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Clackamas County
www.clackamas.us

SUNRISE CORRIDOR COMMUNITY VISION PLAN

April 29, 2025

CLACKAMAS COUNTY

HAPPY VALLEY, OR EST. 1965

Oregon Department of Transportation

Metro

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INTRODUCTION

Purpose of the Vision Plan

Community Planning for a Vibrant, Healthy, and Prosperous Future

Clackamas County, in partnership with the Oregon Department of Transportation (ODOT), Oregon Metro, and the City of Happy Valley, worked with the community to develop the Sunrise Corridor Community Vision Plan (Vision Plan). The purpose of the Vision Plan is to highlight the challenges and opportunities and describe actions to achieve the vision for the area.

The Sunrise Corridor community includes diverse land uses under both Clackamas County and City of Happy Valley jurisdiction, with unique zoning designations. The Vision Plan begins by illustrating the community's cultural, transportation, and economic histories. Next, the Vision Plan provides an overview of the planning process in terms of engagement and meaningful community participation via open houses, surveys, stakeholder interviews, and focus groups, as well as feedback received on different themes.

The Sunrise Corridor Community actions are then grouped by the following categories: jobs and the economy; neighborhoods and places; transportation; and open space, public health, and the environment.

There are various strategies, ranging from long-term and far-reaching actions to shorter-term and lower-budget actions. Each theme includes different actions and efforts and potential benefits of those actions, as well as individual goals being addressed by the actions. Actions that can be quickly implemented are called out as "quick wins", while longer-term and farther-reaching actions are called out as "big moves".

Funding for the Visioning Work: In 2021, the Oregon Legislature recognized the importance of the Sunrise Corridor and the need for planning and public engagement in the area. To support this initiative, they allocated $4 million to Clackamas County to create and begin to implement a vision plan. The Sunrise Corridor is a vital hub, housing one of the state's busiest industrial distribution centers, and is also a community where many people live, work, and attend school. Given its longstanding significance to Clackamas County, the vision plan would prioritize community and business needs, including transportation infrastructure, land use, and economic development.

People Acknowledgement

This project was about people and would not have been successful without the thousands of people who came together to shape the Sunrise Corridor Community Vision. Thank you for your partnership and for helping to create the values and actions that will benefit the future of all who live, work, play, and travel through the corridor. For more information about these groups and their roles (such as the Leadership Cohort and Steering Committee), please refer to the Engagement Overview section.

Project Partners

Oregon Department of Transportation (ODOT)

