



Oregon
Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

635 Capitol Street, Suite 150

Salem, OR 97301-2540

(503) 373-0050

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www.lcd.state.or.us



NOTICE OF ADOPTED AMENDMENT

01/16/2013

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

FROM: Plan Amendment Program Specialist

SUBJECT: Clackamas County Plan Amendment
DLCD File Number 004-12

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

Appeal Procedures*

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

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

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

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

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

<paa> YA/ph



FORM 2

DLCD

Notice of Adoption

☐ In person ☐ electronic ☐ mailed

DATE
STAMP

DEPT OF

JAN 10 2013

LAND CONSERVATION
AND DEVELOPMENT

For Office Use Only

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

Jurisdiction: **Clackamas County**

Local file number: **ZDO-237**

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

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

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? ☒ Yes ☐ No Date: 4/5/2012

☒ Comprehensive Plan Text Amendment

☐ Comprehensive Plan Map Amendment

☒ Land Use Regulation Amendment

☐ Zoning Map Amendment

☐ New Land Use Regulation

☐ Other:

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

Comprehensive Plan Chapter 10, Clackamas Regional Center Area Design Plan, amended to (1) clarify that Planned Mixed Use areas are required to be master planned, and (2) to provide for structured parking.

Zoning and Development Ordinance, Section 1703, Planned Mixed Use (PMU) District, is amended to add PMU6 site, to clarify that service commercial uses are allowed in PMU districts, to allow churches as a primary use on PMU6 site, and to add other specific development standards for PMU6 site.

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

The map amendments that were listed in the Notice or Proposed Amendments have instead been included in the associated Quasi-Judicial decision, Z0527-11-CP / Z0528-11-ZAP.

Plan Map Changed from:

to:

Zone Map Changed from:

to:

Location:

Acres Involved:

Specify Density: Previous:

New:

Applicable statewide planning goals:

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

Was an Exception Adopted? ☐ YES ☒ NO

Did DLCD receive a Notice of Proposed Amendment...

35-days prior to first evidentiary hearing?

☒ Yes ☐ No

If no, do the statewide planning goals apply?

☐ Yes ☐ No

If no, did Emergency Circumstances require immediate adoption?

☐ Yes ☐ No

DLCD file No. _____

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

Metro

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

Phone: (503) 742-4513 Extension: 0

Address: **150 Beaver Creek Road**

Fax Number: **503-742-4550**

City: **Oregon City**

Zip: **97045-**

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

ADOPTION SUBMITTAL REQUIREMENTS

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

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

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

9. **Need More Copies?** Please print forms on **8½ -1/2x11 green paper only if available**. If you have any questions or would like assistance, please contact your DLCD regional representative or contact the DLCD Salem Office at (503) 373-0050 x238 or e-mail plan.amendments@state.or.us.



DEPT OF
JAN 10 2013
LAND CONSERVATION
AND DEVELOPMENT
OFFICE OF COUNTY COUNSEL

PUBLIC SERVICES BUILDING
2051 KAEN ROAD OREGON CITY, OR 97045

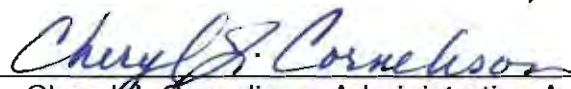
Stephen L. Madkour
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Rhett C. Tatum
Assistants

CERTIFICATE OF MAILING

I hereby certify that the enclosed Ordinance No. ZDO-237 was deposited in the mail on January 9, 2013

Signed: _____


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

ORDINANCE NO. ZDO-237

An Ordinance amending Chapter 10 of the Clackamas County Comprehensive Plan and Section 1703 of the Clackamas County Zoning and Development Ordinance

WHEREAS, the Planning Director initiated an amendment to Chapter 10 of the Comprehensive Plan to require Planned Mixed Use sites to be master planned with a mixture of land uses and to support development of structured parking, and

WHEREAS in response to a request from Neil Nedelisky, on behalf of property owners New Hope Church and the Clackamas County Development Agency, the Planning Director initiated an amendment to Section 1703 of the Zoning and Development Ordinance to create a new PMU6 zone; and

WHEREAS, an on-going process of amendments to the Comprehensive Plan and Zoning and Development Ordinance is necessary to respond to changes in development, development demands, and public input; and

WHEREAS, it is a policy of the Board of County Commissioners to encourage innovation in urban development while maintaining sound land use and development standards, provide excellent public service to citizens and the development community, and improve the Comprehensive Plan and Zoning and Development Ordinance as necessary; and

WHEREAS, the proposed amendments are consistent with the Clackamas County Comprehensive Plan, the Statewide Planning Goals and Guidelines and the Metro Urban Growth Management Functional Plan and all other applicable state and federal laws and regulations; and

WHEREAS, after a duly-noticed public hearing, the Clackamas County Planning Commission recommended approval of ZDO-237 on May 14, 2012; and

WHEREAS, the Board of County Commissioners held a public hearing on June 20, 2012 at which it directed staff to make changes related to the sequencing of the residential and commercial development within the new zone;

WHEREAS, staff worked with the applicant and did develop language regarding that sequencing, now therefore;

The Board of Commissioners of Clackamas County ordains as follows:

Section 1: Chapter 10 of the Clackamas County Comprehensive Plan is hereby amended as shown in Exhibit A, hereto attached.

Section 2: Section 1703 of the Clackamas County Zoning and Development Ordinance is hereby amended as shown in Exhibit B, hereto attached.

Section 3: This ordinance shall be effective on January 1, 2013.

ADOPTED this 13th day of December, 2012

BOARD OF COUNTY COMMISSIONERS



Chair



Recording Secretary

Clackamas County Official Records
Sherry Hall, County Clerk
Commissioners' Journals
Agreements & Contracts

2012-4748

12/20/2012 10:07:09 AM

Ordinance **ZDO-237**

Comprehensive Plan Amendment

Text to be added is underlined. Text to be deleted is ~~struck through~~.

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 County. It is a major hub for the residential and business communities in the southeast Portland metropolitan area. The area has grown rapidly as urban services have been provided, and is poised for even more growth. Forecasts indicate that there will be 36,500 jobs 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, 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 Comprehensive Plan is applicable to the Clackamas Regional Center Area. This chapter of the Comprehensive Plan describes the goals and policies that are specific to the Clackamas Regional Center Area. This chapter takes precedence where conflicts exist between it and the remainder of the Comprehensive Plan.

