes which include building the area bike/pedestrian network, transit preference systems that give buses advantage over other vehicles, transit and pedestrian amenities such as covered bus stops and lighting, on-site shower and dressing areas.
 - ~~1.3 Identify County resources and incentives needed to promote and develop TDM programs for 82nd Avenue employers, and monitor the performance of 82nd Avenue corridor TDM programs conducted by employers.~~
- 2.0 **Coordinate with Clackamas County to** ~~D~~develop a Transportation Management Association (TMA) with businesses within the Regional Center Design Plan Area and Tri-Met to manage TDM strategies and operate a Loop Shuttle Service.
- 3.0 **Coordinate with Clackamas County to** ~~W~~work with employers and businesses within the Regional Center Boundary and other targeted TDM areas to initiate a Transportation Management Association (TMA) to manage area TDM strategies and operate a Loop Shuttle Service.

XIV. ACCESS MANAGEMENT

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

- ~~1.1 Consolidate driveways/accesses to the targets shown on Map X-CRC-8.~~
- ~~1.2 Reduce signal spacing requirements from 1,320' to 500', contingent on maintaining adequate signal progression.~~
- ~~1.3 Coordinate with ODOT to reassess 82nd Ave. Access Management Standards if the balance of efficient traffic flow with local access needs change as adjacent land uses develop to the Corridor and Boulevard Designs.~~
- 2.0 Develop **Implement** Clackamas Regional Center Design Area Access Management Standards for the other areas **within the city limits that are located within** of the Clackamas Regional Center Design Plan Area that:
 - 21.1 Require driveway/access spacing to support the **City or Clackamas** County functional classification of the road.
 - 21.2 Require new driveways/accesses to line up with driveways/accesses or public streets on the opposite side of the **Sunnyside Road** Corridor to promote safety and efficient access and egress.
 - 21.3 Encourage shared driveways/accesses with adjacent properties to meet minimum driveway access spacing standard that support the functional classification of the road.
 - 21.4 Encourage connecting driveways/accesses with adjacent properties.
 - 21.5 Require developments to provide rear access to public streets whenever feasible.
- ~~3.0 Other than the new public street access identified in Map X-CRC-8, do not allow additional access on Johnson Creek Boulevard between 82nd Avenue and I-205.~~

XVI. PARKING STANDARDS

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

HOUSING

XVII. HOUSING POLICIES

~~In addition to the policies in Chapter 4 of the Comprehensive Plan,~~ The following policies apply to the Clackamas Regional Center Design Plan Area:

- 1.0 Provide for a range and variety of housing types (size and density) and variety of ownership and rental opportunities, in a range of prices.
- 2.0 Encourage housing opportunities for employees in the Clackamas Regional Center Design Plan Area by investigating partnerships to develop housing for workers in the area.
- 3.0 ~~Limit expansion of commercial zoning into residential neighborhoods along the 82nd Avenue corridor.~~
- 4.0 ~~Preserve existing mobile home parks by requiring a relocation plan to be developed and implemented by the developer for residents of mobile home parks whenever the zone designation on a mobile home park is changed to a zone other than MR-1. The County must approve the relocation plan as part of the zone change application.~~
- 5.0 Replace housing capacity lost in the study area by future Comprehensive Plan Map/Zoning Map ~~or zone changes~~. Any application for a change ~~in~~ to the City's Comprehensive plan designation Plan Map/Zoning Map 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.
 - 5.1 The purpose of this policy is to maintain the potential for the amount of housing identified in the Clackamas Regional Center Area Plan.
 - 5.2 This policy would apply to plan or zone changes made subsequent to adoption of ~~the Clackamas Regional Center Area Plan~~ this Supplemental Plan.
 - 5.3 This policy would apply to quasi-judicial changes from residential to a non-residential use.

~~53.4~~ Replacement housing capacity could be located anywhere within the City of Happy Valley or unincorporated Clackamas County located within the Urban Growth Boundary.

~~53.5~~ Approval of a design review application and any other applicable land use permit for the required amount of replacement housing on a site in a commercial or office district, not including Clackamas County PMU or similarly zoned Happy Valley sites, will meet the requirements of ~~p~~Policy 3.0.

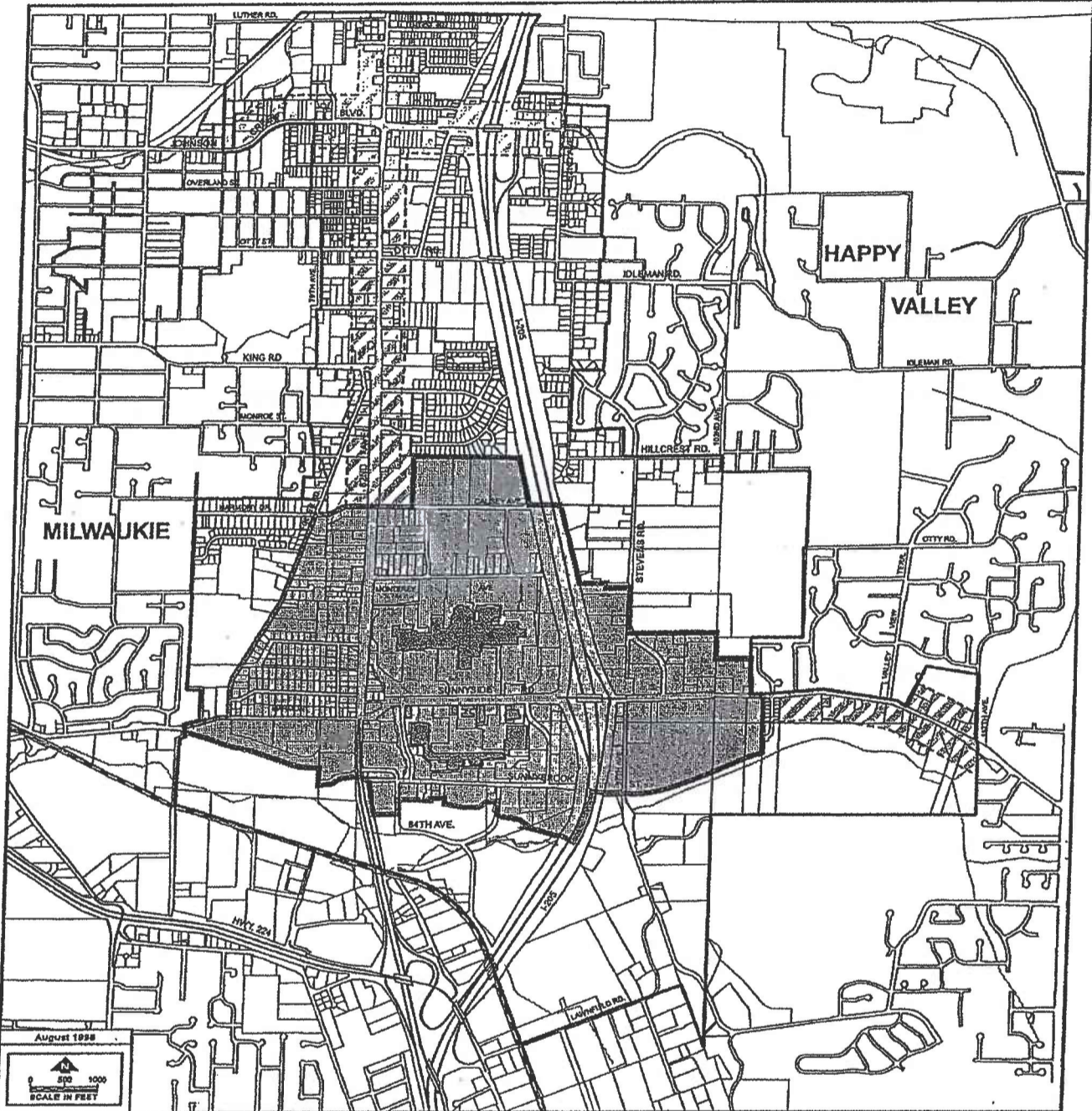
~~6.0~~ ~~Form a County Housing Advisory Committee to counsel and advise the Board of County Commissioners on housing issues.~~

~~6.1~~ ~~Clackamas County shall review its policies and ordinances regarding affordable housing and develop an affordable housing strategy with a series of tools to provide for a mix of housing types and prices in the County.~~

MAPS & FIGURES

Clackamas Regional Center Area Design Plan

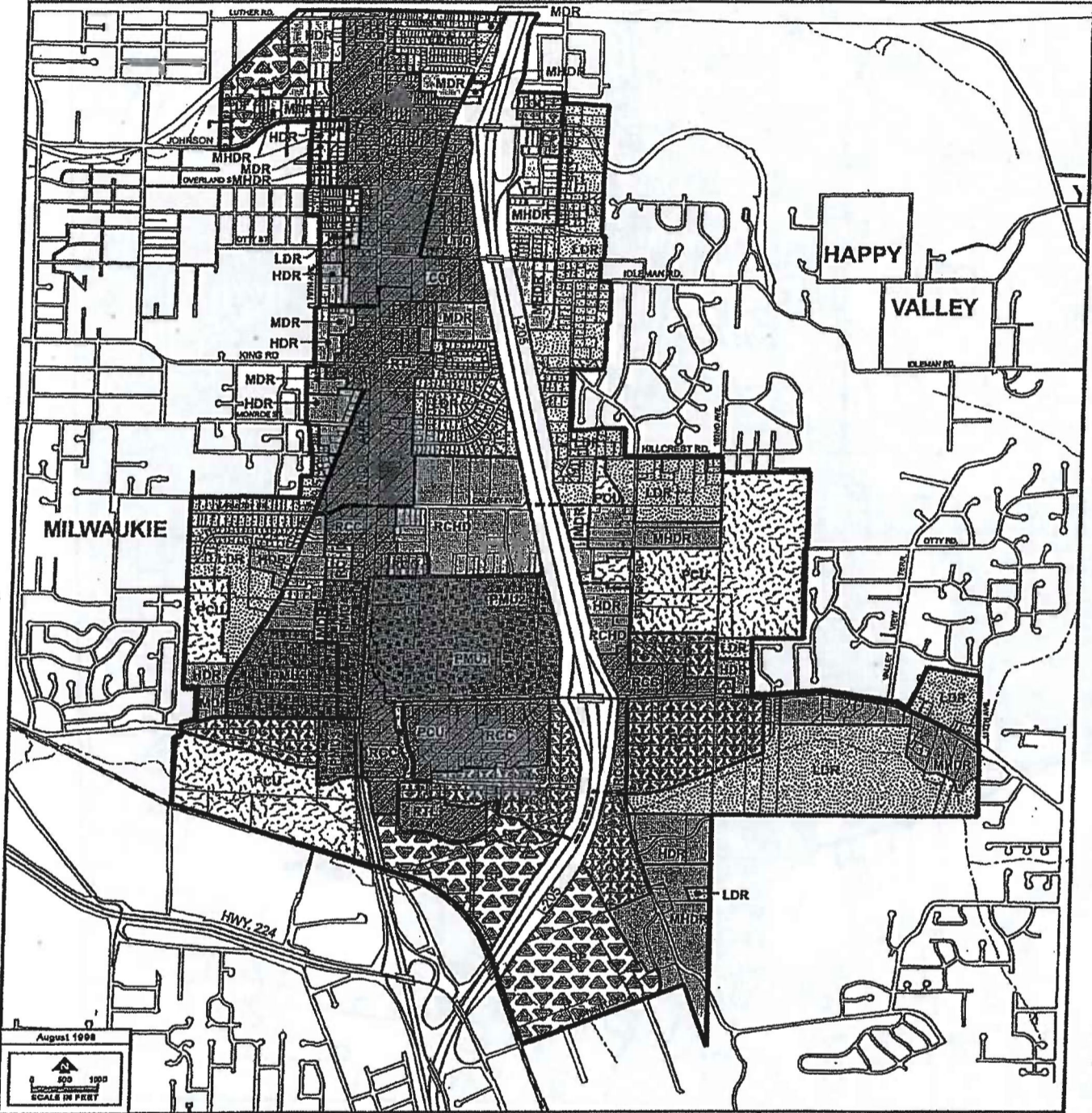
Map X-CRC-1	Regional Center & Corridors
Map X-CRC-2	Comprehensive Plan Designations
Map X-CRC-3	Urban Design Elements
Map X-CRC-4	Transportation Network (Public & Private)
Map X-CRC-5	Functional Classification
Map X-CRC-6	Transit Network
Map X-CRC-7	Bikeway & Path Network
Map X-CRC-8	82nd Avenue Access Management Targets
Figure X-CRC-1	82 nd Avenue Regional Boulevard (Gateway Intersections)
Figure X-CRC-2	82 nd Avenue Regional Boulevard (Between Gateway Intersections)
Figure X-CRC-3	Sunnyside Road
Figure X-CRC-4	Harmony Road Regional Boulevard (Fuller Road to 82 nd Avenue)
Figure X-CRC-5	Monterey Avenue Main Street (I-205 to 82 nd Avenue with Causey Avenue Overpass)
Figure X-CRC-6	Causey Avenue Main Street (I-205 82 nd Avenue)
Figure X-CRC-7	Gateway Intersection (Boulevard & Main Street)



**Clackamas Regional Center Area Design Plan
Regional Center and Corridors**

**Happy Valley
Comprehensive Plan
MAP X-CRC-1**

- | | |
|--|--|
| <p>  CLACKAMAS REGIONAL CENTER AREA DESIGN PLAN BOUNDARY </p> | <p>2040 DESIGN TYPES</p> <p>  CORRIDOR </p> <p>  REGIONAL CENTER </p> |
|--|--|