Clackamas County

Oregon Metro

City of Happy Valley

Project Management Team Members

Jamie Stasny; Clackamas County

Scott Turnoy; ODOT

Kelly Betteridge; Oregon Metro

Michael Walter; City of Happy Valley

Steering Committee Members

Alan Lehto; Project Partner/TriMet

Alia Long; Community

Ariadna Falcon Gonzalez; Community-based Organizations

Cassie Wilson; Community-based Organizations

Brett Sherman; Project Partner/Happy Valley

Christine Lewis; Project Partner and Oregon Metro

Dan Occhipinti: Business and Freight

Daryl Woods; Business and Freight

Diane Helm; Community

Rob Wheeler; Education

KeDarious Colbert; Healthcare

Kimberly Swan; Climate and Environment

Lizbeth Hale; Business and Freight

Marc Kilman-Burnham; Emergency/Resilience

Mark Aasland; Recreation

Mike Cebula; Community Planning Organizations

Mishayla Richardson; Community

Monica Di Pietrantonio; Education

Paul Savas; Project Partner/ Clackamas County

Rebecca Stavenjord; Adjacent Project Partner/ Multnomah County

Rian Windsheimer; Project Partner/ODOT

Tracy Moreland; Tribal

Leadership Cohort Members

Anna Krauss

Darren Driscoll

Emily Greene

Jacob Reese

Holly Krejci

Jenai Fitzpatrick

Jill Rundle

Joseph Hepburn

Kristina Powell

Louise Neilson

Marchelle Paholsky

Marrion Kaufman

Peter Alandt

Stephanie Bellew

Tracy Moreland

Mishayla Richardson

Technical Advisory Committee (TAC) Members

Laura Edmonds; Clackamas County Economic Development

Shawn Olson; Clackamas County Fire District

Molly Caggiano; Clackamas County Disaster Management

Adam Brown/ Devin Ellin; Housing Authority of Clackamas County

Joy Fields; Clackamas County Planning

Joe Marek; Clackamas County Transportation Engineering

Leah Fisher; Clackamas County Health, Housing & Human Services

Kristina Babcock; Clackamas County Social Services

Jessica Rinner; Clackamas County Water Environment Services

Scott Turnoy; ODOT

Melissa Ashbaugh and Monica Kruger; Oregon Metro

Grant O' Connell; TriMet

Michael Walter and Sally Curran; City of Happy Valley

Todd Heidgerken and Adam Bjornstedt; Clackamas River Water

Wade Hawthorne; Sunrise Water Authority

Cheryl McGinnis, Mary Logalbo; Clackamas River Basin Council

Erin Reome; North Clackamas Parks and Recreation District

Maria Magallon; Clackamas County Public and Government Affairs

Jim Austin; Clackamas County Tourism

Elected Officials

Paul Savas; Project partner/ Clackamas County

Christine Lewis; Project partner/Metro

Rebecca Stavenjord; City Councilor in Milwaukie

Brett Sherman; Project partner/Happy Valley

Participating Organizations, Businesses, and Community Groups

1000 Friends

Adrienne C. Nelson High School

Bobs Red Mill

Camp Withycombe

Clackamas County Business Alliance

Clackamas County Coordinating Committee

Clackamas County Economic Development

Clackamas County Historical Society

Clackamas County Leaders in Equity Diversion and Inclusion Council

Clackamas Industrial Shuttle

Clackamas Fire District 1

Clackamas River Basin Council

Double J Construction
Eagle Development

Emmert International

First Interstate Bank

Fred Meyer

Getting There Together Coalition

Happy Valley Farmer's Market

Happy Valley Hikers

Happy Valley Youth Council

Joint Committee on Transportation

Marks Metal

Metro Joint Policy Advisory Committee on Transportation

North Clackamas Chamber of Commerce

Oak Acres Mobile Home Park

Oregon Trucking Association (OTA) Jana Jarvis

Pacific Seafood

Platt Electric

Portland Bottling Company

Precision Truss

Providence

Radium

Righteous Clothing

R.S. Davis Recycling

Ruzzos Cider

Safeway

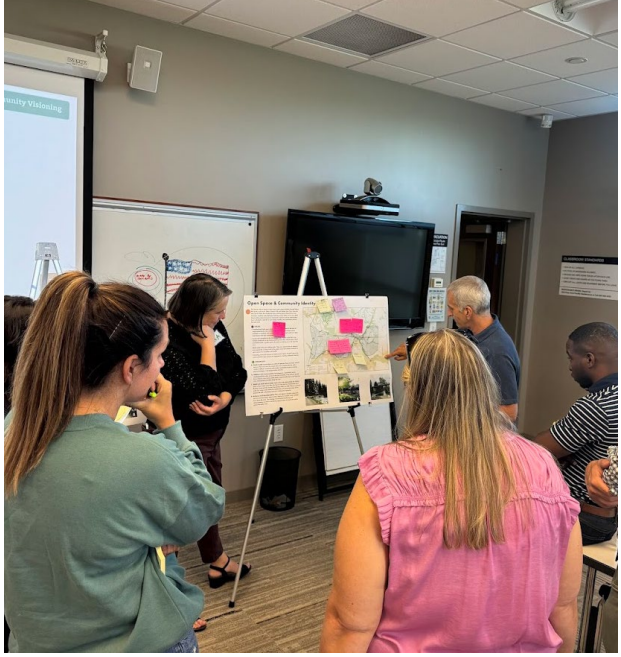
Shadowbrook Mobile Home Park

Terra Casa

TriMet

WARN Industries

Engagement Overview



The Sunrise Corridor Community Vision Plan was developed in partnership with members of the local community and key stakeholders. The public provided meaningful feedback to develop a shared vision that reflects the needs of the present-day community, as well as those of future generations who will live, work, visit, and play in the Sunrise Corridor community.

The Sunrise Corridor Community Vision Plan prioritized populations and communities historically excluded and underserved by transportation and land use investments. Community engagement liaisons collaborated with local leaders and organizations with strong community relationships to reach diverse audiences, helped to cocreate outreach strategies and messages, provided language translation and interpretation, and conducted on-the-ground multicultural outreach.