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

REGION 2040 GROWTH CONCEPT PLAN DESIGN TYPES

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

Regional Center

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

Corridors

Corridors are less dense than ‘regional centers’ and are intended to feature a high quality pedestrian environment and convenient access to transit, while continuing to meet the needs of the automobile. The corridors in the Clackamas Regional Center 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 are SE 82nd Avenue, Johnson Creek Boulevard, and Sunnyside Road.

Station Community

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

VISION AND GOALS

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

Vision

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

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

Goals

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

- Allow and promote compact development as a means to encourage efficient use of land, promote non-auto trips, and protect air quality.
- Promote development patterns which use land efficiently and support transportation investments.
- Transition towards more intensive use of land through infill and redevelopment, and phased development of infrastructure and urban design improvements.
- Accommodate and encourage appropriate land uses in the Regional Center, along Corridors and in the Station Community.
- Balance growth with the preservation of existing neighborhoods and affordable housing.

- Create districts and neighborhoods.
- Provide a range of housing types and density.
- Provide for more efficient parking.
- Provide or enhance public amenities such as open space, neighborhood parks, and public gathering places.
- Preserve and enhance natural features.
- Increase community attractions.
- Provide attractive streetscapes.
- Create civic spaces.
- Create a safe and pleasant environment.
- Incorporate design standards and guidelines that promote urban character.
- Increase visual identity.
- Provide a transportation network that provides for all modes of transportation.
- Improve circulation and connections for all modes of transportation.
- Maintain excellent regional access.

CLACKAMAS REGIONAL CENTER AREA DESIGN PLAN POLICIES

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

2.0 Commercial

The following primarily retail commercial designations shall be provided in the Clackamas Regional Center Design Plan Area: Regional Center Commercial, Retail Commercial and Corridor Commercial.

The following primarily office commercial designations shall be provided in the Clackamas Regional Center Design Plan Area: Regional Center Office and Office Commercial.

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.
- 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: Regional Center High Density Residential, High Density Residential, Medium High Density Residential, and Medium Density Residential.

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

- 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.
- 3.5 Require design review for all development.

4.0 Public and Community Use, Open Space

Public and Community use designations including open space shall be provided in the Clackamas Regional Center Design Plan Area.

5.0 Low Density Residential

Low density residential designations shall be provided in the Clackamas Regional Center Design Plan area.

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 X-CRC-1, areas shall be planned to:

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

2.0 Planned Mixed Use

The Planned Mixed Use designation ~~requires~~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. Provide for structured parking.

ed. Are accessible by all modes of transportation.

- 2.2 Establish through zoning required and allowed land uses, transportation improvements, and design standards that encourage and support pedestrian-oriented streets, buildings and public places. Apply specific requirements to specific Planned Mixed Use sites through zoning.
- 2.3 Apply the Planned Mixed Use designation 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 Regional Center Office designation 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 Regional Center High Density Residential.

- 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 Regional Center Commercial zone 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 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 CORRIDOR DESIGN TYPE AREAS

1.0 Land uses in Corridors shall be planned to:

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

2.0 Corridor Land Use Designations

A range of land use designations may be applied within a designated Corridor identified on Map X-CRC-1. Each 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: Corridor Commercial, Retail Commercial, and Office Commercial. Any site designated for a commercial use shall be located adjacent to the corridor street.
- 2.2 Multifamily designations that may be applied include: High Density Residential and Medium High Density Residential. Multifamily designations should generally be located so as to form a buffer between commercial uses adjacent to the corridor street and low density residential areas located outside the corridor.
- 2.3 Industrial 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

- 3.1 The following areas may be designated Corridor Commercial when located within a transportation corridor as identified on Map X-CRC-1 and when all of the following criteria have been met:
 - a. The site has an historical commitment to commercial uses,
 - b. The designation will not cause a decrease in housing capacity in the county,
 - c. The designation will not cause a significant traffic increase on local streets serving residential areas,

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

IV. LAND USE POLICIES FOR THE STATION COMMUNITY DESIGN TYPE AREA

- 1.0 The Regulating Plan Map, which will be incorporated in the Zoning and Development Ordinance, shall be the basis of the design and development standards for the Station Community and shall establish the requirements for street types, block pattern, existing and new streets, building frontage types, and landscaping types.
- 2.0 Within the Station Community boundary shown on Map X-CRC-1, future development and redevelopment shall conform to the Regulating Plan Map, and areas shall be planned to:
 - 2.1 Provide for development utilizing urban design elements that create and support a dynamic, safe and convenient public realm made up of inter-connected streets, parking areas, parks and plazas framed by buildings with facades and entrances facing the streets and meeting other requirements of transit oriented design.

- 2.2 Provide for a mix of retail, services, office and high intensity housing in buildings meeting the requirements of transit oriented design, located on a street network with excellent pedestrian connectivity and supportive of local services, bicycle and pedestrian usage, and high capacity transit ridership.
 - 2.3 Support a multi-modal street network with shared, public on-street parking on all but the most heavily traveled streets, building facades and entrances oriented to the street, and parking located to the side and behind buildings.
 - 2.4 Provide for the open space and recreation needs of residents and employees of the area.
- 3.0 Corridor Commercial
- 3.1 Apply the Corridor Commercial designation within the Station Community boundary shown on Map X-CRC-1 to:
 - a. Areas with an historical commitment to retail uses.
 - b. Areas with high visibility and access from a major arterial street.
 - c. Areas located within ½ mile of a high capacity transit station, and providing actual or potential pedestrian connections between high capacity and bus transit.
 - 3.2 Create an area with a mix of land uses, both within the site itself (mix of uses) and within buildings (mixed uses), which:
 - a. Provide for high employment and residential densities that support use of public transportation.
 - b. Provide for essential public facilities and services, including shared public parking on public and private streets, accessible and attractive walkways between and through developments, and public spaces.
 - c. Are accessible by all modes of transportation.
 - d. Orient buildings and parking areas to support and encourage pedestrian trips and utilization of high capacity transit.

- 3.4 Establish through zoning required and allowed land uses, transportation improvements, and design standards that encourage and support pedestrian-oriented streets, buildings, and public places.
 - a. Require development and redevelopment to meet transit-oriented design requirements.
- 3.5 In designated sectors on the Regulating Plan Map, where substantial shopping center development exists, provide for a limited amount of redevelopment to occur without requiring full compliance with transit-oriented design and connectivity requirements.
 - a. Ensure that such redevelopment does not reduce multimodal connectivity or hinder future development of additional planned connections.