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

Happy Valley
Comprehensive Plan
MAP X-CRC-2

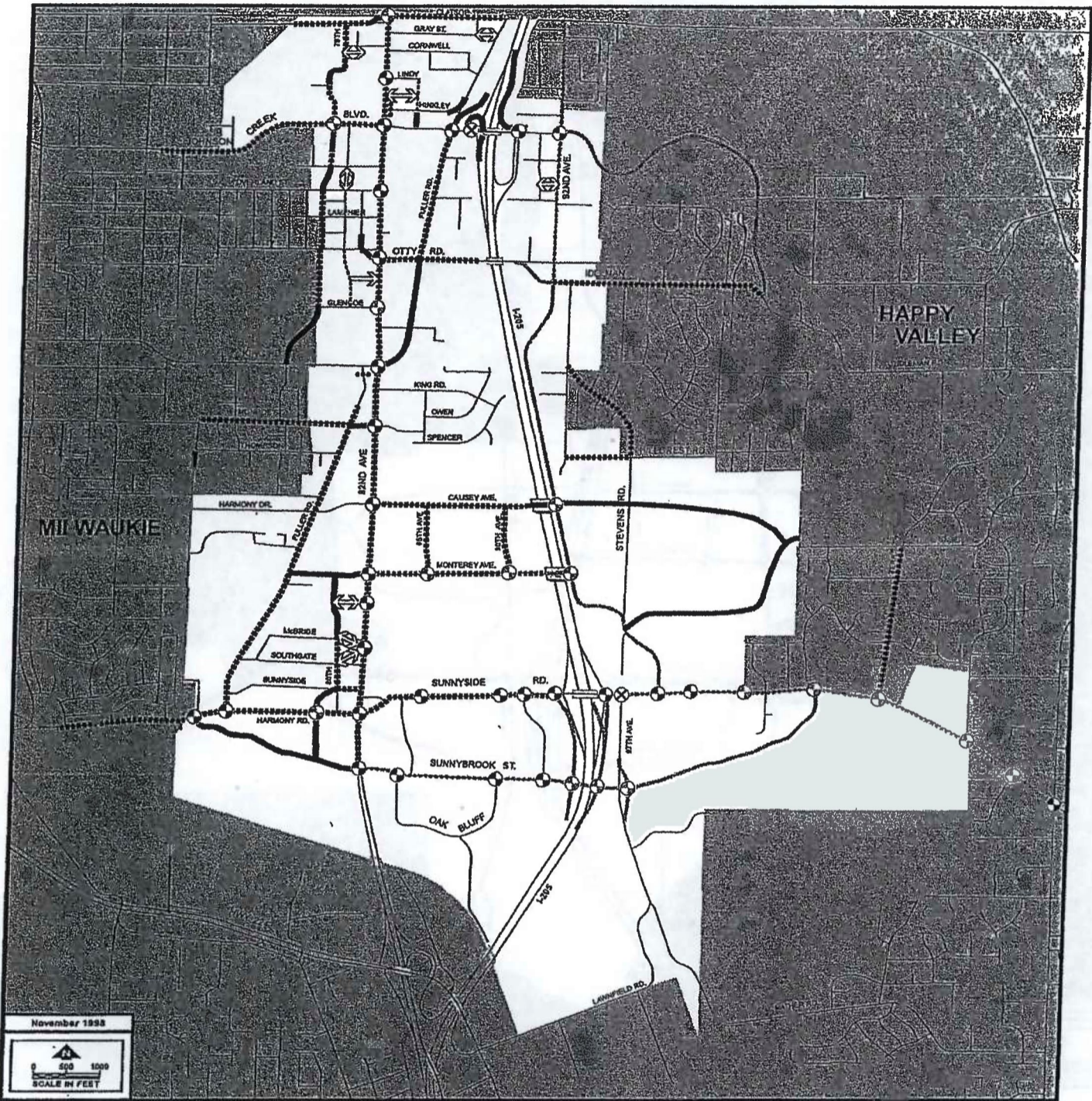
	LOW DENSITY RESIDENTIAL		REGIONAL CENTER COMMERCIAL		PLANNED MIXED USE
	MEDIUM DENSITY RESIDENTIAL		RETAIL COMMERCIAL		BUSINESS PARK
	MEDIUM HIGH DENSITY RESIDENTIAL		CORRIDOR COMMERCIAL		LIGHT INDUSTRIAL
	HIGH DENSITY RESIDENTIAL		LOW TRAFFIC IMPACT COMM.		GENERAL INDUSTRIAL
	REGIONAL CENTER HIGH DENSITY RES.		REGIONAL CENTER OFFICE		DESIGN PLAN BOUNDARY
	PUBLIC AND COMMUNITY USE		OFFICE COMMERCIAL		REGIONAL CENTER BOUNDARY



**Clackamas Regional Center Area Design Plan
Urban Design Elements**

Happy Valley
Comprehensive Plan
MAP X-CRC-3

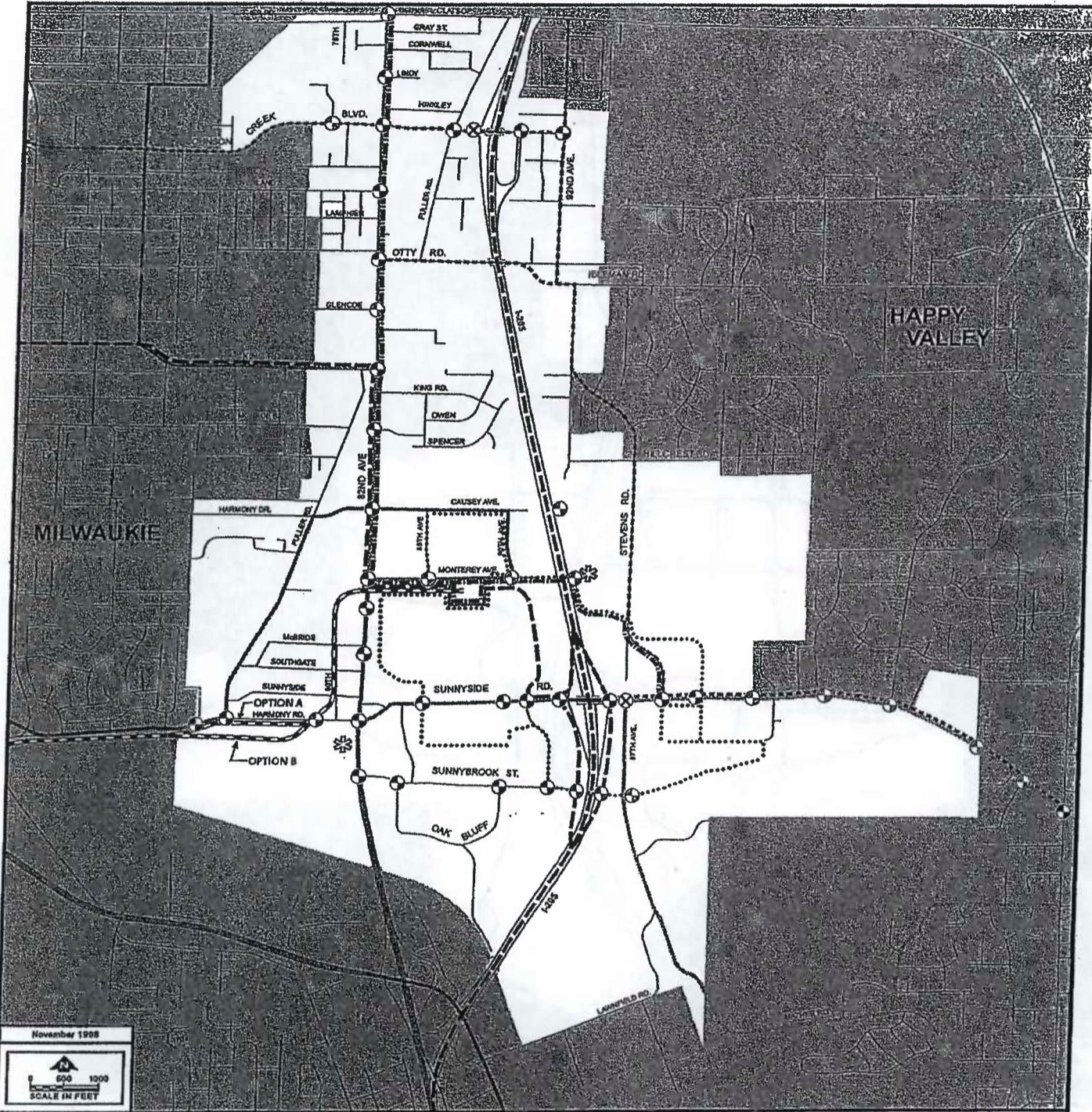
- | | | |
|--|---|---|
| <ul style="list-style-type: none"> —— STUDY AREA BOUNDARY ==== COMMITTED ROAD MAIN STREET ▣▣▣ BOULEVARD ▨▨▨ SPECIAL STREET STANDARD | <ul style="list-style-type: none"> ↔ STREET CONNECTION ▭ LOCAL STREET GRID OFF-STREET PEDESTRIAN LINKAGE ▬▬▬ MULTI-USE PATH Ⓜ POTENTIAL COMMUNITY CENTER ○ GENERAL LOCATION OF NEEDED PARKS | <ul style="list-style-type: none"> P PARK - OPEN SPACE ▬▬ GREENWAY TRAIL ▣ PLAZA Ⓜ NATURAL FEATURES ⊙ PRIMARY GATEWAY ○ FREEWAY GATEWAY |
|--|---|---|



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

Happy Valley
Comprehensive Plan
MAP X-CRC-4

PROPOSED ROADS/IMPROVEMENTS		COMMITTED ROAD PROJECTS		SIGNALIZED INTERSECTIONS			
	CRCA DESIGN PLAN AREA (STUDY AREA IN WHITE)		NEW ROAD (PUBLIC)		NEW CONSTRUCTION		EXISTING
	ROAD IMPROVEMENT		ROAD IMPROVEMENT		NEW		TO BE REMOVED
	NEW LOCAL STREET LOCATION TO BE DETERMINED (PUBLIC OR PRIVATE)		NEW FREEWAY OVERPASS				
	NEW LOCAL STREET (PUBLIC OR PRIVATE)						
	ROAD CLOSURE						

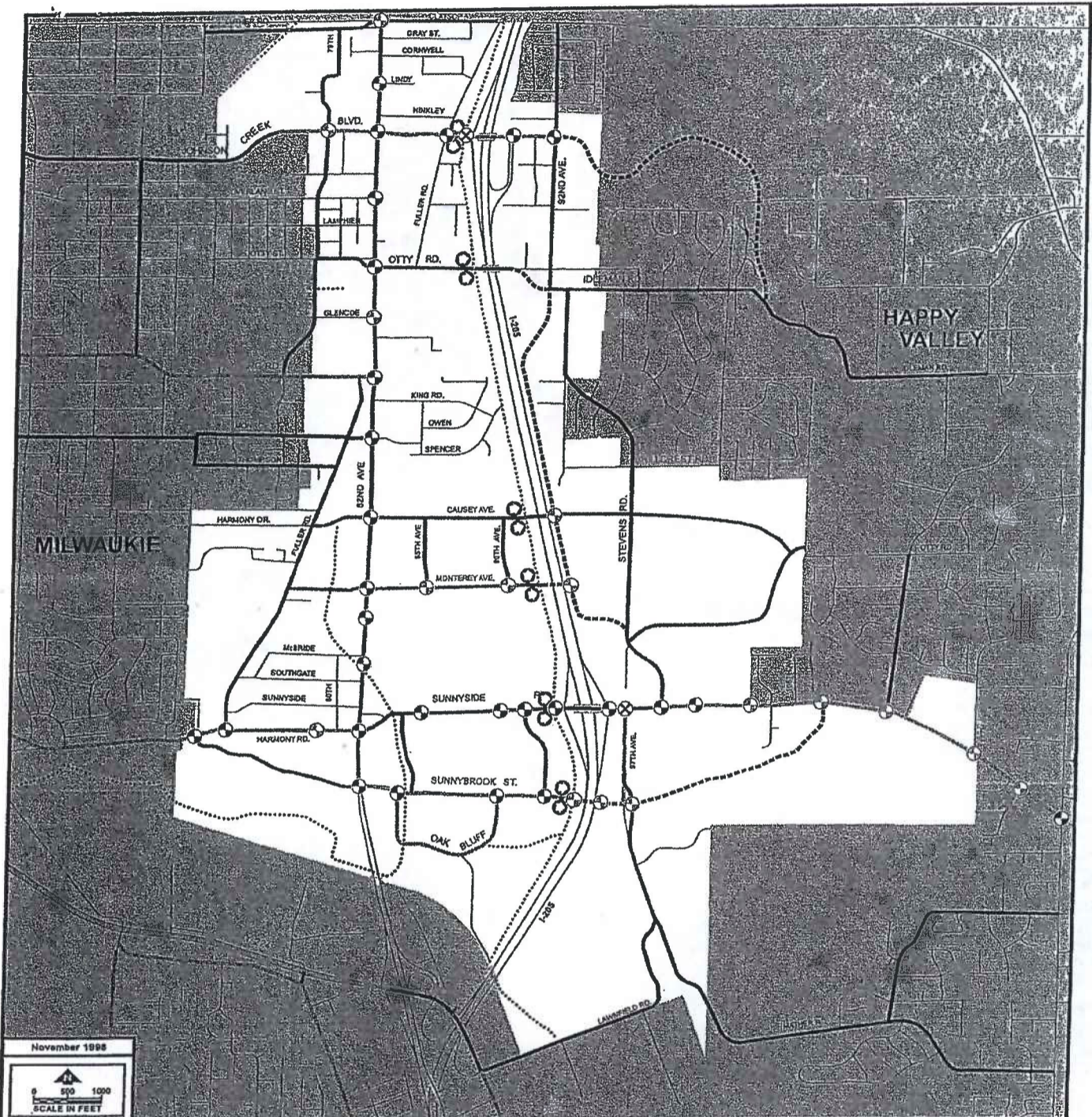


November 1998
 0 500 1000
 SCALE IN FEET

**Clackamas Regional Center Area Design Plan
 Transit Network**

Happy Valley
 Comprehensive Plan
MAP X-CRC-6

- | | | | |
|--|--|--|---------------------------------|
| | CRC STUDY AREA
(STUDY AREA IN WHITE) | PROPOSED ADDITIONAL TRANSIT NETWORK | EXISTING TRANSIT NETWORK |
| | | REGIONAL RAPID BUS (3-10 min.) | PRIMARY BUS (15 min.) |
| | | FREQUENT BUS (10 min.) | PEAK ONLY |
| | | PRIMARY BUS (15 min.) | |
| | | CONCEPTUAL LOOP SHUTTLE (7-10 min.) | |
| | | POTENTIAL LIGHT RAIL | |
| | PARK & RIDE | | |