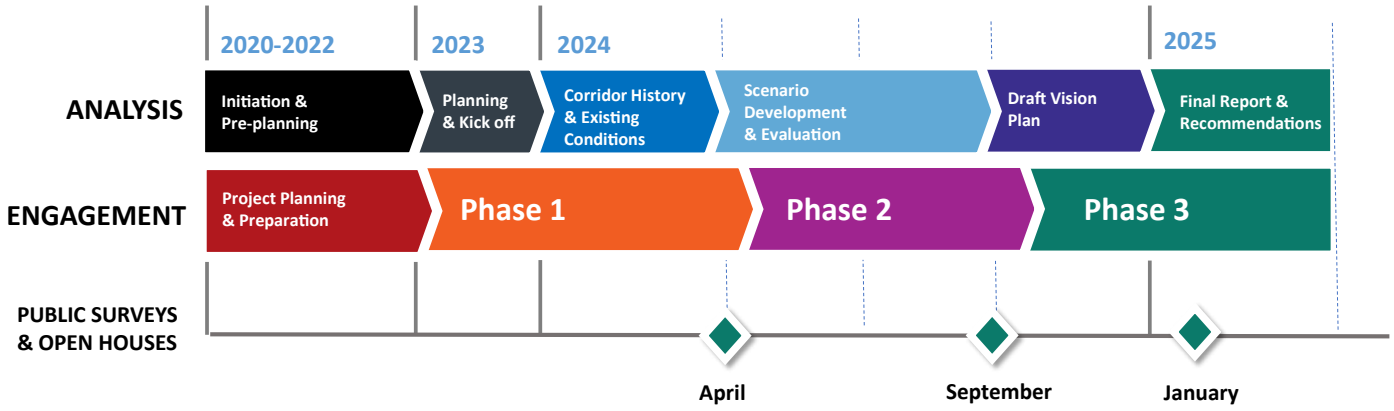
The engagement process was split into three main phases. To weave the voices and values of the community into each decision, each public engagement opportunity was built on the previous phase.

Vision Plan Phases

Phase 1 – Gathered community feedback to develop vision, goals and objectives, identify opportunities and challenges, and collect ideas for future improvements in the project area

Phase 2 – Worked with the community to explore ideas for how to address economic development, land use, green space, public health, and transportation challenges

Phase 3 – Collaborated with the community to receive feedback on actionable steps and projects that support the vision and goals of the Sunrise Corridor community



Committees and Cohorts

Multiple committees were convened to ensure that project partners, technical experts, and community members were involved in project development and the decision-making structure throughout the Sunrise Corridor Community Visioning process.

The Steering Committee (SC) was composed of community members, organization representatives, and elected officials who worked with staff to provide feedback and guidance to the project team and partners at key planning milestones, collaboratively developed an implementable action plan, and made recommendations for a community vision.

The Leadership Cohort (LC) was composed of community members who provided feedback on key project elements, helped ensure the voices of the community were heard and represented in the final vision and in the implementation phases, and developed plans for coalition and implementation efforts.

The Technical Advisory Committee (TAC) was composed of subject area experts from organizations and partner agencies, who provided skilled support and technical analysis to the Steering Committee to help develop an equitable and community-supported vision for the future of the Sunrise Gateway Corridor.

Engagement: What We Heard

Transportation

- There are limited options to walk or bike, and updating these facilities to make them safe is a top priority.
- Freight is critical to the local economy; however, a lack of designated truck parking is a concern, because trucks currently stop to park, rest, or queue on the curb, in center turn lanes, and in bike lanes.
- There is interest and need for more safe, frequent, and accessible transit services, especially on weekends and evenings. Better first and last mile connections are also needed.
- Along Highway 212 and Highway 224, there is significant traffic congestion, which is only projected to get worse in the future. More roadway capacity, left-turn lanes, and other solutions for reducing congestion are a priority for the community.

Jobs and Economy

- More retail is needed in the community, including dining, grocery, and outlet centers.
- Protecting existing businesses, and finding ways to attract new business to the area is a priority.
- There is interest in creating connections between educational facilities and businesses to improve employment opportunities, such as childcare options for people to participate in the workforce.