4.0 Station Community Mixed Use

- 4.1 Apply the Station Community Mixed Use designation within the Station Community boundary shown on Map X-CRC-1 to:
 - a. Areas with an historical commitment to residential, office and employment uses.
 - b. Areas in proximity to high capacity transit service.
 - c. Areas with access to major and minor arterial and collector streets.
- 4.2 Create an area with a mix of residential, office, service and service commercial uses within buildings and developments that meet transit oriented development standards, which:
 - a. Provide for high employment and residential densities that support use of public transportation.
 - b. Provide for essential public facilities and services, including shared public parking on public and private streets, accessible and attractive walkways between and through developments, and public spaces.
 - c. Orient buildings and parking areas to support and encourage pedestrian trips and utilization of high capacity transit.

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

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

5.0 Build public and private streets within the Station Community to the standards illustrated in the Street Type cross sections (Figures X-CRC-8 through X-CRC-11).

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

V. LAND USE POLICIES FOR OTHER AREAS 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, Corridors, and Station Community.

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

1.2 Land use designations shall maintain the character of existing neighborhoods by providing for uses and improvements that are consistent with the type and scale of existing development.

1.3 Employment uses shall be provided for in the Regional Center, Corridors, or Station Community, and/or in locations adjacent to streets that are at least minor arterials.

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

1.0 High Density Residential

In the High Density Residential district, allow for a mix of land uses as a limited use.

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

In the Low Density Residential 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.

3.0 Low Density Residential – Single Family Attached

- 3.1 In 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.
- 3.2 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.
- 3.3 Design dwellings to provide variation in architectural appearance.
- 3.4 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.

VII. URBAN DESIGN ELEMENTS

- 1.0 Establish design and dimensional standards that provide pedestrian oriented streets, buildings and public spaces.
- 2.0 Provide for the most intense development around public transportation routes.
- 3.0 Provide multi-modal connections that link neighborhoods with commercial areas, schools, parks and greenways.
- 4.0 Increase the visual identity of the Regional Center Area through streetscape improvements including pedestrian zones, 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.
- l. Gateways: Key intersections to be reconstructed with special design and landscape treatments that are intended to provide a visual announcement that people are entering a special area.

- 8.0 Establish though zoning transit-oriented design standards to ensure that streets and buildings are supportive of pedestrian, bicycle, and transit trips.

VIII. STREETS AND GATEWAYS

- 1.0 Establish design and dimensional standards that provide pedestrian oriented streets and buildings.
- 2.0 Design and dimensional standards for streets and gateways are intended to:
 - a. Improve pedestrian safety at crossings.
 - b. Improve visual appeal of the streets.
 - c. Improve the pedestrian environment along sidewalks.
 - d. Provide on-street parking where appropriate to help provide a supply of public parking that supports reduced parking standards on private property, and separate pedestrians from auto traffic.

- e. Provide strong visual identity to distinguish the Regional Center from adjacent areas.
 - f. Create a local block pattern for new roads to improve circulation for motor vehicles and pedestrians by providing shorter and more direct connections between uses.
- 3.0 Boulevards, Main Streets, Gateways, and streets planned for Special Street Standards have been identified on Map X-CRC-3. Figures X-CRC-1 through X-CRC-11 illustrate the intended standards for improvement.
- 3.1 Exceptions to these standards may be allowed subject to topography, environmental constraints, available right of way, safety considerations, and as follows:
- a. General elements of a gateway intersection are illustrated in Figures X-CRC-1 and X-CRC-7. Establish specific requirements through design.
 - b. Elements of the Main Street cross section may be modified to accommodate Light Rail Transit alignment.
- 3.2 When developing Boulevard improvements, the County should develop and implement a strategy to minimize adverse impacts to adjacent businesses.
- 4.0 New public and private streets should be designed to accommodate future development.
- 5.0 Encourage retention and development of a local street network as shown on Map X-CRC-4, and as otherwise required in the Clackamas Regional Center Design Plan.
- 6.0 Require new streets to connect uses within a development and to adjacent property, when applicable.
- 7.0 Allow new buildings to be oriented to private streets when these streets include sidewalks or raised walking surfaces, curbs, pedestrian scale street lighting and street trees.

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

- 1.0 Add parks and enhance open space to meet community needs in the general locations shown on Map X-CRC-3. Coordinate park and open space efforts with the North Clackamas Parks and Recreation District. Provide additional parks as follows:
- *Golf Course Area Park*
 - *Windmill Area Park*
 - *Northeast Area Park*
 - *Fuller Area Park*
 - *Springwater Area Park*
 - *Overland Area Park*
 - *Bell Area Park*
 - *Causey Area Park*
 - *Price-Fuller Area Park*
- 2.0 Provide plazas at the general locations shown on Map X-CRC-3, as well as at major transit stops and stations, in high intensity pedestrian areas, and near major employment facilities.
- 3.0 Provide off-street pedestrian linkages at key locations to connect residential areas, parks, and major employment areas and attractions.
- 4.0 Protect natural features such as wetlands, forested areas and riparian habitat.
- 5.0 Conduct a feasibility study of the need for a multipurpose community/cultural facility. The study should be coordinated with the County Tourism Development Council and area business groups.

X. PHILLIPS CREEK GREENWAY

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

XI. URBAN DESIGN STANDARDS

- 1.0 Urban design standards shall be implemented to meet the goals of the Clackamas Regional Center Design Plan through standards in the Zoning and Development Ordinance.
- 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 County may allow developments to utilize regional storm water facilities and/or for multiple property owners to utilize joint facilities.
- 1.7 Drive-through facilities may be prohibited, limited or conditioned to support the goal of creating high quality pedestrian environments.
- 1.8 Architectural design shall support and promote urban character.

TRANSPORTATION POLICIES

XII. ROADS AND STREETS SYSTEM POLICIES

- 1.0 Construct all roadway improvements identified in Map X-CRC-4 to maintain regional accessibility to the Regional Center and provide a network for all transportation modes that interconnects neighborhoods and districts, the Station Community, commercial areas, community centers, parks, libraries, and employment places, other major activities, off-street pedestrian linkages, regional multi-use paths, and area Greenway trails.
- 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 In the Station Community, a network of public and private streets, including arterial, collector and local streets, will provide excellent connectivity and pedestrian access to support transit access and utilization. Generally blocks will be no more than 450 feet in length.
- 5.0 Congestion Performance Standards for portions of 82nd Avenue, Sunnyside Road, and Johnson Creek Boulevard located within the Regional Center boundary or Fuller Road Station Community boundary (consistent with Metro Regional Transportation Plan standards for Centers, such as Station Communities) shall be as follows:

CONGESTION PERFORMANCE STANDARDS (Level of Service)

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

- 6.0 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 or the Fuller Road Station Community 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

- 7.0 Monitor 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 Policies 5.0 and 6.0 above.
- 8.0 Provide for roadway and infrastructure improvements sufficient to support minimum planned development intensity and density.