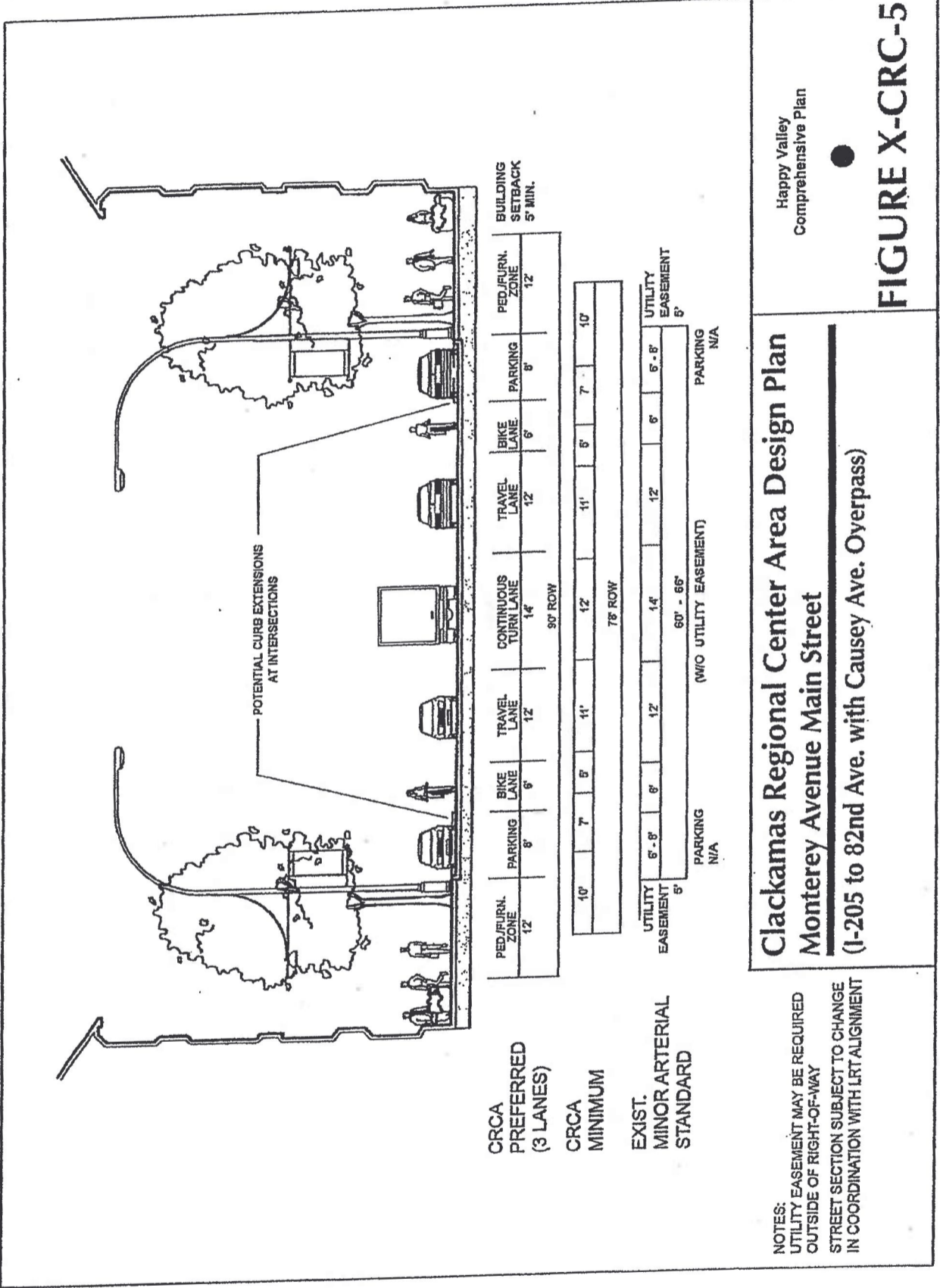


November 1998
 0 500 1000
 SCALE IN FEET

**Clackamas Regional Center Area Design Plan
 Bikeway And Path Network**

Happy Valley
 Comprehensive Plan
MAP X-CRC-7

- | | | | |
|---|--------------------------------|--------------------------|---------------------------------|
| CRCA DESIGN PLAN AREA (STUDY AREA IN WHITE) | EXISTING BIKEWAY | EXISTING MULTI-USE TRAIL | SIGNALIZED INTERSECTIONS |
| PROPOSED BIKEWAY | PROPOSED MULTI-USE TRAIL | EXISTING | NEW |
| COMMITTED NEW ROAD (WILL INCLUDE BIKEWAY) | CONNECTIONS TO MULTI-USE TRAIL | TO BE REMOVED | |



CRCA PREFERRED (3 LANES)

CRCA MINIMUM

EXIST. MINOR ARTERIAL STANDARD

NOTES:
UTILITY EASEMENT MAY BE REQUIRED OUTSIDE OF RIGHT-OF-WAY
STREET SECTION SUBJECT TO CHANGE IN COORDINATION WITH LRT ALIGNMENT

Clackamas Regional Center Area Design Plan
Monterey Avenue Main Street
(I-205 to 82nd Ave. with Causey Ave. Overpass)

Happy Valley
Comprehensive Plan

FIGURE X-CRC-5

NOTICE OF PUBLIC HEARING
City of Happy Valley Planning Commission and City Council

Notice is hereby given that the City of Happy Valley Planning Commission and City Council will hold public hearings on the following dates in regard to proposed Comprehensive Plan Amendments:

- Date & Time:** Planning Commission, October 14, 2008, 7:00 p.m.
City Council, November 4, 2008, 7:00 p.m.
- Hearing Location:** City Hall Annex, 12915 SE King Rd., Happy Valley, OR 97086;
- File & Subject:** LDO-06-08, administrative amendments to the City's Comprehensive Plan.
- Proposal:** Adoption of an amended version of the Clackamas County Regional Center Area Design Plan as a supplemental plan to the City's Comprehensive Plan.
- Location:** Applicable Regional Center boundaries that are located near the City of Happy Valley, specifically north of Sunnyside Road and east of Stevens Road/Bob Schumacher Road.
- Applicant:** City of Happy Valley
- Applicable Criteria:** Sections 16.40.020, 16.40.040, 16.40.041, 16.40.050 and 16.40.060 of the City of Happy Valley's Municipal Code.
- Staff Contact:** Michael Walter, Planning Services Manager
503-595-6172

Interested parties are invited to attend this hearing or to submit comments in writing prior to the meeting time. Written testimony may be submitted in advance or in person at the hearing. Those wishing to present verbal testimony, either pro, con, or to raise questions, will be asked to speak after presentation of the report.

Testimony should pertain to the applicable criteria. The decision will be made in accordance with said criteria, and may be appealed to the Land Use Board of Appeals. Failure to raise an issue in writing prior to or before the close of the written comment period or failure to provide sufficient specificity at the public hearing to afford the decision-making body an opportunity to respond to the issue precludes appeal to the Land Use Board of Appeals based upon that issue. The applicant and any person who submits written comments shall receive notice of the decision.

The failure of the applicant to raise constitutional or other issues relating to proposed amendments without sufficient specificity to allow the decision-making body to respond to the issue precludes an action for damages in circuit court.

The decision-making criteria, application, and records concerning this matter are available at the City of Happy Valley City Hall at the above address during working hours (8:00 a.m. to 5:00 p.m. weekdays), please call for an appointment. For additional information, contact Michael D. Walter, Planning Services Manager, at the above address and phone number.

The meeting site is accessible to handicapped individuals. Assistance with communications (visual, hearing) must be requested 72 hours in advance by contacting Marylee Walden, City Recorder at the above phone number.

CITY OF HAPPY VALLEY
ORDINANCE NO. 384

AN ORDINANCE AMENDING THE CITY'S COMPREHENSIVE PLAN, SPECIFICALLY ADOPTING THE
"CLACKAMAS REGIONAL CENTER AREA DESIGN PLAN" AS A SUPPLEMENTAL PLAN TO THE CITY'S
COMPREHENSIVE PLAN AND DECLARING AN EMERGENCY

THE CITY OF HAPPY VALLEY ORDAINS AS FOLLOWS:

WHEREAS, Application CPA-06-08 was a city-initiated request to amend the City's Comprehensive Plan as detailed within Exhibit "A"; and

WHEREAS a hearing was held before the City of Happy Valley Planning Commission on October 14, 2008; and

WHEREAS, the Planning Commission recommended the changes to the City's Comprehensive Plan as detailed in the Staff Report to the Planning Commission dated October 14, 2008; and

WHEREAS, the City has forwarded a copy of the proposed amendments to the Oregon Department of Land Conservation and Development (DLCD) in a timely manner; and

WHEREAS, the Council of the City of Happy Valley, Oregon, has determined that it is reasonable, necessary and in the public interest to amend the City's Comprehensive Plan as detailed within Exhibit "A"; and

WHEREAS, the Council hereby adopts the proposed amendments as detailed in Exhibit "A", as supported by the Findings of Fact in the Staff Report to the Planning Commission dated October 14, 2008, and as discussed at the regular meeting of the City Council on November 4, 2008; and

WHEREAS, the Council deems it in the public interest to declare an emergency so that this ordinance takes effect as specified below, prior to the expiration of the 30-day period specified in the City Charter, so that the proposed Supplemental Plan to the City's Comprehensive Plan may be in place for evaluation of any relevant land development applications.

NOW, THEREFORE, based on the foregoing,

THE CITY OF HAPPY VALLEY ORDAINS AS FOLLOWS:

- Section 1. The City of Happy Valley declares that the City's Comprehensive Plan be amended as set forth as part of Exhibit "A" and is fully incorporated herein.
- Section 2. The City of Happy Valley declares that the Findings of Fact included within the Staff Report to the Planning Commission dated October 14, 2008 are hereby adopted in conjunction with this Ordinance.
- Section 3. An emergency is declared to exist and as provided by Section 32 of the Happy Valley City Charter this Ordinance takes effect on November 4, 2008.

PASSED AND APPROVED THIS 4th day of November, 2008

CITY OF HAPPY VALLEY

ATTEST:

Mayor Rob Wheeler

Marylee Walden, City Recorder

CLACKAMAS REGIONAL CENTER AREA DESIGN PLAN

INTRODUCTION

Moving Towards a Preferred Future

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

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

The overall City of Happy Valley Comprehensive Plan is applicable to the properties located within the city limits that are within (either currently or through future annexation) the Clackamas Regional Center Area. The Clackamas Regional Center Area Plan is being adopted as a geographically specific Supplemental Plan to the City's Comprehensive Plan, and describes the goals and policies that are specific to the Clackamas Regional Center Area. This Supplemental Plan takes precedence where conflicts exist between it and the remainder of the City's Comprehensive Plan.

The general area of application for the Clackamas Regional Center Area Design Plan is shown on Map X-CRC-2, and as such, includes properties that are located within unincorporated Clackamas County, but are also included within the City's "area of interest" which extends north of Sunnyside Road and east of I-205, and may one day include properties located (either currently or through future annexation) within the city limits, particularly for properties that are located east of Stevens Road/Bob Schumacher Road. The city's adoption of the Clackamas Regional Center Area Plan as a Supplemental Plan to the City of Happy Valley Comprehensive Plan is specifically for purposes of coordination with Clackamas County and is applicable for only those properties that are located in the city limits.

REGION 2040 GROWTH CONCEPT PLAN DESIGN TYPES

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

Regional Center

An area with the Clackamas Town Center as its focus point is designated a “regional center”. The boundary is shown on Map X-CRC-1. The Clackamas Regional Center is intended to be the focus of the most intense development and highest densities of employment and housing in unincorporated, urban Clackamas County, with high quality transit service and a multi-modal street network, and is located on the western boundary of the City of Happy Valley.

Corridors

Corridors are less dense than ‘regional centers’ and are intended to feature a high quality pedestrian environment and convenient access to transit, while continuing to meet the needs of the automobile. The corridors in the Clackamas Regional Center Design Plan Area are designated “regional streets” in the Region 2040 Functional Plan, and as such are expected to continue to support high levels of through and local vehicular traffic. The corridor areas are expected to transition to higher densities through infill and redevelopment. Designated corridors in the greater Clackamas Regional Center Area are SE 82nd Avenue, Johnson Creek Boulevard, and Sunnyside Road, though for this Supplemental Plan, only the Sunnyside Road Corridor is referenced.

VISION AND GOALS

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

Vision

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

- The dominant commercial and business center for the east Portland metropolitan area;

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

Goals

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

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

CLACKAMAS REGIONAL CENTER AREA DESIGN PLAN POLICIES

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

LAND USE POLICIES

I. LAND USE POLICIES GENERALLY

Map X-CRC-2 illustrates the Land Use Plan designations for the Clackamas Regional Center Design Plan Area. The following uses are allowed:

1.0 Mixed Use

Mixed uses shall be allowed in the Clackamas Regional Center Design Plan area in areas designated Clackamas County Commercial, High Density Residential and Regional Center High Density Residential. A mix of uses will be required to be master planned in Clackamas County Planned Mixed Use designated areas. However, if annexed within the city limits, such mixed use areas shall be converted to similar City mixed use plan designations/zoning districts.

2.0 Commercial

The following primarily retail commercial designations shall be provided in the Clackamas Regional Center Design Plan area: Clackamas County Regional Center Commercial, Retail Commercial, Corridor Commercial, and Low Traffic Impact Commercial. In addition, the following primarily office commercial designations shall be provided in the Clackamas Regional Center Design Plan Area: Clackamas County Regional Center Office and Office Commercial. However, if annexed within the city limits, such retail and office commercial areas shall be converted to similar City retail and office plan designations/zoning districts.

Commercial areas within the Clackamas Regional Center Design Plan Area shall:

- 2.1 Allow a mix of land uses on the development site;
- 2.2 Create a district accessible by all modes of transportation;
- 2.3 Create walkable districts by providing improvements and urban design features that encourage and support pedestrian use;
- 2.4 Allow land uses that generate pedestrian activity and transit ridership;

- 2.5 Require public or private street layouts that allow for future development of sites with redevelopment potential.
- 2.6 Maintain and improve pedestrian connections between commercial uses, transit corridors, recreation areas, open space and adjacent residential areas;
- 2.7 Locate all buildings to maximize access by emergency vehicles; and,
- 2.8 Require Design Review for all development.

3.0 Multifamily Residential

The following primarily multifamily residential designations shall be provided in the Clackamas Regional Center Design Plan area: Clackamas County Regional Center High Density Residential, High Density Residential, Medium High Density Residential, and Medium Density Residential. However, if annexed within the city limits, such multifamily areas shall be converted to similar City multifamily residential plan designations/zoning districts.

Multifamily areas within the Clackamas Regional Center Design Plan Area shall:

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

4.0 Public and Community Use, Open Space

Clackamas County Public and Community use designations including open space shall be provided in the Clackamas Regional Center Design Plan Area. However, if annexed within the city limits, such public and community use areas shall be converted to similar City public use designations/zoning districts.

5.0 Low Density Residential

Clackamas County Low density residential designations shall be provided in the Clackamas Regional Center Design Plan area. However, if annexed within the

city limits, such low density residential areas shall be converted to similar City low density residential plan designations/zoning districts.

II. LAND USE POLICIES FOR THE CLACKAMAS REGIONAL CENTER DESIGN TYPE AREA

1.0 Within the Regional Center boundary shown on Map 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; and,
- 1.5 Support a multi-modal street network.

2.0 Planned Mixed Use

The Clackamas County Planned Mixed Use designation and similar City of Happy Valley districts 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.

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

- a. Provide for high employment and residential densities that support use of public transportation.
- b. Protect key natural features.
- c. Provide for essential public facilities and services, including parks and public spaces.
- d. Are accessible by all modes of transportation;

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

Apply specific requirements to specific Clackamas County Planned Mixed Use sites or future applicable City of Happy Valley sites through zoning; and,

- 2.3 Apply the Clackamas County Planned Mixed Use designation or applicable City of Happy Valley development district within the Regional Center as shown on Map X-CRC-1.

3.0 Regional Center Office

- 3.1 Apply the Clackamas County Regional Center Office designation or applicable City of Happy Valley development district within the Regional Center boundary shown on Map X-CRC-1 to:

- a. Areas with an historical commitment to office use.
- b. Areas served by high capacity transit service.
- c. Areas with high visibility from a freeway.
- d. Areas generally within ½ mile of a freeway interchange;

- 3.2 Provide support services for office development;

- 3.3 Limit retail uses in order to maximize the land available for office uses and to provide for the highest employment density in the Regional Center.

- 3.4 Require a minimum density to help meet regional employment needs, support public transportation and use land more efficiently;

- 3.5 Create walkable districts within the regional center with improvements, urban design features, and urban design standards that encourage and support pedestrian use; and,

- 3.6 Require master plans of large sites to allow for future development of sites with redevelopment potential.

4.0 Regional Center High Density Residential

Within the adopted Regional Center boundary, designate areas suitable for the highest density multifamily uses as Clackamas County Regional Center High Density Residential or applicable City of Happy Valley high density residential development districts.

- 4.1 Determine the density of development through zoning;

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

- 4.3 Allow for a mix of land uses provided the minimum residential density is achieved for the entire development site prior to or concurrent with establishment of other allowed uses.