Neighborhoods and Places

- Improved harmony between industrial, commercial, and residential areas would create more welcoming neighborhoods.
- There are limited safe and accessible pedestrian crossings to schools, parks and trails, and community gathering spaces.
- Murals, art, and wayfinding signage would enhance neighborhood character and community identity.
- Plant trees and other greenery to tackle excessive heat and improve neighborhood aesthetics.

Open Space, Public Health, and Environment

- Community amenities like outdoor event spaces, sports fields, pools, community centers, and dog parks would be conducive to public health.
- There are challenges with identifying open space opportunities within the corridor, such as parklets.
- Community members want improved access to the Clackamas River, including additional waterfront recreation opportunities. Better signage is needed for accessing Riverside Park.
- Preservation of nature, protection of watershed health, and reduction of pollution are important to the well-being of the people and animals in the community.

“Dự án rất có ích cho mọi cộng đồng, có chỗ hội họp, vui chơi với nhau.”

“This project is beneficial for all communities; we will have places to get together, meet, and get to know one another.”

- Public Comment, September Open House

“Покращення, які пропонуються дозволять мешканцям комфортніше та безпечніше користуватися цією територією.”

“The improvements proposed would allow the residents to use the corridor with more comfort and safety.”

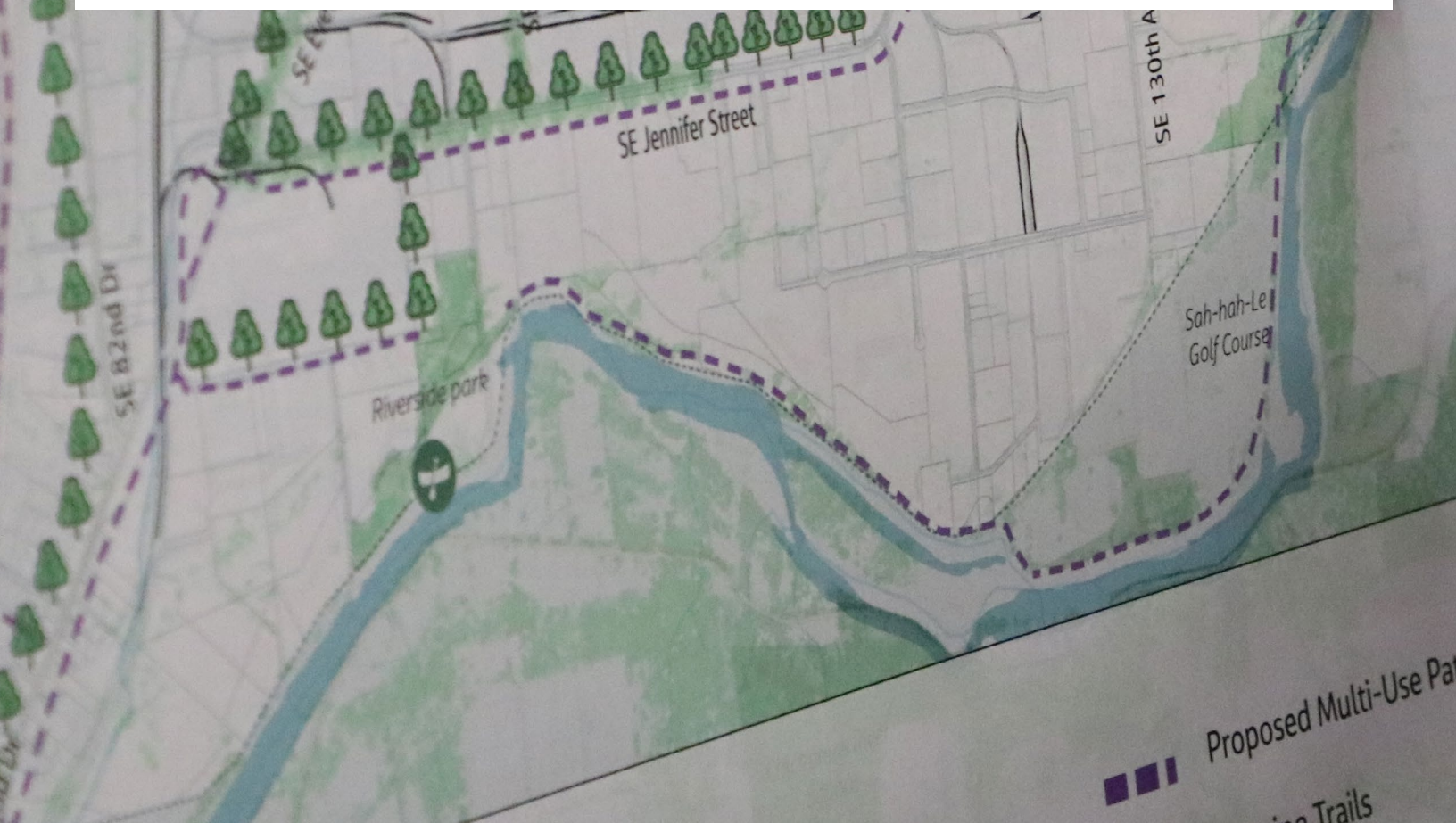
- Public Comment, September Open House

Equitable Engagement Methods

An Equitable Engagement Framework was developed to improve engagement, enhance active community participation in decision-making processes, and foster inclusivity, transparency, and equitable outcomes for those by those who could be most marginalized in the project's process and outcomes.

To remove barriers to participation, the project team and community engagement liaisons (CELs) collaborated with local leaders and organizations with strong community relationships to reach diverse audiences, helping to co-create outreach strategies and messages, provide language translation and interpretation, and conduct on-the-ground multicultural outreach. People with diverse community voices and perspectives were recruited to attend events, participate in surveys and focus groups, and serve on the Steering Committee and Leadership Cohort.

Throughout the process, the public provided meaningful feedback to develop a shared vision for future improvements in the Sunrise Corridor Community. Engagement methods included over 90 activities, including 23 project committee and cohort meetings, 3 workshops, 21 stakeholder interviews, 15 presentations, 12 focus groups, 3 in-person open houses, 4 online surveys, and 10 pop-up events. Over the course of the project, we received feedback from more than 1,500 people.



Visioning Process Lessons Learned