- 8.1 The Regional Center Plan includes transportation and infrastructure planning that identifies certain needed roadway and infrastructure improvements necessary to support future development in the Regional Center.
- 8.2 These improvements, in conjunction with frontage improvements normally and legally exacted concurrent with development, are sufficient to support the minimum planned development intensity and density within the Regional Center. Developers in the Regional Center are entitled to rely on the improvements that are listed as funded in the Five (5) Year Capital Improvement Plan, as if they are already in place when submitting a master plan at the minimum densities and for approval of each phase of a multi-phase development project.
- 8.3 Amendments to the Comprehensive Plan or Zoning and Development Ordinance or changes in the Comprehensive Plan Map or zoning designation for property within the Regional Center shall not be authorized unless it is demonstrated that the improvements described in Policies 8.1 and 8.2 will remain adequate to support planned development intensity and density for the Regional Center.

XIII. TRANSIT POLICIES

- 1.0 Coordinate with 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 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 Tri-Met to implement Light Rail Transit (LRT) service to the Clackamas Regional Center area.
- 4.0 Coordinate with 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 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.
- 8.0 Coordinate with Tri-Met to encourage and support development of structured park-and-ride lots at high capacity transit stations. When surface parking facilities are provided, encourage TriMet to re-use these sites for transit-oriented development.

XIV. PEDESTRIAN AND BIKEWAY NETWORK POLICIES

- 1.0 Construct all pedestrian and bikeway network improvements identified on Maps X-CRC-3, X-CRC-7, and X-CRC-7a, and in the Clackamas Regional Center Pedestrian/Bicycle Plan adopted by reference in Appendix A, in order to provide a network connecting Clackamas Regional Center Area Design Plan neighborhoods and districts with transit stops, commercial areas, community centers, parks, libraries, employment places, other major activities, off-street pedestrian linkages, regional multi-use paths, and area greenway trails. Other local pedestrian and bikeway network improvements may be identified and developed during land use review and as part of public improvements.
- 2.0 Collaborate with public agencies and private property owners, as appropriate, to implement the sign plan element of the Clackamas Regional Center Pedestrian/Bicycle Plan adopted by reference in Appendix A.
- 3.0 Consider the prioritized list of projects identified in the Clackamas Regional Center Pedestrian/Bicycle Plan adopted by reference in Appendix A, when allocating public funds for pedestrian and bicycle network improvements in the Clackamas Regional Center.
- 4.0 In the development review process, new residential and mixed use developments within the Station Community, Corridors, and Regional Center shall encourage pedestrian and bicycle travel by:
 - 4.1 Providing direct and convenient public right-of-way routes connecting residential uses with planned commercial uses, schools, parks, and other neighborhood facilities.

- 4.2 Providing bike and pedestrian connections on public easements or right-of-way when full street connections are not possible, with connection spacing 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.
- 5.0 Sidewalks shall be constructed on all public and private streets in the Clackamas Regional Center Design Plan Area, subject to topography and environmental constraints.

XV. 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 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 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.

XVI. 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 Clackamas Regional Center Design Area Access Management Standards for the other areas of the Clackamas Regional Center Design Plan Area that:
 - 2.1 Require driveway/access spacing to support the County functional classification of the road.
 - 2.2 Require new driveways/accesses to line up with driveways/accesses or public streets on the opposite side of the Corridor to promote safety and efficient access and egress.
 - 2.3 Encourage shared driveways/accesses with adjacent properties to meet minimum driveway access spacing standard that support the functional classification of the road.
 - 2.4 Encourage connecting driveways/accesses with adjacent properties.
 - 2.5 Require developments to provide rear access to public streets whenever feasible.
- 3.0 Other than the new public street access identified in Map X-CRC-8, do not allow additional access on Johnson Creek Boulevard between 82nd Avenue and I-205.

XVII. PARKING STANDARDS

- 1.0 Encourage more efficient land use, promote non-auto trips and improve air quality within the Clackamas Regional Center 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

XVIII. HOUSING POLICIES

In addition to the policies in Chapter 4, 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 or zone changes. Any application for a change in Comprehensive plan designation within the Clackamas Regional Center Design Plan Area will be accompanied by a demonstration of how an equal amount of housing capacity is replaced on another site, or constructed on the site as part of a mixed use development.
 - 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.
 - 5.3 This policy would apply to quasi-judicial changes from residential to a non-residential use.
 - 5.4 Replacement housing capacity could be located anywhere within unincorporated Clackamas County located within the Urban Growth Boundary.

- 5.5 Approval of a design review application and any other applicable land use permit for the required amount of replacement housing on a site in a commercial or office district, not including PMU sites, will meet the requirements of policy 5.0.
- 6.0 Form a County Housing Advisory Committee to counsel and advise the Board of County Commissioners on housing issues.
- 6.1. Clackamas County shall review its policies and ordinances regarding affordable housing and develop an affordable housing strategy with a series of tools to provide for a mix of housing types and prices in the County.

Ordinance ZDO-237
Zoning and Development Ordinance Amendments

Text to be added is underlined. Text to be deleted is ~~strikethrough~~.

1703 PLANNED MIXED USE DISTRICT (PMU)

[The title of Section 1703 changed by Ord. ZDO-224, 5/31/11]

1703.01 PURPOSE

Section 1703 is adopted to implement the policies of the Comprehensive Plan for Planned Mixed Use areas.

[Amended by Ord. ZDO-224, 5/31/11; Amended by Ord. ZDO-230, 9/26/11]

1703.02 AREA OF APPLICATION

Six sites have a Comprehensive Plan designation of PMU. These sites are designated PMU1 through PMU6 and are identified on Comprehensive Plan Map X-CRC-2, Clackamas Regional Center Area Design Plan, Land Use Plan Map. Property may be zoned Planned Mixed Use District with a site number corresponding to the number designated by the Comprehensive Plan when:

A. The criteria in Section 1202 are satisfied;

B. Adequate transit services are provided to the site; and

C. Minimum site size requirements are satisfied.~~the site has a Comprehensive Plan designation of Planned Mixed Use and the criteria in Section 1202 are satisfied.~~

[Amended by Ord. ZDO-224, 5/31/11; Amended by Ord. ZDO-230, 9/26/11]

1703.03 SPECIFIC REQUIREMENTS FOR PMU SITES

[Amended by Ord. ZDO-224, 5/31/11; Repealed by Ord. ZDO-230, 9/26/11]