5.0 Regional Center Commercial

Apply the Clackamas County Regional Center Commercial zone or applicable City of Happy Valley commercial development districts to areas with an historic commitment to commercial uses within the adopted Regional Center boundary as shown on Map X-CRC-1.

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

6.0 Amendments to the Clackamas Regional Center Boundary

The Clackamas Regional Center boundary may be amended to include property within the Clackamas Regional Center and within the City of Happy Valley when all of the following criteria are met:

- 6.1 The property is contiguous to the Clackamas Regional Center boundary;
- 6.2 The area is, or is planned to be, a focus of compact, high density development with a mix of uses;
- 6.3 The area has, or is planned to have, high quality transit service, and a multi-modal street network; and,
- 6.4 The area has, or is planned to have; a density of 60 persons per acre on lands developed or planned to be developed (not including open space, parks, plazas or natural areas).

III. LAND USE POLICIES FOR SUNNYSIDE CORRIDOR DESIGN TYPE AREAS

1.0 Land uses in the Sunnyside Road Corridors shall be planned to:

- 1.1 Provide for both employment and housing, including mixed use;

- 1.2 Emphasize providing for a high level of bus usage, with land uses and transportation facilities to support bus use;
- 1.3 Encourage and support pedestrian travel with supportive land uses, frequent street connections, and sidewalks and pedestrian-ways; and,
- 1.4 Provide for vehicular traffic and auto-oriented uses, while expanding the share of trips via transit and other modes.

2.0 Sunnyside Road Corridor Land Use Designations

A range of land use designations may be applied within the Sunnyside Road Corridor as shown on Map X-CRC-2. The Sunnyside Road Corridor shall include within its area land use designations which provide primarily for employment and shopping, and land use designations that provide primarily for residences.

- 2.1 Commercial designations that may be applied include: Clackamas County Corridor Commercial, Retail Commercial, Low Traffic Impact Commercial, and Office Commercial or applicable City of Happy Valley development districts. Any site designated for a commercial use shall be located adjacent to the Sunnyside Road Corridor; and,
- 2.2 Multifamily designations that may be applied include: Clackamas County High Density Residential and Medium High Density Residential or applicable City of Happy Valley residential development districts. Multifamily designations should generally be located so as to form a buffer between commercial uses adjacent to the Sunnyside Road Corridor and low density residential areas located outside the corridor.

3.0 Corridor Commercial

- 3.1 The following areas may be designated Clackamas County Corridor Commercial or applicable City of Happy Valley commercial development districts when located within the Sunnyside Road Corridor as identified on Map X-CRC-1 and when all of the following criterion have been met:
 - a. The site has an historical commitment to commercial uses.
 - b. The designation will not cause a decrease in housing capacity in Clackamas County or the City of Happy Valley.

- c. The designation will not cause a significant traffic increase on local streets serving residential areas.
 - d. Adverse effects including but not limited to traffic and noise, will have a minimal effect on adjacent neighborhoods or can be minimized through on-site improvements.
 - e. The designation will not substantially increase an existing commercial strip or create new strips;
- 3.2 Provide commercial areas located in the Sunnyside Road Corridor in order to meet local and regional needs for a wide range of goods and services;
 - 3.3 Provide for the sale of large-scale items in areas with good transportation access and minimal conflict with other uses;
 - 3.4 Allow mixed uses in the same building(s) or in a separate building(s) in the development; and,
 - 3.5 Establish design and dimensional standards that encourage and support pedestrian use.

IV. LAND USE POLICIES FOR OTHER AREAS WITHIN THE CLACKAMAS REGIONAL CENTER DESIGN PLAN AREA

- 1.0 A range of land use designations shall be provided in portions of the Clackamas Regional Center Design Plan Area located outside the Regional Center and Corridors.
 - 1.1 Land use designations shall generally increase in level of intensity in areas close to the Regional Center and Corridors;
 - 1.2 Land use designations shall maintain the character of existing neighborhoods by providing for uses and improvements that are consistent with the type and scale of existing development; and,
 - 1.3 Employment uses shall be provided for in the Clackamas Regional Center or Sunnyside Road Corridors, and/or in locations adjacent to streets that are at least minor arterials.

V. LAND USE POLICIES: LAND USE DESIGNATIONS THAT MAY APPLY THROUGHOUT THE CLACKAMAS REGIONAL CENTER DESIGN PLAN AREA

- 1.0 Low Traffic Impact Commercial

- 1.1 Areas may be designated Clackamas County Low Traffic Impact Commercial or applicable City of Happy Valley commercial development district when both of the following criteria are met:
 - a. The area is located on at least a minor arterial street.
 - b. The area has excellent visibility where uses with low peak hour traffic generation are necessary to help reduce the traffic impacts on inadequate intersections;
- 1.2 Allow uses with low peak hour traffic generation as specified in the Institute of Traffic Engineers Trip Generation Manual or other professionally recognized resources;
- 1.3 Maintain and improve automobile and pedestrian connections between commercial uses, transit corridors, recreation areas, open space and adjacent residential areas;
- 1.4 Require street layouts that provide for future development of the site or adjacent property;
- 1.5 Areas designated Clackamas County Low Traffic Impact Commercial or applicable City of Happy Valley commercial development district may be considered for other zones when sufficient capacity is added to the street system to accommodate higher peak volume traffic loads; and,
- 1.6 Require design review for all development.

2.0 High Density Residential

In the Clackamas County High Density Residential district or applicable City of Happy Valley high density residential development district, allow for a mix of land uses as a limited use.

3.0 Low Density Residential – 5,000 and 2,500 square foot lots

In the Clackamas County Low Density Residential district or applicable City of Happy Valley low density residential development district, include 5,000 square foot and 2,500 square foot lot size low density residential zones.

4.0 Low Density Residential – Single Family Attached

- 4.1 In Clackamas County Low Density Residential areas, areas may be zoned for single family attached residences on lots that average

- 2,500 square feet when the area has access to a residential collector or higher functional class street;
- 4.2 The size of the site and adjoining properties zoned for 2,500 square foot lots should generally not exceed ten (10) acres. Sites greater than 10 acres must include a combination of attached and detached housing within the allowed Single Family Attached density;
- 4.3 Design dwellings to provide variation in architectural appearance; and,
- 4.4 Require Design Review for single family attached residences.

URBAN DESIGN, PUBLIC AMENITIES, AND OPEN SPACE POLICIES

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

VI. URBAN DESIGN ELEMENTS

- 1.0 Establish design and dimensional standards that provide pedestrian oriented streets, buildings and public spaces.
- 2.0 Provide for the most intense development around public transportation routes.
- 3.0 Provide multi-modal connections that link neighborhoods with commercial areas, schools, parks and greenways.
- 4.0 Increase the visual identity of the Clackamas Regional Center Area through streetscape improvements including pedestrian zones, landscaped strips between streets and sidewalks, lighting, street trees, landscaped medians, and gateways.
- 5.0 Protect natural features by directing development away from these areas and using remaining land more efficiently.
- 6.0 Provide public or private street layouts that support future development and increase connectivity for all modes of transportation.

- 7.0 The Urban Design Elements shown on Map X-CRC-3 shall be provided in the Clackamas Regional Center Design Plan Area as development occurs and public improvements are provided.
- 7.1 All new development or major modifications to existing approved development shall provide the design elements on Map X-CRC-3;
- 7.2 For phased development, urban design requirements will generally be roughly proportional to the amount of development occurring in a phase; and,
- 7.3 Key urban design elements shown on Map X-CRC-3 are defined as follows:
- a. Boulevards: Streets characterized by landscaped medians and other pedestrian crossing improvements, a sidewalk separated from the street by planting strips and street trees, and bike lanes.
 - b. Main Streets: Streets characterized by a pedestrian/furnishing zone that includes sidewalks, street trees, and space for street lights and other furnishings, on-street parking, more frequent pedestrian crossings, and buildings oriented to the street with storefronts close to the sidewalk.
 - c. Special Street Standards: Streets that are characterized by a landscaped planting strip separating the sidewalk from the curb, pedestrian lighting, and pedestrian amenities.
 - d. Street Connections: General locations for new or enhanced street connections to improve connectivity in the area have been identified on Map X-CRC-3. Street connections may be public or private streets and in some cases line up with important driveways to commercial areas.
 - e. Local Street Grid: An interconnected public or private street system that provides multi-modal access to all activities and uses.
 - f. Off-street Pedestrian Linkages: Street, bicycle and pedestrian paths, and greenway paths to link parks, civic spaces, retail centers, neighborhoods, and other points of interest.
 - g. Multi-Use Paths: Off-street pedestrian and bicycle paths. These paths may be developed primarily as a transportation facility, as an amenity, or may serve multiple purposes.
 - h. Parks and Open Space: The general locations of parks needed in the Clackamas Regional Center Design Plan area

- are shown on the Map X-CRC-3. Park locations are not site-specific.
- i. Greenway Trails: Off-street trails within designated greenways (e.g. Phillips Creek and Mt. Scott Creek) that provide opportunities for environmental restoration, recreation and education.
 - j. Plazas: Public gathering places are typically one acre or less and may be publicly or privately owned. Plazas are intended as public gathering places and community focal points.
 - k. Natural Features: Natural features to be protected include creeks, wetlands, steep slopes and wooded bluffs.
 - l. Gateways: Key intersections to be reconstructed with special design and landscape treatments that are intended to provide a visual announcement that people are entering a special area.

VII. STREETS AND GATEWAYS

- 1.0 Establish design and dimensional standards that provide pedestrian oriented streets and buildings.
- 2.0 Design and dimensional standards for streets and gateways are intended to:
 - a. Improve pedestrian safety at crossings.
 - b. Improve visual appeal of the streets.
 - c. Improve the pedestrian environment along sidewalks.
 - d. Provide on-street parking where appropriate to help provide a supply of public parking that supports reduced parking standards on private property, and separate pedestrians from auto traffic.
 - e. Provide strong visual identity to distinguish the Regional Center from adjacent areas.
 - f. Create a local block pattern for new roads to improve circulation for motor vehicles and pedestrians by providing shorter and more direct connections between uses.
- 3.0 Boulevards, Main Streets, Gateways, and streets planned for Special Street Standards have been identified on Map X-CRC-3, though for the purposes of this Supplemental Plan, the Boulevard Plans and other out-of-area Figures are not applicable. Therefore, Figures X-CRC-3 and X-CRC-5 illustrate the intended standards for improvement.

- 3.1 Exceptions to these standards may be allowed subject to topography, environmental constraints, available right of way, and safety considerations.
- 4.0 New public and private streets should be designed to accommodate future development.
- 5.0 Encourage retention and development of a local street network as shown on Map X-CRC-4, and as otherwise required in the Clackamas Regional Center Design Plan.
- 6.0 Require new streets to connect uses within a development and to adjacent property, when applicable.
- 7.0 Allow new buildings to be oriented to private streets when these streets include sidewalks or raised walking surfaces, curbs, pedestrian scale street lighting and street trees.

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

IX. URBAN DESIGN STANDARDS

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

TRANSPORTATION POLICIES

X. 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, commercial areas, community centers, parks, libraries, and employment places, other major activities, off-street pedestrian linkages, regional multi-use paths, and area Greenway trails.
- 2.0 Street Connectivity Policies.
 - 2.1 Develop a block and grid street network that serves all transportation modes with short and direct public right-of-way routes;

- 2.2 In all new developments adjacent to corridor arterial streets, require public or private street, or private driveway connections to provide traffic flow parallel to the arterial; and,
- 2.3 On major arterial streets, encourage public or private street connections at intervals of no more than 660'. Encourage more frequent public or private connections on other streets, especially those in areas planned for mixed-use or dense development.
- 3.0 Require public local streets, private streets, and driveway connections between developments to provide public access and circulation between land uses and reduce local trips on collectors and arterials. This policy applies to all land use, transportation and development permits.
- 4.0 Congestion Performance Standards.
 - 4.1 Congestion Performance Standards for portions of 82nd Avenue and Sunnyside Road located within the Regional Center boundary 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

- 4.2 Congestion Performance Standards for portions of 82nd Avenue, Sunnyside Road and Johnson Creek Boulevard located within the Clackamas Regional Center Design Plan Area and outside the Regional Center boundary 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	D	E or worse
Peak two-hour	E first hour D second hour	E first hour E second hour	F first hour E second hour

4.3 Congestion Performance Standards for City street sections located east of the Regional Center boundary, yet within the Clackamas Regional Center Design Plan Area 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	D	E or worse
Peak -hour	D 0.9 v/c ratio	E 0.95 v/c ratio	F >0.95 v/c ratio

- 5.0 Coordinate with Clackamas County to monitor transportation conditions in the 82nd Avenue Corridor to determine if Comprehensive Plan strategies are contributing to the attainment of congestion performance standards as identified in Policy 4.0 and 5.0 above.
- 6.0 Provide for roadway and infrastructure improvements sufficient to support minimum planned development intensity and density.
- 7.0 The Clackamas Regional Center Plan includes transportation and infrastructure planning that identifies certain needed roadway and infrastructure improvements necessary to support future development in the Clackamas Regional Center.
- 8.0 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.
- 9.0 Amendments to the City's Comprehensive Plan Map/Zoning Map for any properties located within the city limits within the Clackamas Regional Center shall not be authorized unless it is demonstrated that the improvements described in Policy 7.1 and 7.2 will remain adequate to support planned development intensity and density for the Clackamas Regional Center.

XI. TRANSIT POLICIES

- 1.0 Coordinate with Clackamas County and Tri-Met to implement Clackamas Regional Center Design Area transit service improvements planned in the Tri-Met Primary Transit Network and Tri-Met Choices for Livability, and implement additional transit improvements identified on Map X-CRC-6.
- 2.0 Coordinate with Clackamas County, Tri-Met, Metro, ODOT, and other agencies in funding and implementing the planned Clackamas Regional Center Design Plan Area transportation improvements identified on Map X-CRC-6.
- 3.0 Coordinate with Clackamas County and Tri-Met to implement Light Rail Transit (LRT) service to the Clackamas Regional Center area.
- 4.0 Coordinate with Clackamas County and Tri-Met in evaluating a fareless square for the Clackamas Regional Center Design Plan Area.
- 5.0 Coordinate with a Transportation Management Association (TMA) to develop and operate a frequent, fareless or low fare Loop Shuttle Service. A conceptual alignment for the shuttle service is indicated on Map X-CRC-6; the actual alignment is to be determined by Tri-Met and the TMA.
- 6.0 Establish park and ride lots at the periphery of the Clackamas Regional Center. Future shuttle bus routes should include stops at potential park and ride sites and employer locations.
- 7.0 Coordinate with Clackamas County to improve transit speed and the capacity of 82nd Avenue, add bus queue by-pass lanes which allow busses to by-pass auto traffic at traffic signals.

XII. 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.

- 2.0 In the development review process, new residential and mixed use developments within the Sunnyside Corridor and Regional Center shall encourage pedestrian and bicycle travel by:
 - 2.1 Providing direct and convenient public right-of-way routes connecting residential uses with planned commercial uses, schools, parks, and other neighborhood facilities; and,
 - 2.2 Providing bike and pedestrian connections on public easements or right-of-way when full street connections are not possible, with connection spacing no more than 330' except where topography, barriers such as freeways, railroads, or environmental constraints such as streams, rivers, slopes, or environmentally sensitive areas prevent street extension.
- 3.0 Sidewalks shall be constructed on all public and private streets in the Clackamas Regional Center Design Plan Area, subject to topography and environmental constraints.