The Vision partners and community collaborated for two years to understand needs, develop solutions, and collect meaningful input along the way. Through that process, the project teams learned a great deal about what the Sunrise Corridor Community needs to thrive, and about the strengths and roles regional leaders and organizations can bring to the process. This section summarizes select learnings.

- ***Start a forward-looking stakeholder coalition early to set goals and direction.*** The project advisory groups were envisioned and then started as the full team began analyzing data. This let people into the process early, and recognized the amount of time it can take to develop goals, recruit participants, and onboard the group with shared mission and rules for collaboration. Community members are an excellent and vital resource at all stages, generating momentum and buy-in beginning with early frame-setting work.
- ***Equitable engagement is critical to building understanding and charting a resilient future.*** The Leadership Cohort, which will be the foundation for the Sunrise Community Coalition, provided a seeding ground for the most diverse planning and engagement approach. The County took the time and energy to connect with people living and working in the area, listen, and adjust to changing needs, and used it to develop an Equitable Engagement Framework. The Framework resulted in the development of multi-lingual resources, in-language events, and stipends for participation. Now there are hundreds of interested people looking for ways to support implementation of the vision and new growth that will create stronger neighborhoods for everyone.
- ***Be clear about the long-range planning needs and setting a project-specific area.*** The Sunrise Vision and the Sunrise Gateway Corridor Refinement Plan provided a specific investment design from SE 122nd Avenue to SE 172nd Avenue. Many people travel further east along the corridor, connecting to U.S. 26 to reach Central and Eastern Oregon and beyond. The plans also set an eastern boundary at SE 172nd to focus on local communities and proximity to the Clackamas River. This project will provide a stable and community-focused step to explore the next stages for the Sunrise Corridor Community, connecting to nearby communities in Damascus and Boring. Clackamas County and the City of Happy Valley, two industrial/employment districts, and a designated Regionally Significant Industrial Area all share boundaries and joint jurisdiction in area. Cross-jurisdictional partnerships will be critical in establishing future needs and solutions as the project grows to benefit nearby communities.
- ***Be clear about how transportation corridor planning, design and construction efforts*** are funded. For each action, partner agencies will be identified. For example, ODOT will have the lead role on projects related to OR 212 and the Sunrise Gateway Corridor Refinement Plan. They will work with partner agencies and the community to oversee moving forward and identifying potential funding sources, including public or private grants at the local, regional, state and federal levels.