1703.03 PRIMARY USES

Allowed and required primary uses for each Planned Mixed Use (PMU) site are listed in Table 1703-1. The following are primary uses in the PMU District:

A. Office uses, including:

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1. Business and professional offices, including legal, financial, architectural, engineering, governmental, manufacturing representatives, property management, and corporate and administrative offices;
2. Medical and dental services, clinics, counseling services, and associated pharmacies;
3. Graphic arts, printing, blueprinting, photo processing or reproduction labs, publishing and bookbinding services;
4. Research and development uses that have physical and operational requirements that are similar to other office uses allowed in the PMU District;
5. Banks, credit unions, and savings and loan, brokerage, and other financial institutions ~~when located in buildings of at least two stories~~. Drive-thru window services are allowed subject to Sections 827 and Subsection 1700.04(C);
6. Business services such as duplicating, photocopying, mailing and stenographic services, fax and computer facilities;
7. Employment agencies, business management services, notary public, office and communications equipment and service, and real estate offices;
8. Colleges, educational institutes, and trade schools; art, music, or dance studios; radio and television studios, excluding transmission towers; and
9. Galleries and museums; small-scale (seating capacity up to 500) assembly or convention facilities, and theaters for performing arts; exhibition halls, libraries, senior centers, and fraternal organizations; and

B. Retail uses, including:

1. ~~Any retail uses listed in Section 1702, except those requiring outside storage or display; and~~
2. Service commercial uses; and
3. ~~Mobile vending units, subject to Section 837;~~

C. Residential uses, including:

1. Multifamily dwellings;
2. Condominiums, subject to Section 803;
3. Congregate housing facilities; and

4. Nursing homes, subject to Section 810;
- D. Open space uses, including:
 1. Open space uses as ~~defined~~ listed in Subsection 702.03;
 2. ~~Public and private~~ Plazas;
 3. Greenways as shown on Comprehensive Plan Map X-CRC-3, *Clackamas Regional Center Area Design Plan, Urban Design Elements*; and
 4. Natural areas, including tree stands, wetlands, waterways, and riparian habitat;
- E. Hospitality and entertainment uses, including:
 1. Hotels, including associated convention facilities, gift shops, restaurants, and newsstands located within the same building as the hotel;
 2. Civic facilities, including: ~~small to mid-size~~ convention and exposition facilities, theaters, auditoriums, libraries, business and fraternal organization facilities, visitor centers;
 3. Health and exercise facilities and clubs;
 4. Ice rinks; ~~and~~
 5. Movie theaters; ~~and~~
 6. In PMU6, churches;
- F. Freestanding transit facilities, including transit stations or stops, transfer areas, and park-and-ride facilities; and
- G. Wireless telecommunication facilities listed in Subsection 835.04, subject to Section 835.

[Amended by Ord. ZDO-224, 5/31/11; Renumbered and amended by Ord. ZDO-230, 9/26/11; Amended by Ord. ZDO-231, 1/31/12; Amended by Ord. ZDO-235, 5/14/12]

1703. 04 ACCESSORY USES

The following are accessory uses in the Planned Mixed Use District:

- A. Bike racks, pedestrian amenities, and transit amenities;
- B. Temporary signs identifying the developer, contractor, or real estate agency responsible for leasing or selling land or buildings within the site area, which signs shall be removed upon sale or lease of the premises advertised;

- C. Parking structures;
- D. Temporary buildings for uses incidental to construction work. Such buildings shall be removed upon completion or abandonment of the construction work;
- E. Utility carrier cabinets, subject to the Section 830;
- F. Signs, subject to Section 1010;
- G. Solar energy systems;
- H. Cogeneration facilities;
- I. Radio and television earth stations and dishes;
- J. Daycare facilities for employees or residents of a primary use;
- K. Cafeterias, delicatessens, and other such facilities provided for employees of a primary use;
- L. Recycling collection containers provided all materials are presorted, no processing occurs on-site, and all materials are stored within an enclosed structure or area between pickup days;
- M. Accessory uses listed in Subsection 1706.04, provided they are accessory to a residential use listed in Subsection 1703.03(C);
- N. Helistops;
- O. Private recreational facilities for employees or residents of a primary use;
- P. Electric vehicle charging stations; and
- Q. Rainwater collection systems.

[Amended by Ord. ZDO-224, 5/31/11; Renumbered and amended by Ord. ZDO-230, 9/26/11; Amended by Ord. ZDO-235, 5/14/12]

1703.05 ~~USES~~ SUBJECT TO REVIEW BY THE PLANNING DIRECTOR

The following use may be approved by the Planning Director pursuant to Subsection 1305.02:

- A. Wireless telecommunication facilities listed in Subsection 835.05, subject to Section 835.

[Renumbered by Ord. ZDO-230, 9/26/11]

1703.06 PROHIBITED USES

The following uses are prohibited in the Planned Mix Use District:

- A. Uses of structures and land not specifically permitted;
- B. Sales lots and repair services for automobiles, trucks, boats, motorcycles, recreational vehicles, residential trailers, manufactured dwellings, farm or construction equipment and other heavy machinery;
- C. Lumber yards, fuel yards, mini-storage, moving equipment rental, and service stations;
- D. Permanent outdoor storage of materials or products, outdoor sales except temporary sidewalk sales and sidewalk cafes and food vendors; and

~~E. Drive thru window service on Main Streets identified on Comprehensive Plan Map X-CRC-3, Clackamas Regional Center Area Design Plan, Urban Design Elements; and~~

E. Industrial uses.

[Amended by Ord. ZDO-224, 5/31/11; Renumbered and amended by Ord. ZDO-230, 9/26/11]

1703.07 DIMENSIONAL STANDARDS

The following dimensional standards shall apply to development in the Planned Mixed Use (PMU) District:

- A. Purpose: The dimensional standards are intended to:
 - 1. Ensure coordinated master planning and development, and the most efficient use of PMU sites;
 - 2. Encourage the consolidation of larger sites and greater compatibility between new developments and existing uses in an area;
 - 3. Ensure that the minimum operational requirements of the development are provided onsite; and
 - 4. Provide for adequate structure separation to ensure adequate light and air access, fire safety, and protection for all developments and structures within the PMU District and adjoining districts.