XIII. TRANSPORTATION DEMAND MANAGEMENT (TDM)

- 1.0 Work with Clackamas Regional Center Design Area employers and businesses to develop strategies that will reduce vehicle miles traveled to decrease congestion and improve air quality. Strategies to be considered include but are not limited to the following:
 - 1.1 Employer strategies that increase vehicle occupancy, encourage work trips outside peak travel times, and promote telecommuting; and,
 - 1.2 Facilities Improvements to encourage non-auto transportation modes which include building the area bike/pedestrian network, transit preference systems that give buses advantage over other vehicles, transit and pedestrian amenities such as covered bus stops and lighting, on-site shower and dressing areas.
- 2.0 Coordinate with Clackamas County to develop a Transportation Management Association (TMA) with businesses within the Regional Center Design Plan Area and Tri-Met to manage TDM strategies and operate a Loop Shuttle Service.
- 3.0 Coordinate with Clackamas County to work with employers and businesses within the Regional Center Boundary and other targeted TDM areas to

initiate a Transportation Management Association (TMA) to manage area TDM strategies and operate a Loop Shuttle Service.

XIV. ACCESS MANAGEMENT

- 1.0 Implement Clackamas Regional Center Design Area Access Management Standards for areas within the city limits that are located within the Clackamas Regional Center Design Plan Area that:
 - 1.1 Require driveway/access spacing to support the City or Clackamas County functional classification of the road;
 - 1.2 Require new driveways/accesses to line up with driveways/accesses or public streets on the opposite side of the Sunnyside Road Corridor to promote safety and efficient access and egress;
 - 1.3 Encourage shared driveways/accesses with adjacent properties to meet minimum driveway access spacing standard that support the functional classification of the road;
 - 1.4 Encourage connecting driveways/accesses with adjacent properties; and,
 - 1.5 Require developments to provide rear access to public streets whenever feasible.

XV. PARKING STANDARDS

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

HOUSING

XVI. HOUSING POLICIES

The following policies apply to the Clackamas Regional Center Design Plan Area:

- 1.0 Provide for a range and variety of housing types (size and density) and variety of ownership and rental opportunities, in a range of prices.

- 2.0 Encourage housing opportunities for employees in the Clackamas Regional Center Design Plan Area by investigating partnerships to develop housing for workers in the area.

- 3.0 Replace housing capacity lost in the study area by future Comprehensive Plan Map/Zoning Map changes. Any application for a change to the City's Comprehensive Plan Map/Zoning Map 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, to be located within the Clackamas Regional Center Design Plan Area.
 - 3.1 The purpose of this policy is to maintain the potential for the amount of housing identified in the Clackamas Regional Center Area Plan;
 - 3.2 This policy would apply to plan or zone changes made subsequent to adoption of this Supplemental Plan;
 - 3.3 This policy would apply to quasi-judicial changes from residential to a non-residential use;
 - 3.4 Replacement housing capacity could be located anywhere within the Clackamas Regional Center Design Plan Area; and,
 - 3.5 Approval of a design review application and any other applicable land use permit for the required amount of replacement housing on a site in a commercial or office district, not including Clackamas County PMU or similarly zoned Happy Valley sites, will meet the requirements of Policy 3.0.

MAPS & FIGURES

Clackamas Regional Center Area Design Plan

Map X-CRC-1	Regional Center & Corridors
Map X-CRC-2	Comprehensive Plan Designations
Map X-CRC-3	Urban Design Elements
Map X-CRC-4	Transportation Network (Public & Private)
Map X-CRC-5	Functional Classification
Map X-CRC-6	Transit Network
Map X-CRC-7	Bikeway & Path Network
Figure X-CRC-3	Sunnyside Road
Figure X-CRC-5	Monterey Avenue Main Street (I-205 to 82 nd Avenue with Causey Avenue Overpass)

CLACKAMAS REGIONAL CENTER AREA DESIGN PLAN

INTRODUCTION

Moving Towards a Preferred Future

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

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

The overall City of Happy Valley Comprehensive Plan is applicable to the properties located within the city limits that are within (either currently or through future annexation) the Clackamas Regional Center Area. The Clackamas Regional Center Area Plan is being adopted as a geographically specific Supplemental Plan to the City's Comprehensive Plan, and describes the goals and policies that are specific to the Clackamas Regional Center Area. This Supplemental Plan takes precedence where conflicts exist between it and the remainder of the City's Comprehensive Plan.

The general area of application for the Clackamas Regional Center Area Design Plan is shown on Map X-CRC-2, and as such, includes properties that are located within unincorporated Clackamas County, but are also included within the City's "area of interest" which extends north of Sunnyside Road and east of I-205, and may one day include properties located (either currently or through future annexation) within the city limits, particularly for properties that are located east of Stevens Road/Bob Schumacher Road. The city's adoption of the Clackamas Regional Center Area Plan as a Supplemental Plan to the City of Happy Valley Comprehensive Plan is specifically for purposes of coordination with Clackamas County and is applicable for only those properties that are located in the city limits.

REGION 2040 GROWTH CONCEPT PLAN DESIGN TYPES

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

Regional Center

An area with the Clackamas Town Center as its focus point is designated a “regional center”. The boundary is shown on Map X-CRC-1. The Clackamas Regional Center is intended to be the focus of the most intense development and highest densities of employment and housing in unincorporated, urban Clackamas County, with high quality transit service and a multi-modal street network, and is located on the western boundary of the City of Happy Valley.

Corridors

Corridors are less dense than ‘regional centers’ and are intended to feature a high quality pedestrian environment and convenient access to transit, while continuing to meet the needs of the automobile. The corridors in the Clackamas Regional Center Design Plan Area are designated “regional streets” in the Region 2040 Functional Plan, and as such are expected to continue to support high levels of through and local vehicular traffic. The corridor areas are expected to transition to higher densities through infill and redevelopment. Designated corridors in the greater Clackamas Regional Center Area are SE 82nd Avenue, Johnson Creek Boulevard, and Sunnyside Road, though for this Supplemental Plan, only the Sunnyside Road Corridor is referenced.

VISION AND GOALS

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

Vision

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

- The dominant commercial and business center for the east Portland metropolitan area;

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

Goals

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

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

CLACKAMAS REGIONAL CENTER AREA DESIGN PLAN POLICIES

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

LAND USE POLICIES

I. LAND USE POLICIES GENERALLY

Map X-CRC-2 illustrates the Land Use Plan designations for the Clackamas Regional Center Design Plan Area. The following uses are allowed:

1.0 Mixed Use

Mixed uses shall be allowed in the Clackamas Regional Center Design Plan area in areas designated Clackamas County Commercial, High Density Residential and Regional Center High Density Residential. A mix of uses will be required to be master planned in Clackamas County Planned Mixed Use designated areas. However, if annexed within the city limits, such mixed use areas shall be converted to similar City mixed use plan designations/zoning districts.

2.0 Commercial

The following primarily retail commercial designations shall be provided in the Clackamas Regional Center Design Plan area: Clackamas County Regional Center Commercial, Retail Commercial, Corridor Commercial, and Low Traffic Impact Commercial. In addition, the following primarily office commercial designations shall be provided in the Clackamas Regional Center Design Plan Area: Clackamas County Regional Center Office and Office Commercial. However, if annexed within the city limits, such retail and office commercial areas shall be converted to similar City retail and office plan designations/zoning districts.

Commercial areas within the Clackamas Regional Center Design Plan Area shall:

- 2.1 Allow a mix of land uses on the development site;
- 2.2 Create a district accessible by all modes of transportation;
- 2.3 Create walkable districts by providing improvements and urban design features that encourage and support pedestrian use;
- 2.4 Allow land uses that generate pedestrian activity and transit ridership;

- 2.5 Require public or private street layouts that allow for future development of sites with redevelopment potential.
- 2.6 Maintain and improve pedestrian connections between commercial uses, transit corridors, recreation areas, open space and adjacent residential areas;
- 2.7 Locate all buildings to maximize access by emergency vehicles; and,
- 2.8 Require Design Review for all development.

3.0 Multifamily Residential

The following primarily multifamily residential designations shall be provided in the Clackamas Regional Center Design Plan area: Clackamas County Regional Center High Density Residential, High Density Residential, Medium High Density Residential, and Medium Density Residential. However, if annexed within the city limits, such multifamily areas shall be converted to similar City multifamily residential plan designations/zoning districts.

Multifamily areas within the Clackamas Regional Center Design Plan Area shall:

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

4.0 Public and Community Use, Open Space

Clackamas County Public and Community use designations including open space shall be provided in the Clackamas Regional Center Design Plan Area. However, if annexed within the city limits, such public and community use areas shall be converted to similar City public use designations/zoning districts.

5.0 Low Density Residential

Clackamas County Low density residential designations shall be provided in the Clackamas Regional Center Design Plan area. However, if annexed within the

city limits, such low density residential areas shall be converted to similar City low density residential plan designations/zoning districts.

II. LAND USE POLICIES FOR THE CLACKAMAS REGIONAL CENTER DESIGN TYPE AREA

1.0 Within the Regional Center boundary shown on Map 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; and,
- 1.5 Support a multi-modal street network.

2.0 Planned Mixed Use

The Clackamas County Planned Mixed Use designation and similar City of Happy Valley districts 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.

- 2.1 Create an area with a mix of land uses, both within the site itself (mix of uses) and within buildings (mixed uses), which:
 - a. Provide for high employment and residential densities that support use of public transportation.
 - b. Protect key natural features.
 - c. Provide for essential public facilities and services, including parks and public spaces.
 - d. Are accessible by all modes of transportation;
- 2.2 Establish through zoning, required and allowed land uses, transportation improvements, and design standards that encourage and support pedestrian-oriented streets, buildings and public places.

Apply specific requirements to specific Clackamas County Planned Mixed Use sites or future applicable City of Happy Valley sites through zoning; and,

- 2.3 Apply the Clackamas County Planned Mixed Use designation or applicable City of Happy Valley development district within the Regional Center as shown on Map X-CRC-1.

3.0 Regional Center Office

- 3.1 Apply the Clackamas County Regional Center Office designation or applicable City of Happy Valley development district within the Regional Center boundary shown on Map X-CRC-1 to:

- a. Areas with an historical commitment to office use.
- b. Areas served by high capacity transit service.
- c. Areas with high visibility from a freeway.
- d. Areas generally within ½ mile of a freeway interchange;

- 3.2 Provide support services for office development;

- 3.3 Limit retail uses in order to maximize the land available for office uses and to provide for the highest employment density in the Regional Center.

- 3.4 Require a minimum density to help meet regional employment needs, support public transportation and use land more efficiently;

- 3.5 Create walkable districts within the regional center with improvements, urban design features, and urban design standards that encourage and support pedestrian use; and,

- 3.6 Require master plans of large sites to allow for future development of sites with redevelopment potential.

4.0 Regional Center High Density Residential

Within the adopted Regional Center boundary, designate areas suitable for the highest density multifamily uses as Clackamas County Regional Center High Density Residential or applicable City of Happy Valley high density residential development districts.

- 4.1 Determine the density of development through zoning;

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

- 4.3 Allow for a mix of land uses provided the minimum residential density is achieved for the entire development site prior to or concurrent with establishment of other allowed uses.

5.0 Regional Center Commercial

Apply the Clackamas County Regional Center Commercial zone or applicable City of Happy Valley commercial development districts to areas with an historic commitment to commercial uses within the adopted Regional Center boundary as shown on Map X-CRC-1.

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

6.0 Amendments to the Clackamas Regional Center Boundary

The Clackamas Regional Center boundary may be amended to include property within the Clackamas Regional Center and within the City of Happy Valley when all of the following criteria are met:

- 6.1 The property is contiguous to the Clackamas Regional Center boundary;
- 6.2 The area is, or is planned to be, a focus of compact, high density development with a mix of uses;
- 6.3 The area has, or is planned to have, high quality transit service, and a multi-modal street network; and,
- 6.4 The area has, or is planned to have; a density of 60 persons per acre on lands developed or planned to be developed (not including open space, parks, plazas or natural areas).

III. LAND USE POLICIES FOR SUNNYSIDE CORRIDOR DESIGN TYPE AREAS

1.0 Land uses in the Sunnyside Road Corridors shall be planned to:

- 1.1 Provide for both employment and housing, including mixed use;

- 1.2 Emphasize providing for a high level of bus usage, with land uses and transportation facilities to support bus use;
- 1.3 Encourage and support pedestrian travel with supportive land uses, frequent street connections, and sidewalks and pedestrian-ways; and,
- 1.4 Provide for vehicular traffic and auto-oriented uses, while expanding the share of trips via transit and other modes.

2.0 Sunnyside Road Corridor Land Use Designations

A range of land use designations may be applied within the Sunnyside Road Corridor as shown on Map X-CRC-2. The Sunnyside Road Corridor shall include within its area land use designations which provide primarily for employment and shopping, and land use designations that provide primarily for residences.

- 2.1 Commercial designations that may be applied include: Clackamas County Corridor Commercial, Retail Commercial, Low Traffic Impact Commercial, and Office Commercial or applicable City of Happy Valley development districts. Any site designated for a commercial use shall be located adjacent to the Sunnyside Road Corridor; and,
- 2.2 Multifamily designations that may be applied include: Clackamas County High Density Residential and Medium High Density Residential or applicable City of Happy Valley residential development districts. Multifamily designations should generally be located so as to form a buffer between commercial uses adjacent to the Sunnyside Road Corridor and low density residential areas located outside the corridor.

3.0 Corridor Commercial

- 3.1 The following areas may be designated Clackamas County Corridor Commercial or applicable City of Happy Valley commercial development districts when located within the Sunnyside Road Corridor as identified on Map X-CRC-1 and when all of the following criterion have been met:
 - a. The site has an historical commitment to commercial uses.
 - b. The designation will not cause a decrease in housing capacity in Clackamas County or the City of Happy Valley.

- c. The designation will not cause a significant traffic increase on local streets serving residential areas.
- d. Adverse effects including but not limited to traffic and noise, will have a minimal effect on adjacent neighborhoods or can be minimized through on-site improvements.
- e. The designation will not substantially increase an existing commercial strip or create new strips;

- 3.2 Provide commercial areas located in the Sunnyside Road Corridor in order to meet local and regional needs for a wide range of goods and services;
- 3.3 Provide for the sale of large-scale items in areas with good transportation access and minimal conflict with other uses;
- 3.4 Allow mixed uses in the same building(s) or in a separate building(s) in the development; and,
- 3.5 Establish design and dimensional standards that encourage and support pedestrian use.

IV. LAND USE POLICIES FOR OTHER AREAS WITHIN THE CLACKAMAS REGIONAL CENTER DESIGN PLAN AREA

- 1.0 A range of land use designations shall be provided in portions of the Clackamas Regional Center Design Plan Area located outside the Regional Center and Corridors.
 - 1.1 Land use designations shall generally increase in level of intensity in areas close to the Regional Center and Corridors;
 - 1.2 Land use designations shall maintain the character of existing neighborhoods by providing for uses and improvements that are consistent with the type and scale of existing development; and,
 - 1.3 Employment uses shall be provided for in the Clackamas Regional Center or Sunnyside Road Corridors, and/or in locations adjacent to streets that are at least minor arterials.