Corridor and Community Trends

The Sunrise Corridor is both an important regional and local transportation corridor and home to many residents, businesses, parks, and schools. Highway 212 and Highway 224 provide vital routes between the greater Portland region and Central and Eastern Oregon. There is significant freight and vehicle traffic moving through the area and accessing major distribution centers. At the same time there are **limited multimodal travel options and challenges for pedestrians wanting to cross major roadways.**

Across the corridor, connectivity and access is difficult because of **long block lengths** without breaks, a limited number of safe crossings, and missing links in **walking or biking facilities**. Additionally, the existing road network does not accommodate the size and number of trucks in the area that need to park and queue for deliveries, creating unsafe conditions on streets for other road users.

The study area includes industrial and employment land uses, which make up over 40 percent of the area. Although educational facilities, parks, and residential areas are expanding on the eastern side of the corridor, there is a lack of **residential-supportive development** like **grocery stores, retail,** and other complementary facilities on the east side. People are experiencing changes that could lead to residents and employees being displaced from their home and job locations.

The study area is characterized by **prominent industrial land use**, large parcels, a vehicle-centric transportation network, vehicle-scale public infrastructure, minimal landscaping and street trees, and a lack of connection to open spaces, creating barriers to community connections. These issues inhibit a sense of community cohesion and the use of public space. Some other key issues in the study area include **insufficient tree cover** and excessive heat along the corridor, and a **lack of buffer spaces** between different land use types and between large-scale parcels and parking lots. The corridor also suffers from limited architectural controls in both the commercial and residential properties, and a lack of a sense of pedestrian safety and belonging. Architectural controls guide the design and layout of homes and properties in a community. As such, limited architectural controls in the corridor impact the community's aesthetic, property values, and quality of life.

Finally, the community is home to many open areas, such as Mount Talbert Nature Park, Hidden View Park, Riverside Park, Carver Park, the Clackamas River, and the Sunrise Shared-use Trail. Residents and employees cannot access these areas safely or easily. There are **limited travel options linking to natural resources** and **open spaces**, limited riverfront access opportunities, and a lack of programming to create a sense of community within parks. Community members and key stakeholders have indicated a need for a more **livable** and **sustainable** place to live and work.

LIMITED MULTIMODAL TRAVEL OPTIONS AND CHALLENGES CROSSING MAJOR ROADWAYS

- Long block lengths without breaks
- Limited safe crossings
- Infrequent transit service
- A lack of safe walking or biking facilities connected across study area

FREIGHT AND COMMERCIAL ACCESS AND ACTIVITY

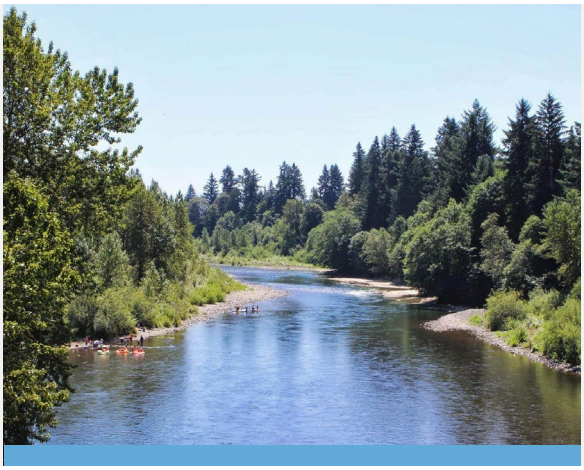
- Existing road network does not accommodate size and number of trucks in the area
- A lack of freight parking and queuing facilities
- Congestion along major corridors