- B. Minimum Site Size:

~~Site size requirements for each PMU site are listed in Table 1703-1.~~

1. PMU1: None

2. PMU2: two acres

3. PMU3: three acres

4. PMU4: one-half acre

5. PMU5: 10 acres

6. PMU6: Five acres

C. Maximum Front Yard Setback:

1. 20 feet from all streets, including private streets as defined in Subsection 1700.03(I)(1), except from Main Streets identified on Comprehensive Plan Map X-CRC-3, *Clackamas Regional Center Area Design Plan, Urban Design Elements*. However, the 20-foot maximum setback may be exceeded to accommodate plazas identified on Comprehensive Plan Map X-CRC-3, and freestanding parking structures are exempt.
2. 10 feet from Main Streets identified on Comprehensive Plan Map X-CRC-3, except the 10-foot maximum setback may be exceeded to accommodate plazas identified on Comprehensive Plan Map X-CRC-3.
3. There shall be no ~~on-site~~ vehicular parking or circulation within the front yard setback.

D. Minimum Rear Yard Setback: None, except when the rear lot line abuts a residential or Open Space Management (OSM) District, in which case the minimum shall be 15 feet.

E. Minimum Side Yard Setback: None, except when the side lot line abuts a residential or OSM zoning district, in which case the minimum shall be 15 feet.

F. In lieu of complying with Subsections 1703.07(C) through (E), an applicant for master plan or design review approval on a site of 25 acres or larger may submit for approval alternate setback requirements which will be reviewed as part of the application. The alternative standards, or any part thereof, shall be approved if they are found to be equally effective as Subsections 1703.07(C) through (E) in establishing a visual image, sense of place, and quality pedestrian environment for the area, ~~and if they comply with the specific purpose statements for the applicable site listed in Table 1703-1.~~

G. Minimum Landscaping Area: 10 percent of the lot.

[Amended by Ord. ZDO-224, 5/31/11; Renumbered and amended by Ord. ZDO-230, 9/26/11]

1703.08 DEVELOPMENT STANDARDS

CLACKAMAS COUNTY ZONING AND DEVELOPMENT ORDINANCE

- A. General: Development shall be subject to the applicable provisions of Sections 1000, 1100, and 1700.
- B. Community and Design Plans: Development within a Community or Design Plan area identified in Chapter 10 of the Comprehensive Plan shall comply with the specific policies and standards for the adopted Community or Design Plan

C. Site-Specific Requirements: A PMU site shall comply with the specific standards for that site identified in Table 1703-1.

~~C. Each Planned Mixed Use site shall comply with the specific requirements for that site identified in Table 1703-1.~~

Table 1703-1: Site-Specific Requirements

<u>Land Uses & Areas Required</u>	<u>PMU1</u>
<u>Office use, minimum square feet</u>	<u>525,000 square feet</u>
<u>Retail, theater, entertainment, hotel or equivalent, minimum square feet</u>	<u>500,000 square feet</u>
<u>Dwelling units, minimum number</u>	<u>200 dwelling units. Demonstrate ability to accommodate 600 dwelling units</u>
<u>Public plaza</u>	<u>0.5 to 1.0 acre plaza</u>
<u>Entertainment /recreational facility</u>	
<u>Transit facilities</u>	
<u>Land Uses & Areas Required</u>	<u>PMU 2, 3, 4, and 5</u>
<u>Residential or office use, minimum site area</u>	<u>50 percent</u>
<u>Office uses, minimum Floor Area Ratio (FAR)</u>	<u>Subject to Subsections 1701.05 (A)(2) and (C)(1) and Subsection 1701.09(D)</u>
<u>Retail, minimum FAR</u>	<u>Subject to Subsection 1702.09(D)</u>
<u>Residential density</u>	<u>Subject to Subsection 1706.10(C)</u>
<u>Land Uses & Areas Required</u>	<u>PMU6</u>
<u>Phase One, minimum FAR</u>	<u>0.3, calculated pursuant to Subsections 1701.09(D) (1) through (3)</u>
<u>Subsequent phases, minimum FAR</u>	<u>0.6, calculated pursuant to Subsections 1701.09(D) (1) through (3)</u>
<u>Dwelling units, minimum number</u>	<u>395</u>

D. PMU1 shall comply with the following additional specific requirements:

1. May expand the existing mall with retail or other uses;
2. Preserve Phillips Creek and enhance Phillips Creek Greenway;
3. Accommodate and provide proportionate share of streetscape improvements on Monterey Avenue, 82nd Avenue, Sunnyside Road, and the internal circulation network; and
4. Coordinate internal circulation network with the street and transit system.

E. PMU6 shall comply with the following additional specific requirements:

1. Exclusively retail uses larger than 40,000 square feet of gross leasable ground floor area per building or business shall be prohibited, unless it can be otherwise demonstrated through the master planning process that desired levels of transportation connectivity shall be provided.
2. The master plan shall contain a minimum of 10 percent useable open space. Open space shall be integral to the master plan. Plans shall emphasize public gathering places such as plazas, neighborhood parks, trails, and other publicly accessible spaces that integrate land use and transportation and contribute toward a sense of place. Where public or common private open space is designated, the following standards apply:
 - a. The open space area shall be shown on the master plan and recorded by final plat or separate instrument; and
 - b. If approved by the County, the open space shall be conveyed in accordance with one of the following methods:
 - i. By dedication to the County as publicly owned and maintained open space. Open space proposed for dedication to the County must be acceptable to the County with regard to the size, shape, location, improvement, and environmental condition; or
 - ii. By leasing or conveying title (including beneficial ownership) to a corporation, homeowners association, or other legal entity, with the County retaining the development rights to the property. The terms of such lease or other instrument of conveyance must include provisions (e.g., maintenance, property tax payment, etc.) suitable to the County.
3. Monterey Avenue shall be constructed between SE Stevens Road and SE Bob Schumacher Road at the functional road classification of Collector, with a median planted with street trees and ground cover.

FD. Access and Circulation: Onsite circulation shall meet the minimum requirements shown on Comprehensive Plan Map X-CRC-3, *Clackamas Regional Center Area Design Plan, Urban Design Elements*, and in addition:

1. An internal circulation system shall include a network of public, private, and internal streets subject to Subsection 1700.03(I). Private streets shall function like local streets, with curbs, sidewalks, or raised walking surfaces on both sides, street trees, pedestrian scale lighting, and connections to state, county, or public streets. This internal street network shall create developable sites defined by streets.

In addition, the internal circulation system may include a range of secondary facilities, including service roads, driveways, drive aisles, and other similar facilities. The overall intent is to provide a pattern of access and circulation that provides a clear and logical network of primary streets that have pedestrian orientation and amenities. A secondary network of pedestrian ways and vehicular circulation will supplement this system.