V. LAND USE POLICIES: LAND USE DESIGNATIONS THAT MAY APPLY THROUGHOUT THE CLACKAMAS REGIONAL CENTER DESIGN PLAN AREA

- 1.0 Low Traffic Impact Commercial

- 1.1 Areas may be designated Clackamas County Low Traffic Impact Commercial or applicable City of Happy Valley commercial development district when both of the following criteria are met:
 - a. The area is located on at least a minor arterial street.
 - b. The area has excellent visibility where uses with low peak hour traffic generation are necessary to help reduce the traffic impacts on inadequate intersections;
- 1.2 Allow uses with low peak hour traffic generation as specified in the Institute of Traffic Engineers Trip Generation Manual or other professionally recognized resources;
- 1.3 Maintain and improve automobile and pedestrian connections between commercial uses, transit corridors, recreation areas, open space and adjacent residential areas;
- 1.4 Require street layouts that provide for future development of the site or adjacent property;
- 1.5 Areas designated Clackamas County Low Traffic Impact Commercial or applicable City of Happy Valley commercial development district may be considered for other zones when sufficient capacity is added to the street system to accommodate higher peak volume traffic loads; and,
- 1.6 Require design review for all development.

2.0 High Density Residential

In the Clackamas County High Density Residential district or applicable City of Happy Valley high density residential development district, allow for a mix of land uses as a limited use.

3.0 Low Density Residential – 5,000 and 2,500 square foot lots

In the Clackamas County Low Density Residential district or applicable City of Happy Valley low density residential development district, include 5,000 square foot and 2,500 square foot lot size low density residential zones.

4.0 Low Density Residential – Single Family Attached

- 4.1 In Clackamas County Low Density Residential areas, areas may be zoned for single family attached residences on lots that average

- 2,500 square feet when the area has access to a residential collector or higher functional class street;
- 4.2 The size of the site and adjoining properties zoned for 2,500 square foot lots should generally not exceed ten (10) acres. Sites greater than 10 acres must include a combination of attached and detached housing within the allowed Single Family Attached density;
- 4.3 Design dwellings to provide variation in architectural appearance; and,
- 4.4 Require Design Review for single family attached residences.

URBAN DESIGN, PUBLIC AMENITIES, AND OPEN SPACE POLICIES

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

VI. URBAN DESIGN ELEMENTS

- 1.0 Establish design and dimensional standards that provide pedestrian oriented streets, buildings and public spaces.
- 2.0 Provide for the most intense development around public transportation routes.
- 3.0 Provide multi-modal connections that link neighborhoods with commercial areas, schools, parks and greenways.
- 4.0 Increase the visual identity of the Clackamas Regional Center Area through streetscape improvements including pedestrian zones, landscaped strips between streets and sidewalks, lighting, street trees, landscaped medians, and gateways.
- 5.0 Protect natural features by directing development away from these areas and using remaining land more efficiently.
- 6.0 Provide public or private street layouts that support future development and increase connectivity for all modes of transportation.

- 7.0 The Urban Design Elements shown on Map X-CRC-3 shall be provided in the Clackamas Regional Center Design Plan Area as development occurs and public improvements are provided.
- 7.1 All new development or major modifications to existing approved development shall provide the design elements on Map X-CRC-3;
- 7.2 For phased development, urban design requirements will generally be roughly proportional to the amount of development occurring in a phase; and,
- 7.3 Key urban design elements shown on Map X-CRC-3 are defined as follows:
- a. Boulevards: Streets characterized by landscaped medians and other pedestrian crossing improvements, a sidewalk separated from the street by planting strips and street trees, and bike lanes.
 - b. Main Streets: Streets characterized by a pedestrian/furnishing zone that includes sidewalks, street trees, and space for street lights and other furnishings, on-street parking, more frequent pedestrian crossings, and buildings oriented to the street with storefronts close to the sidewalk.
 - c. Special Street Standards: Streets that are characterized by a landscaped planting strip separating the sidewalk from the curb, pedestrian lighting, and pedestrian amenities.
 - d. Street Connections: General locations for new or enhanced street connections to improve connectivity in the area have been identified on Map X-CRC-3. Street connections may be public or private streets and in some cases line up with important driveways to commercial areas.
 - e. Local Street Grid: An interconnected public or private street system that provides multi-modal access to all activities and uses.
 - f. Off-street Pedestrian Linkages: Street, bicycle and pedestrian paths, and greenway paths to link parks, civic spaces, retail centers, neighborhoods, and other points of interest.
 - g. Multi-Use Paths: Off-street pedestrian and bicycle paths. These paths may be developed primarily as a transportation facility, as an amenity, or may serve multiple purposes.
 - h. Parks and Open Space: The general locations of parks needed in the Clackamas Regional Center Design Plan area

- are shown on the Map X-CRC-3. Park locations are not site-specific.
- i. Greenway Trails: Off-street trails within designated greenways (e.g. Phillips Creek and Mt. Scott Creek) that provide opportunities for environmental restoration, recreation and education.
 - j. Plazas: Public gathering places are typically one acre or less and may be publicly or privately owned. Plazas are intended as public gathering places and community focal points.
 - k. Natural Features: Natural features to be protected include creeks, wetlands, steep slopes and wooded bluffs.
 - l. Gateways: Key intersections to be reconstructed with special design and landscape treatments that are intended to provide a visual announcement that people are entering a special area.

VII. STREETS AND GATEWAYS

- 1.0 Establish design and dimensional standards that provide pedestrian oriented streets and buildings.
- 2.0 Design and dimensional standards for streets and gateways are intended to:
 - a. Improve pedestrian safety at crossings.
 - b. Improve visual appeal of the streets.
 - c. Improve the pedestrian environment along sidewalks.
 - d. Provide on-street parking where appropriate to help provide a supply of public parking that supports reduced parking standards on private property, and separate pedestrians from auto traffic.
 - e. Provide strong visual identity to distinguish the Regional Center from adjacent areas.
 - f. Create a local block pattern for new roads to improve circulation for motor vehicles and pedestrians by providing shorter and more direct connections between uses.
- 3.0 Boulevards, Main Streets, Gateways, and streets planned for Special Street Standards have been identified on Map X-CRC-3, though for the purposes of this Supplemental Plan, the Boulevard Plans and other out-of-area Figures are not applicable. Therefore, Figures X-CRC-3 and X-CRC-5 illustrate the intended standards for improvement.

- 3.1 Exceptions to these standards may be allowed subject to topography, environmental constraints, available right of way, and safety considerations.
- 4.0 New public and private streets should be designed to accommodate future development.
- 5.0 Encourage retention and development of a local street network as shown on Map X-CRC-4, and as otherwise required in the Clackamas Regional Center Design Plan.
- 6.0 Require new streets to connect uses within a development and to adjacent property, when applicable.
- 7.0 Allow new buildings to be oriented to private streets when these streets include sidewalks or raised walking surfaces, curbs, pedestrian scale street lighting and street trees.

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

IX. URBAN DESIGN STANDARDS

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

TRANSPORTATION POLICIES

X. 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, commercial areas, community centers, parks, libraries, and employment places, other major activities, off-street pedestrian linkages, regional multi-use paths, and area Greenway trails.
- 2.0 Street Connectivity Policies.
 - 2.1 Develop a block and grid street network that serves all transportation modes with short and direct public right-of-way routes;

- 2.2 In all new developments adjacent to corridor arterial streets, require public or private street, or private driveway connections to provide traffic flow parallel to the arterial; and,
- 2.3 On major arterial streets, encourage public or private street connections at intervals of no more than 660'. Encourage more frequent public or private connections on other streets, especially those in areas planned for mixed-use or dense development.
- 3.0 Require public local streets, private streets, and driveway connections between developments to provide public access and circulation between land uses and reduce local trips on collectors and arterials. This policy applies to all land use, transportation and development permits.
- 4.0 Congestion Performance Standards.
 - 4.1 Congestion Performance Standards for portions of 82nd Avenue and Sunnyside Road located within the Regional Center boundary 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

- 4.2 Congestion Performance Standards for portions of 82nd Avenue, Sunnyside Road and Johnson Creek Boulevard located within the Clackamas Regional Center Design Plan Area and outside the Regional Center boundary 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	D	E or worse
Peak two-hour	E first hour D second hour	E first hour E second hour	F first hour E second hour

- 4.3 Congestion Performance Standards for City street sections located east of the Regional Center boundary, yet within the Clackamas Regional Center Design Plan Area 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	D	E or worse
Peak -hour	D 0.9 v/c ratio	E 0.95 v/c ratio	F >0.95 v/c ratio

- 5.0 Coordinate with Clackamas County to monitor transportation conditions in the 82nd Avenue Corridor to determine if Comprehensive Plan strategies are contributing to the attainment of congestion performance standards as identified in Policy 4.0 and 5.0 above.
- 6.0 Provide for roadway and infrastructure improvements sufficient to support minimum planned development intensity and density.
- 7.0 The Clackamas Regional Center Plan includes transportation and infrastructure planning that identifies certain needed roadway and infrastructure improvements necessary to support future development in the Clackamas Regional Center.
- 8.0 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.
- 9.0 Amendments to the City's Comprehensive Plan Map/Zoning Map for any properties located within the city limits within the Clackamas Regional Center shall not be authorized unless it is demonstrated that the improvements described in Policy 7.1 and 7.2 will remain adequate to support planned development intensity and density for the Clackamas Regional Center.

XI. TRANSIT POLICIES

- 1.0 Coordinate with Clackamas County and Tri-Met to implement Clackamas Regional Center Design Area transit service improvements planned in the Tri-Met Primary Transit Network and Tri-Met Choices for Livability, and implement additional transit improvements identified on Map X-CRC-6.
- 2.0 Coordinate with Clackamas County, Tri-Met, Metro, ODOT, and other agencies in funding and implementing the planned Clackamas Regional Center Design Plan Area transportation improvements identified on Map X-CRC-6.
- 3.0 Coordinate with Clackamas County and Tri-Met to implement Light Rail Transit (LRT) service to the Clackamas Regional Center area.
- 4.0 Coordinate with Clackamas County and Tri-Met in evaluating a fareless square for the Clackamas Regional Center Design Plan Area.
- 5.0 Coordinate with a Transportation Management Association (TMA) to develop and operate a frequent, fareless or low fare Loop Shuttle Service. A conceptual alignment for the shuttle service is indicated on Map X-CRC-6; the actual alignment is to be determined by Tri-Met and the TMA.
- 6.0 Establish park and ride lots at the periphery of the Clackamas Regional Center. Future shuttle bus routes should include stops at potential park and ride sites and employer locations.
- 7.0 Coordinate with Clackamas County to improve transit speed and the capacity of 82nd Avenue, add bus queue by-pass lanes which allow busses to by-pass auto traffic at traffic signals.

XII. 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.

- 2.0 In the development review process, new residential and mixed use developments within the Sunnyside Corridor and Regional Center shall encourage pedestrian and bicycle travel by:
 - 2.1 Providing direct and convenient public right-of-way routes connecting residential uses with planned commercial uses, schools, parks, and other neighborhood facilities; and,
 - 2.2 Providing bike and pedestrian connections on public easements or right-of-way when full street connections are not possible, with connection spacing no more than 330' except where topography, barriers such as freeways, railroads, or environmental constraints such as streams, rivers, slopes, or environmentally sensitive areas prevent street extension.
- 3.0 Sidewalks shall be constructed on all public and private streets in the Clackamas Regional Center Design Plan Area, subject to topography and environmental constraints.

XIII. TRANSPORTATION DEMAND MANAGEMENT (TDM)

- 1.0 Work with Clackamas Regional Center Design Area employers and businesses to develop strategies that will reduce vehicle miles traveled to decrease congestion and improve air quality. Strategies to be considered include but are not limited to the following:
 - 1.1 Employer strategies that increase vehicle occupancy, encourage work trips outside peak travel times, and promote telecommuting; and,
 - 1.2 Facilities Improvements to encourage non-auto transportation modes which include building the area bike/pedestrian network, transit preference systems that give buses advantage over other vehicles, transit and pedestrian amenities such as covered bus stops and lighting, on-site shower and dressing areas.
- 2.0 Coordinate with Clackamas County to develop a Transportation Management Association (TMA) with businesses within the Regional Center Design Plan Area and Tri-Met to manage TDM strategies and operate a Loop Shuttle Service.
- 3.0 Coordinate with Clackamas County to work with employers and businesses within the Regional Center Boundary and other targeted TDM areas to

initiate a Transportation Management Association (TMA) to manage area TDM strategies and operate a Loop Shuttle Service.

XIV. ACCESS MANAGEMENT

1.0 Implement Clackamas Regional Center Design Area Access Management Standards for areas within the city limits that are located within the Clackamas Regional Center Design Plan Area that:

- 1.1 Require driveway/access spacing to support the City or Clackamas County functional classification of the road;
- 1.2 Require new driveways/accesses to line up with driveways/accesses or public streets on the opposite side of the Sunnyside Road Corridor to promote safety and efficient access and egress;
- 1.3 Encourage shared driveways/accesses with adjacent properties to meet minimum driveway access spacing standard that support the functional classification of the road;
- 1.4 Encourage connecting driveways/accesses with adjacent properties; and,
- 1.5 Require developments to provide rear access to public streets whenever feasible.

XV. PARKING STANDARDS

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

HOUSING

XVI. HOUSING POLICIES

The following policies apply to the Clackamas Regional Center Design Plan Area:

- 1.0 Provide for a range and variety of housing types (size and density) and variety of ownership and rental opportunities, in a range of prices.

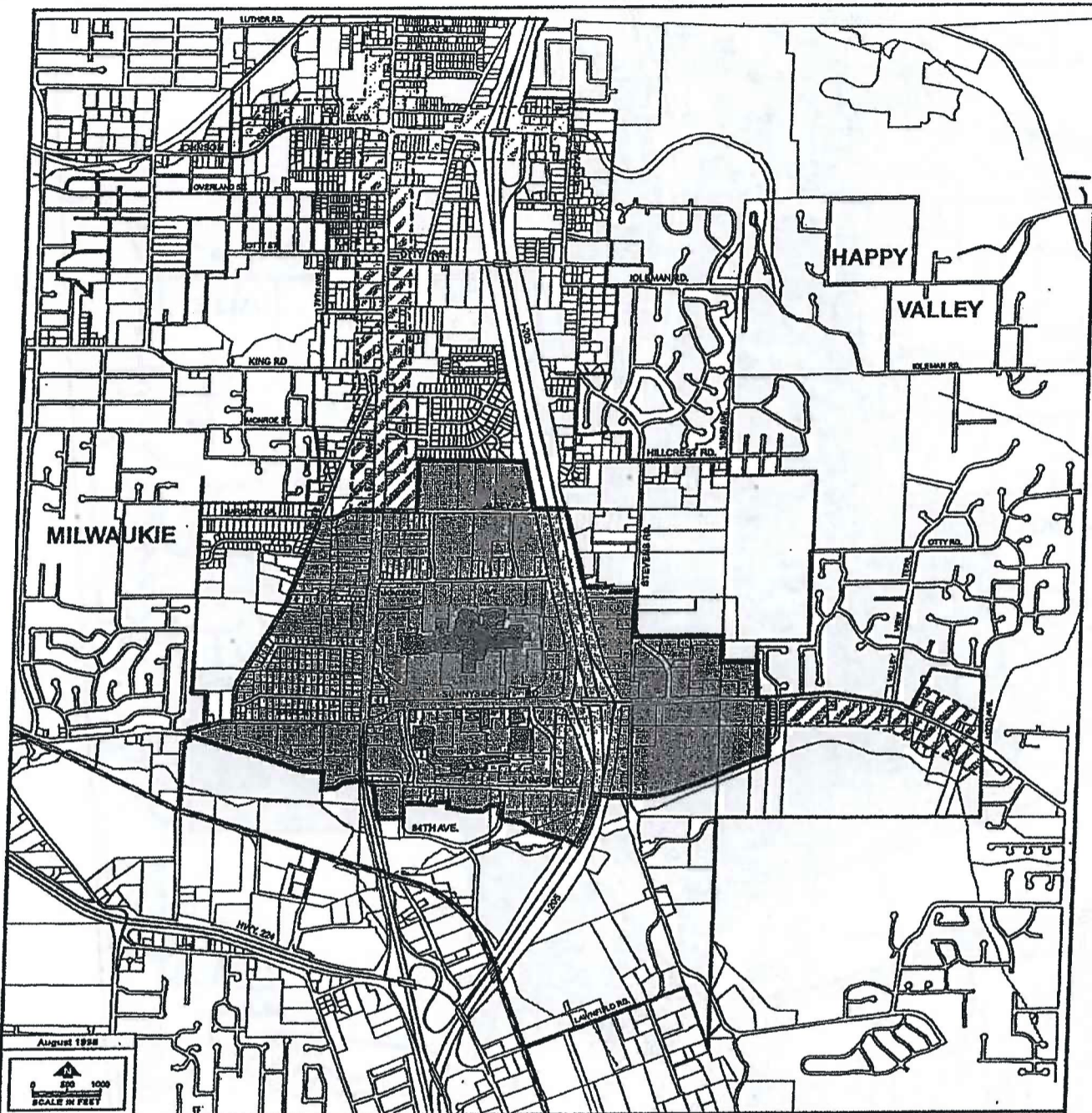
- 2.0 Encourage housing opportunities for employees in the Clackamas Regional Center Design Plan Area by investigating partnerships to develop housing for workers in the area.

- 3.0 Replace housing capacity lost in the study area by future Comprehensive Plan Map/Zoning Map changes. Any application for a change to the City's Comprehensive Plan Map/Zoning Map 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, to be located within the Clackamas Regional Center Design Plan Area.
 - 3.1 The purpose of this policy is to maintain the potential for the amount of housing identified in the Clackamas Regional Center Area Plan;
 - 3.2 This policy would apply to plan or zone changes made subsequent to adoption of this Supplemental Plan;
 - 3.3 This policy would apply to quasi-judicial changes from residential to a non-residential use;
 - 3.4 Replacement housing capacity could be located anywhere within the Clackamas Regional Center Design Plan Area; and,
 - 3.5 Approval of a design review application and any other applicable land use permit for the required amount of replacement housing on a site in a commercial or office district, not including Clackamas County PMU or similarly zoned Happy Valley sites, will meet the requirements of Policy 3.0.

MAPS & FIGURES

Clackamas Regional Center Area Design Plan

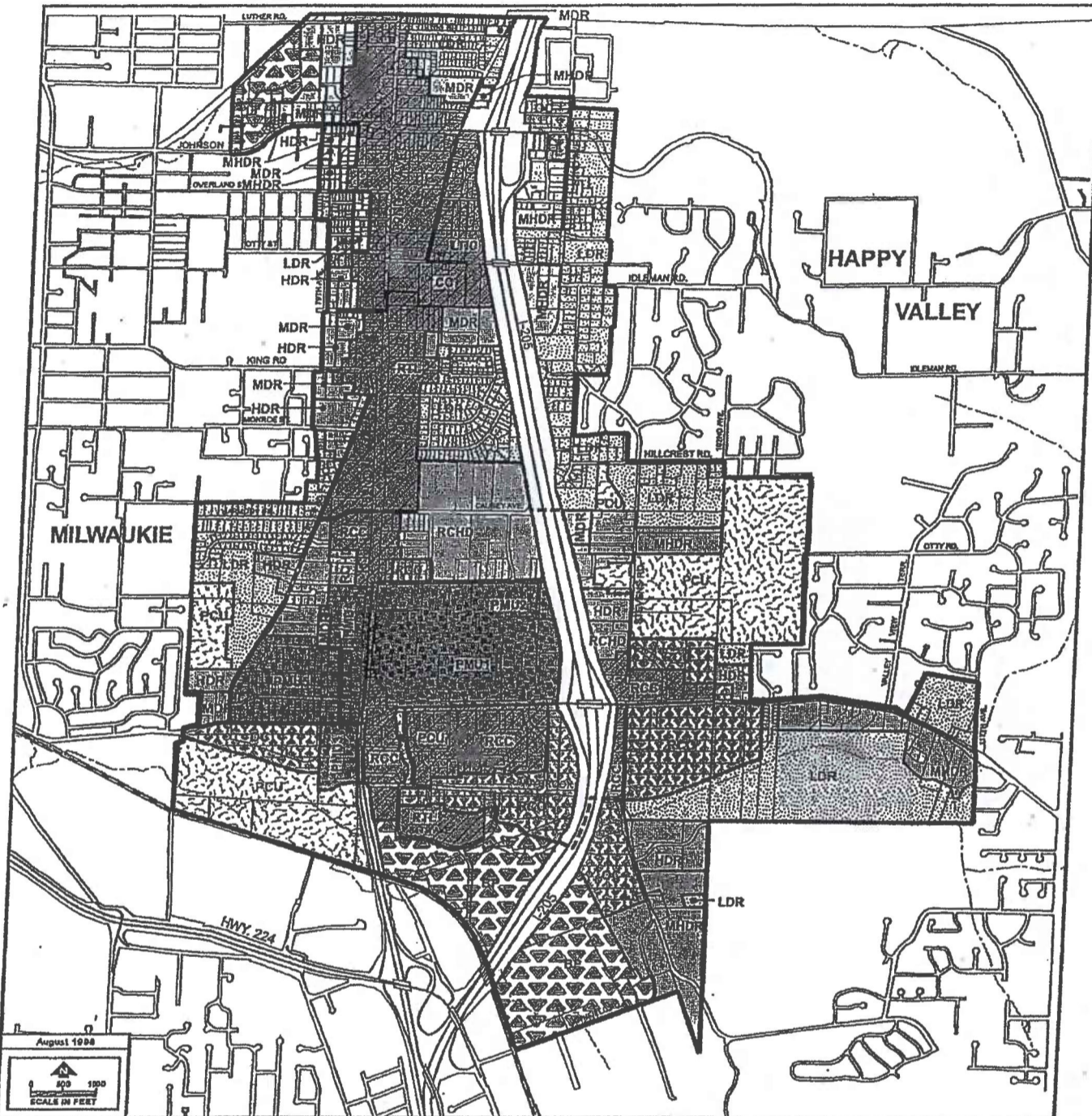
Map X-CRC-1	Regional Center & Corridors
Map X-CRC-2	Comprehensive Plan Designations
Map X-CRC-3	Urban Design Elements
Map X-CRC-4	Transportation Network (Public & Private)
Map X-CRC-5	Functional Classification
Map X-CRC-6	Transit Network
Map X-CRC-7	Bikeway & Path Network
Figure X-CRC-3	Sunnyside Road
Figure X-CRC-5	Monterey Avenue Main Street (I-205 to 82 nd Avenue with Causey Avenue Overpass)



Clackamas Regional Center Area Design Plan
Regional Center and Corridors

Happy Valley
 Comprehensive Plan
MAP X-CRC-1

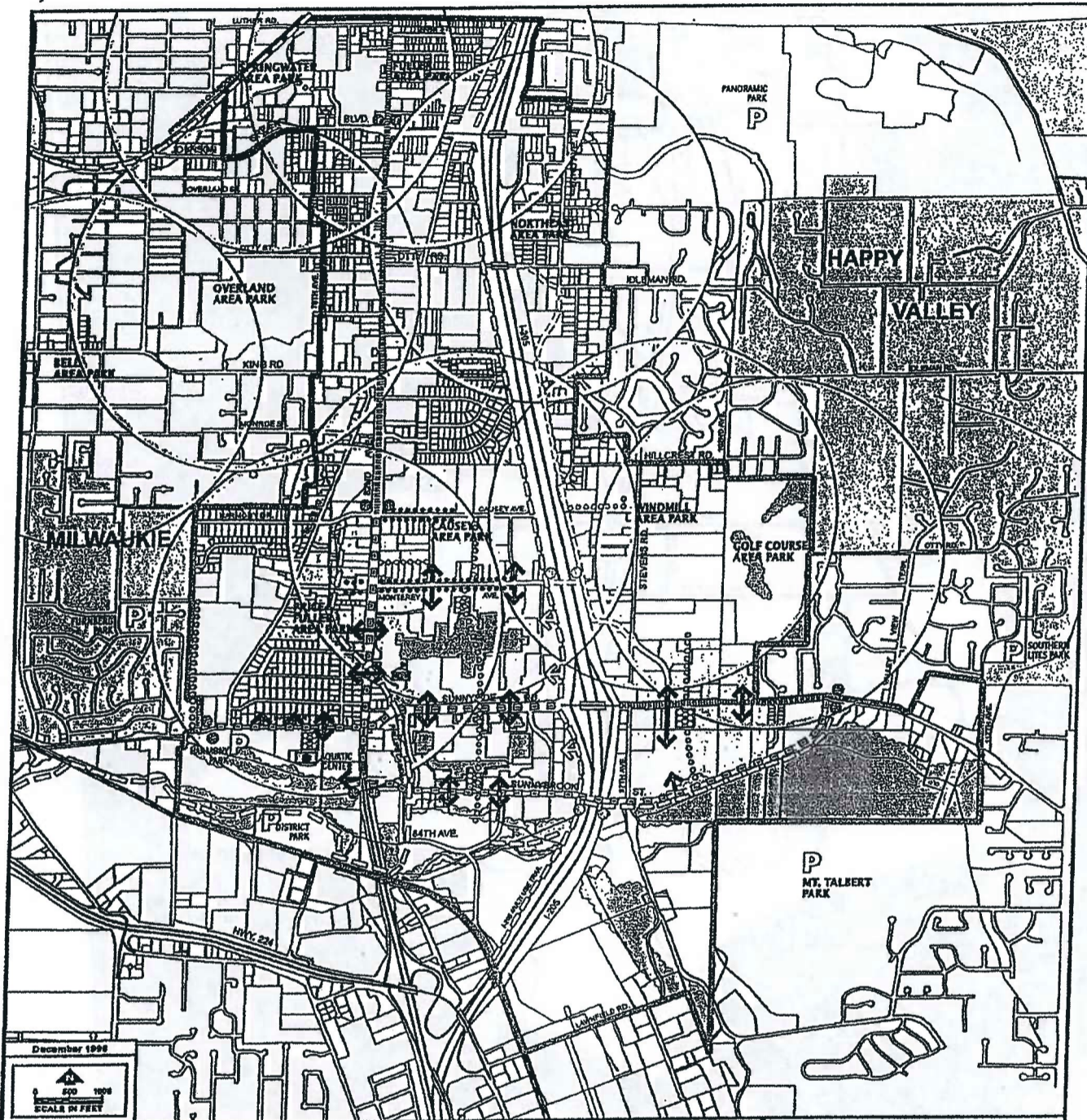
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| <p> 
 CLACKAMAS REGIONAL
 CENTER AREA DESIGN
 PLAN BOUNDARY </p> | <p> 2040 DESIGN TYPES
  CORRIDOR
  REGIONAL CENTER </p> |
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**Clackamas Regional Center Area Design Plan
Land Use Plan Map**

Happy Valley
Comprehensive Plan
MAP X-CRC-2

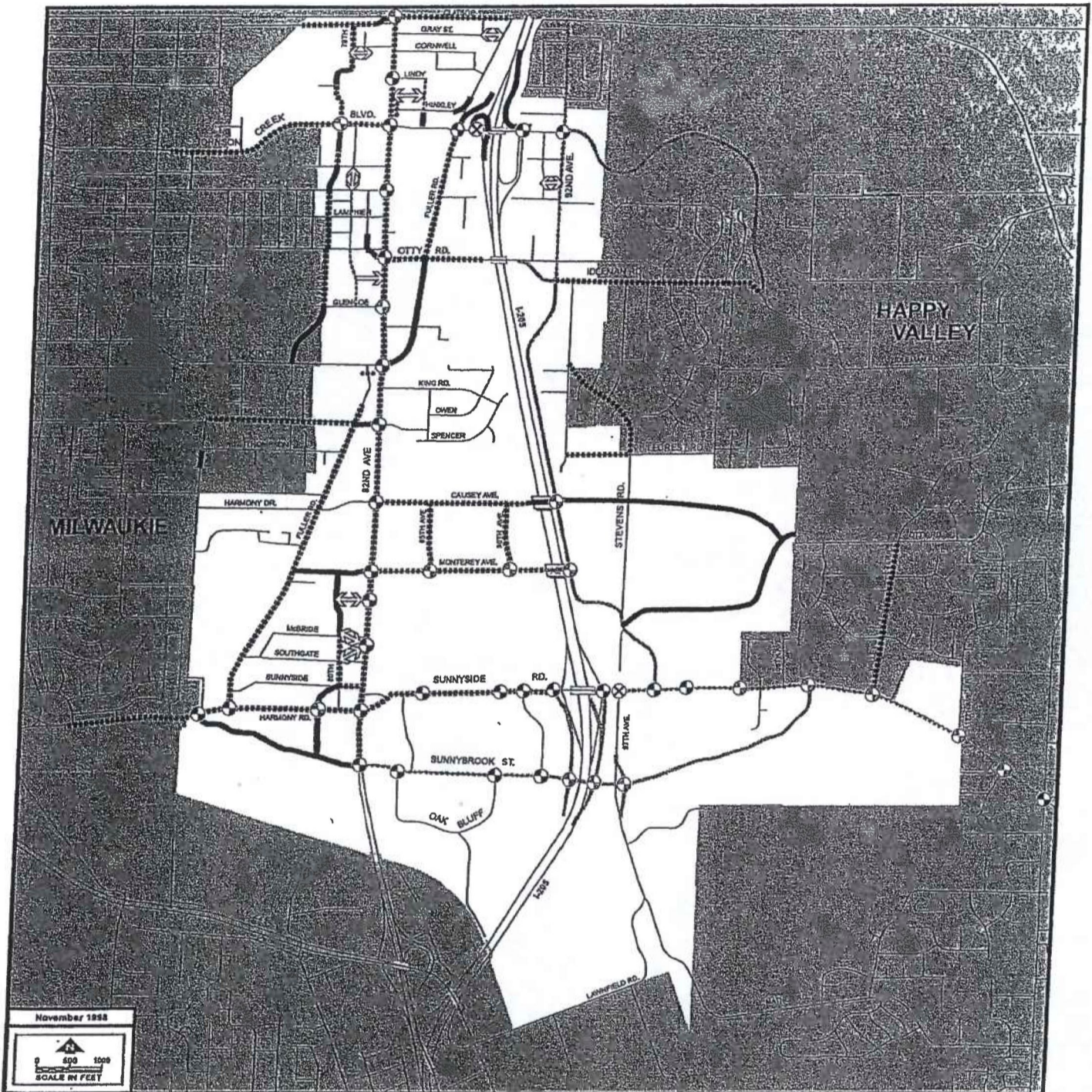
	LOW DENSITY RESIDENTIAL		REGIONAL CENTER COMMERCIAL		PLANNED MIXED USE
	MEDIUM DENSITY RESIDENTIAL		RETAIL COMMERCIAL		BUSINESS PARK
	MEDIUM HIGH DENSITY RESIDENTIAL		CORRIDOR COMMERCIAL		LIGHT INDUSTRIAL
	HIGH DENSITY RESIDENTIAL		LOW TRAFFIC IMPACT COMM.		GENERAL INDUSTRIAL
	REGIONAL CENTER HIGH DENSITY RES.		REGIONAL CENTER OFFICE		DESIGN PLAN BOUNDARY
	PUBLIC AND COMMUNITY USE		OFFICE COMMERCIAL		REGIONAL CENTER BOUNDARY