2. Internal driveways shall not be located between buildings and the streets to which building entrances are oriented.

GE. Building Siting and Design:

1. New buildings shall have at least one public entrance oriented to a state, county, public, or private street.
2. Buildings shall have first floor windows with views of internal activity or display cases, and the major entrance on the building façade facing the street the building is oriented to. Entrances and windows on the street-side façade shall not be blocked, or entrances locked during operation hours. Additional major entrances may also be allowed facing minor streets and parking areas.
32. Buildings on street corners shall have corner entrances or other architectural features to enhance the pedestrian environment at the intersection.
43. First floor windows or display cases are required on building facades facing and adjacent to public and private streets, plazas, walkways, and pedestrian areas. Windows and doorways shall not be blocked or entrances locked during operation hours.
54. Parking structures located within 20 feet of pedestrian facilities including public or private streets, pedestrian ways, greenways, a transit station or shelter, or plaza, shall provide a quality pedestrian environment on the façade facing the pedestrian facility. Techniques to use include, but are not limited to:

- a. Provide retail, office or similar uses on the ground floor of the parking structure with windows and activity facing the pedestrian facility; or,
- b. Provide architectural features that enhance the first floor of the parking structure adjacent to the pedestrian facility, such as building articulation, awnings, canopies, building ornamentation, and art; or,
- c. Provide pedestrian amenities in the transition area between the parking structure and the pedestrian facility, including landscaping, trellises, trees, seating areas, kiosks, water features with a sitting area, plazas, outdoor eating areas, and drinking fountains.
- d. The above listed techniques and features, and others of similar nature, must be used so that blank walls are not created.

HF. Buffering: When existing residential uses are located adjacent to a PMU site, such uses shall be buffered from the PMU site with landscaped buffers or by the location of streets, parks, plazas, greenways, or low density residential uses in the PMU District.

IG. Public Facilities: The County may require the provision of, or participation in, the development of public facility improvements to implement the Clackamas Regional Center Area Plan. Such improvements include, but are not limited to, the following:

~~1. Road dedications and improvements;~~

~~2. Traffic signals;~~

~~3. Transit facilities;~~

~~4. Sidewalks, crosswalks, bump-outs and other pedestrian improvements;~~

~~5. Storm drainage facilities;~~

~~6. Sewer and water service lines and improvements;~~

~~7. Underground utilities;~~

~~8. Street lights;~~

~~9. Street trees, and landscaping; and~~

~~10. Open space, greenways, plazas, and parks.~~

IH. Maintenance Mechanisms: The County may require the formation of a maintenance agreement or other suitable mechanism to assure that the following maintenance responsibilities are adequately addressed:

1. To improve, operate, and maintain common facilities, including open space, landscaping, parking and service areas, streets, recreation areas, signing, and lighting; and
2. To maintain landscaping, street furniture, storm drainage, and similar streetscape improvements developed in the public right-of-way.

K4. Manufactured Dwelling Parks: Redevelopment of a manufactured dwelling park with a different use shall require compliance with Subsection 825.03.

[Amended by Ord. ZDO-224, 5/31/11; Renumbered and amended by Ord. ZDO-230, 9/26/11]

1703.09 PROCEDURE FOR REVIEW

All developments in the Planned Mixed Use (PMU) District are subject to the procedures listed below:

- A. PMU Permit: Development ~~in this district~~ requires approval of a PMU permit, which consists of two distinct elements—a master plan and design review.
 1. A master plan is subject to Hearings Officer review pursuant to Section 1300.
 2. Design review is subject to Section 1102; however, at the applicant's discretion, the design review application may be reviewed by the Hearings Officer along with the master plan.
- B. Preapplication Conference: A preapplication conference is required, pursuant to Subsection 1301.04, prior to the filing of a master plan or design review application.
- C. Submittal Requirements: An application for a PMU permit shall include:
 1. Master Plan: A master plan is required for the entire property for which the PMU permit is requested and shall address the standards and requirements of Sections 1000, 1700, and 1703. The master plan shall include:
 - ~~a. General location of all proposed uses and improvements;~~
 - ab. Estimated square feet or number of units of required uses, and density (floor area ratio or units per acre);
 - be. General location of buildings, density (floor area ratio or units per acre), number of stories;

- cd. Proposed area phasing of the development. Each phase must demonstrate compliance with the requirements of this zoning district;
- de. A traffic impact study;
- ef. Proposed transportation improvements consistent with the Clackamas Regional Center Area Design Plan, including:
 - ~~i. Internal circulation, including auto, transit, pedestrian, and freight service;~~
 - i. ~~Transportation connections to the external street system, including off site circulation, site access, and~~ Traffic impacts of development on the overall street system based on the traffic impact study;
 - ii. Private streets, as defined in Subsection 1700.03(1)(1), to be used to meet building orientation requirements; and
 - iii. Phasing of streets in coordination with phased development;
- fg. Parking ratios for surface parking, total number of parking spaces, type; if structured, location and feasibility (dimensions);
- gh. Open space and significant natural features to be protected, including designated greenways, wetlands, creeks and streams, riparian habitat, and wooded areas;
- hi. Existing or proposed parks;
- ~~j. Urban Design Elements shown on Comprehensive Plan Map X-CRC-3, Clackamas Regional Center Area Design Plan, Urban Design Elements.~~
- ~~k. Public facilities and private utilities, including storm detention facilities and water treatment facilities, and general locations; and~~
- ih. A development narrative that demonstrates compliance with the requirements of the PMU District and with the traffic impact study; and
- j. In PMU6, a construction phasing plan shall demonstrate that the order in which buildings identified in the master plan will be constructed complies with the following:
 - i. Nonresidential buildings may be constructed prior to construction of dwelling units provided that the total floor area of nonresidential buildings constructed (excluding parking structures) does not

exceed 50 percent of the total nonresidential floor area approved in the master plan (excluding parking structures).

ii. The remaining nonresidential buildings may only be constructed after construction of dwelling units is underway. The ratio of constructed dwelling units to the minimum number of dwelling units required shall equal or exceed the ratio of constructed nonresidential floor area (excluding parking structures) to the total nonresidential floor area approved in the master plan (excluding parking structures). For the purposes of Subsection 1703.09 (C)(1)(j), "constructed dwelling units" shall mean that, at a minimum, building permits have been issued and the framing inspection by the County building codes division has been approved.

iii. The County may approve a construction phasing plan that does not meet the standards in Subsection 1703.09 (C)(1)(j)(i) and (ii) where the applicant demonstrates that the orderly development of the property would be furthered by allowing construction of a greater percentage of nonresidential floor area.