**Clackamas Regional Center Area Design Plan
Urban Design Elements**

Happy Valley
Comprehensive Plan
MAP X-CRC-3

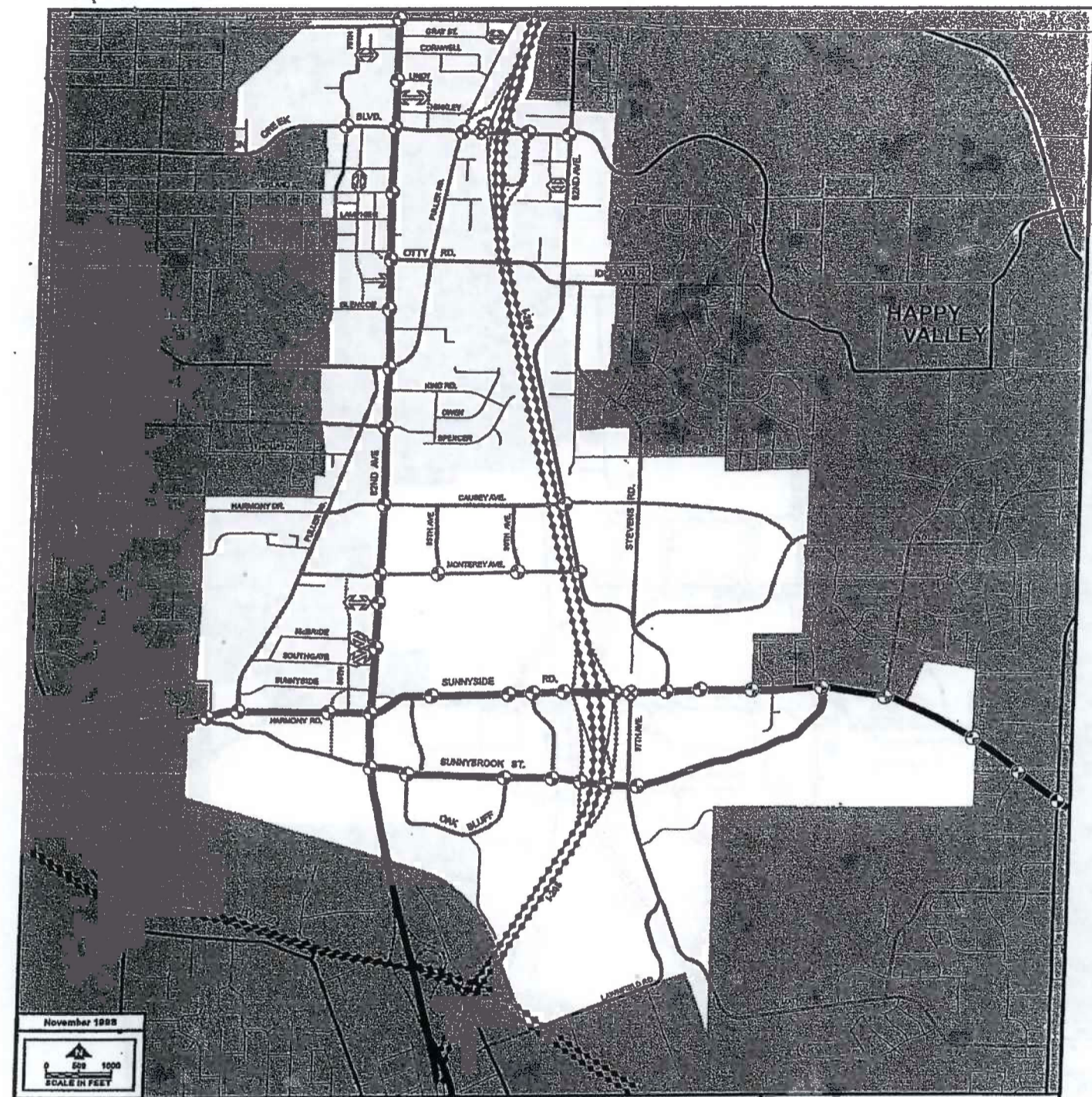
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| <ul style="list-style-type: none"> —— STUDY AREA BOUNDARY ==== COMMITTED ROAD MAIN STREET == BOULEVARD SPECIAL STREET STANDARD | <ul style="list-style-type: none"> ↔ STREET CONNECTION □ LOCAL STREET GRID OFF-STREET PEDESTRIAN LINKAGE --- MULTI-USE PATH Ⓜ POTENTIAL COMMUNITY CENTER ○ GENERAL LOCATION OF NEEDED PARKS | <ul style="list-style-type: none"> Ⓟ PARK - OPEN SPACE --- GREENWAY TRAIL ▣ PLAZA ⊕ NATURAL FEATURES ⊙ PRIMARY GATEWAY ⊙ FREEWAY GATEWAY |
|---|---|--|



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

**Happy Valley
Comprehensive Plan
MAP X-CRC-4**

PROPOSED ROADS/IMPROVEMENTS		COMMITTED ROAD PROJECTS		SIGNALIZED INTERSECTIONS	
	CRCA DESIGN PLAN AREA (STUDY AREA IN WHITE)		NEW ROAD (PUBLIC)		EXISTING
	ROAD IMPROVEMENT		ROAD IMPROVEMENT		NEW
	NEW LOCAL STREET LOCATION TO BE DETERMINED (PUBLIC OR PRIVATE)		NEW FREEWAY OVERPASS		TO BE REMOVED
	NEW LOCAL STREET (PUBLIC OR PRIVATE)				
	ROAD CLOSURE				

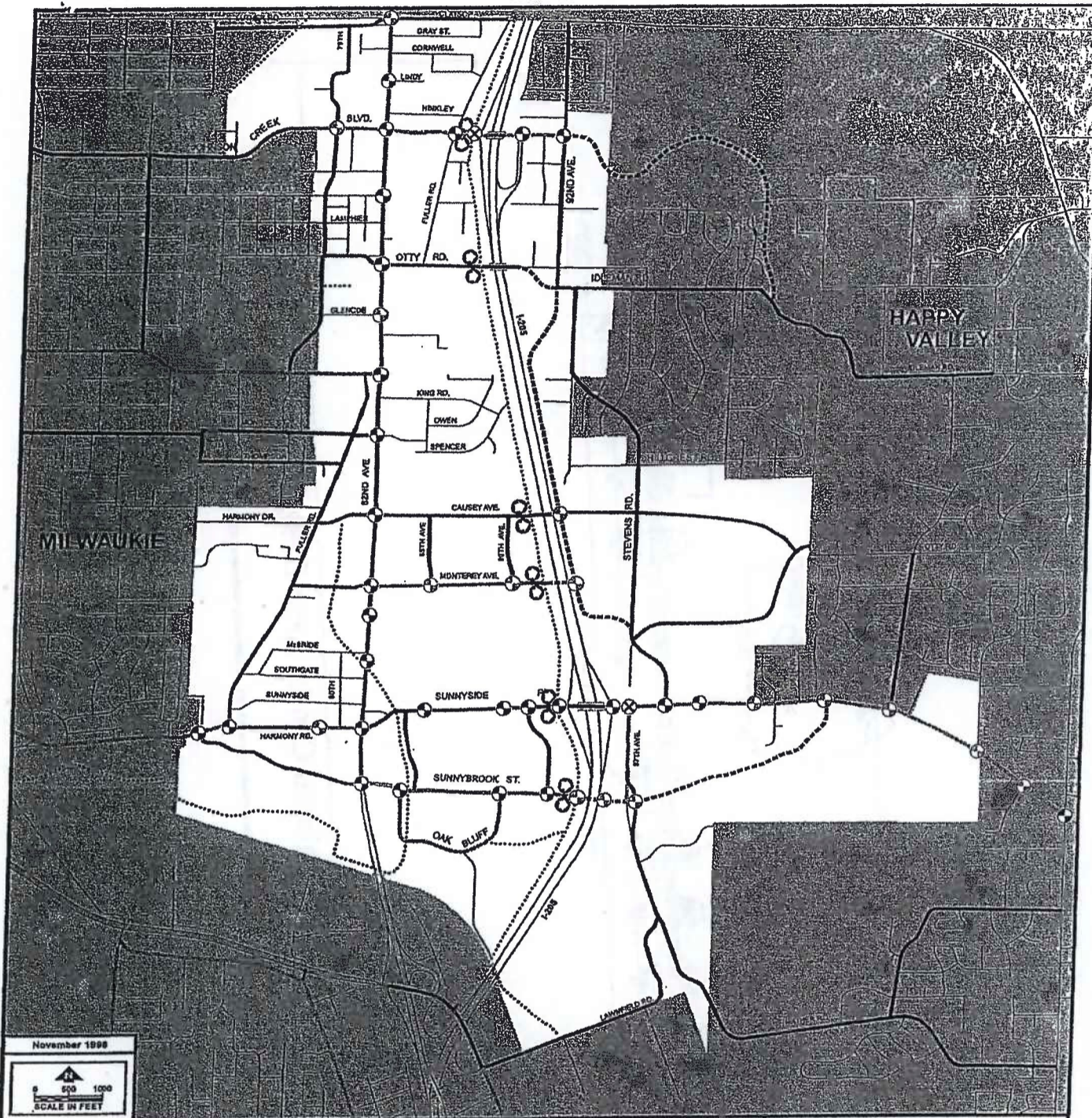


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**Clackamas Regional Center Area Design Plan
 Functional Classification**

Happy Valley
 Comprehensive Plan
MAP X-CRC-5











CRCA DESIGN PLAN AREA (STUDY AREA IN WHITE)	FREEWAY	LOCAL STREET LOCATION TO BE DETERMINED (PUBLIC OR PRIVATE)	SIGNALIZED INTERSECTIONS
FREEWAY RAMP	MAJOR ARTERIAL	LOCAL STREET (PUBLIC OR PRIVATE)	EXISTING
MINOR ARTERIAL	COLLECTOR		NEW
			TO BE REMOVED

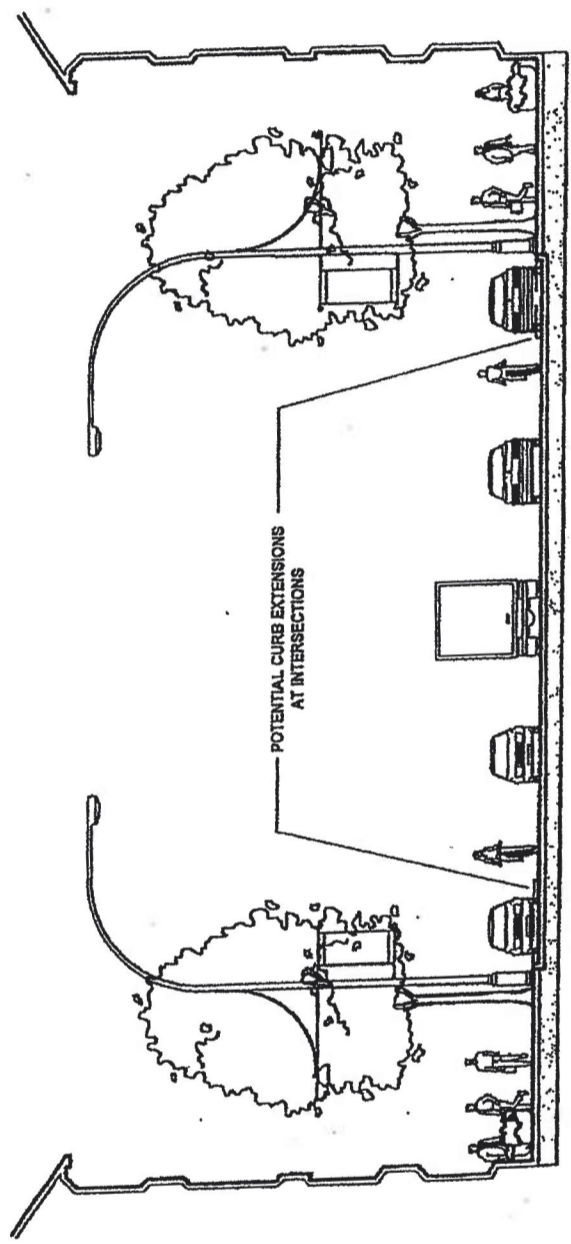


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**Clackamas Regional Center Area Design Plan
 Bikeway And Path Network**

Happy Valley
 Comprehensive Plan
MAP X-CRC-7

 CRCA DESIGN PLAN AREA (STUDY AREA IN WHITE)	 EXISTING BIKEWAY  PROPOSED BIKEWAY  COMMITTED NEW ROAD (WILL INCLUDE BIKEWAY)	 EXISTING MULTI-USE TRAIL  PROPOSED MULTI-USE TRAIL  CONNECTIONS TO MULTI-USE TRAIL	SIGNALIZED INTERSECTIONS  EXISTING  NEW  TO BE REMOVED
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CRCA
PREFERRED
(3 LANES)

CRCA
MINIMUM

EXIST.
MINOR ARTERIAL
STANDARD

PED./FURN. ZONE	12'	PARKING	8'	BIKE LANE	6'	TRAVEL LANE	12'	CONTINUOUS TURN LANE	14'	TRAVEL LANE	12'	BIKE LANE	6'	PARKING	8'	PED./FURN. ZONE	12'	BUILDING SETBACK	5' MIN.
90' ROW																			

10'	7'	5'	11'	12'	11'	5'	7'	10'
78' ROW								

UTILITY EASEMENT	5'	5'-8'	6'	12'	14'	12'	6'	5'-8'	5'
(W/O UTILITY EASEMENT)									
PARKING					PARKING				
N/A					N/A				

NOTES:
UTILITY EASEMENT MAY BE REQUIRED
OUTSIDE OF RIGHT-OF-WAY
STREET SECTION SUBJECT TO CHANGE
IN COORDINATION WITH LRT ALIGNMENT

Clackamas Regional Center Area Design Plan
Monterey Avenue Main Street
(I-205 to 82nd Ave. with Causey Ave. Overpass)

Happy Valley
Comprehensive Plan

FIGURE X-CRC-5

CITY OF HAPPY VALLEY
12915 S.E. KING RD.
HAPPY VALLEY OREGON 97086-6204



Attn: Plan Amendment Specialist
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Salem, OR 97301-2540