2. Design Review: A detailed site plan is required for each phase of development. The detailed site plan shall meet the requirements under Subsections 1102.05(A)(7) through (12). In addition to the requirements in these subsections, the site plan shall include:
 - a. The specific location (footprints) of buildings, orientation, setbacks; and pedestrian amenities provided with buildings;
 - b. Specific square feet or number of units for each use, floor area ratios or site coverage, as required in Table 1703-1;
 - c. Transportation improvements necessary to meet the conditions of the approved master plan;
 - d. Parking areas, parking ratios, number of spaces, dimensions, and circulation for structure parking;
 - e. Location of public amenities, including the urban design elements required on Comprehensive Plan Map X-CRC-3;
 - f. Specific internal traffic circulation improvements for all modes of transportation to accommodate projected traffic needs based on the traffic impact study;
 - g. Public facilities and private utilities needs and location; and

- h. A development narrative that demonstrates compliance with the requirements of the PMU District and with the traffic impact study.

- D. Master Plan Approval Period: Approval of a master plan is valid for 10 years from the date of the final written decision. If the County's final written decision is appealed, the approval period shall commence on the date of the final appellate decision. During this ten-year period, the approval shall be implemented, or the approval will become void. "Implemented" means all necessary County development permits shall be obtained and maintained for the development contemplated by the approved master plan.
- E. Master Plan Approval Period Time Extension: If the approval of a master plan is not implemented within the initial approval period established by Subsection 1703.09(D), a five-year time extension may be approved by the Planning Director, pursuant to Subsection 1305.02, and subject to Subsection 1305.05.

[Renumbered and amended by Ord. ZDO-230, 9/26/11]

TABLE 1703-1
SPECIFIC REQUIREMENTS FOR PLANNED MIXED-USE (PMU) SITES

PMU Site	Purpose	Master Plan Requirements	Uses Allowed but Not Required	Other Requirements
Clackamas Town Center (PMU-site 1)	<ul style="list-style-type: none"> • Achieve the highest employment densities in the Clackamas Regional Center area • Provide for development of structured parking • Create a mix of uses, while expanding the site's role as a major retail center • Complement the planned LRT facilities • Create a district accessible by all modes of transportation 	<ul style="list-style-type: none"> • Conceptual master plan for the entire site, detailed site plan for any area to be developed • Master plan for a minimum of 525,000 sf of office • Master plan for at least 200 housing units; demonstrate the ability to build a minimum of 600 units • Master plan for a minimum of 500,000 sf of retail, theater, entertainment, hotel or the equivalent • Public plaza of 0.5 to 1.0 acres—may be adjacent to transit facilities • Transit facilities • Entertainment/recreational facility • Preserve Phillips Creek 	<ul style="list-style-type: none"> • Expand the mall with retail or other uses • Office: freestanding or mixed-use • Housing: freestanding or mixed-use • Retail in built in a mixed-use facility, or accessory to structure parking • Hotels • Parking structures and surface parking lots • Freestanding retail if integrated either structurally or through the use of a quality pedestrian 	

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	<ul style="list-style-type: none"> Assure that the district is pedestrian accessible and a quality pedestrian environment is created Protect key natural features Provide necessary infrastructure for development Provide for housing opportunities 	<ul style="list-style-type: none"> and enhance Phillips Creek Greenway Accommodate and provide proportionate share of streetscape improvements on Monterey, 82nd, Sunnyside and the internal circulation network Coordinate internal circulation network with the street and transit system 	environment with the mall	
Clackamas Corner (PMU-site 2)	<ul style="list-style-type: none"> Create a mixed use area with high employment and housing densities, structured parking, and high amenities in urban design Complement the light rail transit facilities planned adjacent to the site Create a district accessible by all modes of transportation Create a walkable district Provide for essential public facilities and services 	<ul style="list-style-type: none"> Conceptual master plan for the entire site, detailed site plan for entire site. Minimum site size: two acres 50% of the site area must be developed in housing or office Comply with Urban Design Elements map 	<ul style="list-style-type: none"> 50% of the site area may be developed in freestanding or mixed-use retail (RCC-retail uses) 	<ul style="list-style-type: none"> Retail FAR same as RCC Office FAR same as RCO Residential densities same as RCHD
Toys R Us ODOT (PMU-site 3)	<ul style="list-style-type: none"> Create a mixed use area with high employment and housing densities, structured parking and high amenities in urban design Complement the light rail transit facilities planned adjacent to the site Create a district accessible by all modes of transportation Create a walkable district Provide for essential public facilities and services 	<ul style="list-style-type: none"> Conceptual master plan for the entire site, detailed site plan for any area to be developed. Minimum site size: three acres 50% of the site area must be developed in housing or office Comply with Urban Design Elements map 	<ul style="list-style-type: none"> 50% of the site area may be developed in freestanding or mixed-use retail 	<ul style="list-style-type: none"> Retail FAR same as RCC Office FAR same as RCO Residential densities same as RCHD

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Southwest side of 82 nd Avenue (PMU-site 4)	<ul style="list-style-type: none"> • Create a mixed-use area with high employment and housing densities; structured parking; and high amenities in urban design • Complement the Light Rail Transit facilities planned adjacent to the site • Create a district accessible by all modes of transportation • Assure that the district is pedestrian accessible and a quality pedestrian environment is created • Provide for essential public facilities and services 	<ul style="list-style-type: none"> • Conceptual master plan for the entire site; detailed site plan for any area to be developed. Minimum site size: one-half acre • 50% of the site area must be developed in housing or office • Comply with Urban Design Elements map 	<ul style="list-style-type: none"> • 50% of the site area may be developed in freestanding or mixed-use retail (RCC-retail uses); 	<ul style="list-style-type: none"> • Retail FAR same as RCC • Office FAR same as RCC • Residential densities same as RCHD
Southgate (PMU-site 5)	<ul style="list-style-type: none"> • Create a mixed-use area with high employment and housing densities; structured parking and high amenities in urban design • Complement the LRT facilities planned adjacent to the site • Create a district accessible by all modes of transportation • Create a walkable district • Provide for essential public facilities and services 	<ul style="list-style-type: none"> • Conceptual master plan for entire site • Detailed site plan for any area to be developed. Minimum site size: 10 acres • 50% of the site area must be developed in housing or office. If a mixed-use building, must be the equivalent of 50% of the site • Develop local streets, parks and plaza as per Urban Design Elements map of the site 	<ul style="list-style-type: none"> • 50% of the site area may be developed in freestanding or mixed-use retail (RCC-retail uses) 	<ul style="list-style-type: none"> • Retail FAR same as RCC • Office FAR same as RCC • Residential densities same as RCHD

[Amended by Ord. ZDO-224, 5/31/11; Amended by Ord. ZDO-230, 9/26/11]



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LAND CONSERVATION
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