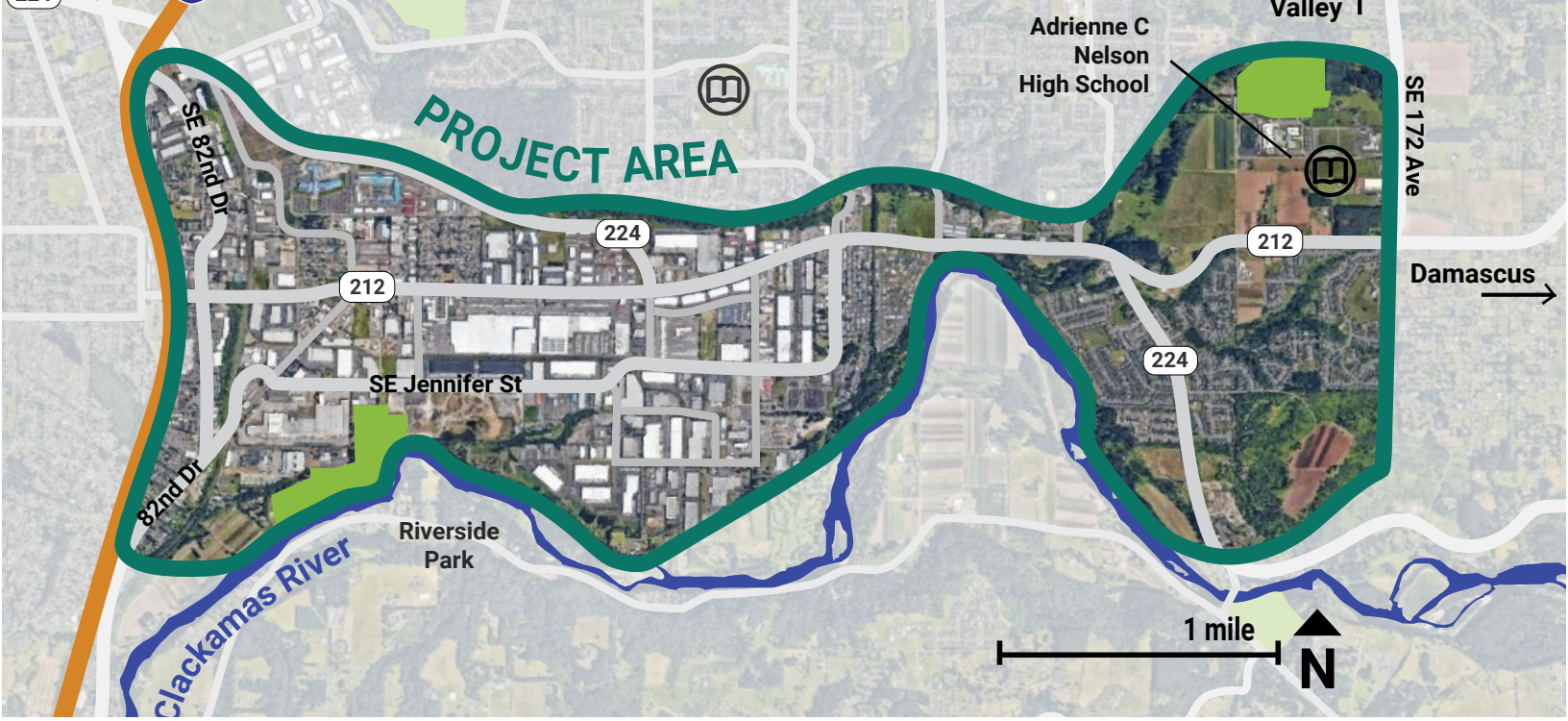
COMPETING LAND USES

- Historic neighborhoods and mobile home parks adjacent to industrial uses are impacted by freight traffic and lack of multimodal access to local destinations
- Schools and parks and expanding residential on eastern side of community
- A lack of mutually supportive development, such as grocery stores and retail shops, in developing residential areas to the east

LIMITED ACCESS TO NATURAL RESOURCES

- Limited multimodal travel options linking to natural resources and open space
- Limited riverfront access opportunities
- A lack of programming to create sense of community within parks
- A need to balance access with quality and preservation of natural areas





CONTEXT

The Region

The Sunrise Corridor provides a vital route between the greater Portland region and Central and Eastern Oregon. As a local thoroughfare, it has industrial significance and is in a community that is home to many residents, businesses, schools, and parks. The Clackamas River along the southern edge of the area is a major water source, natural habitat area, and recreation corridor.

The study area functions as a primary employment center in Clackamas County, marking one of the greatest employment densities in the county.

The Sunrise Corridor community's primary industry groups are clustered along the Interstate (I)-205. Happy Valley is **growing rapidly in population and jobs**, with an increase of more than 20 percent over the past 10 years (source: American Community Survey, ACS 5-year Estimates Subject Tables). Following the recession, employment in Clackamas County steadily increased from 2010 to 2020 before dropping sharply after the onset of the COVID-19 pandemic. More than 75 percent of the **workforce** employed in the study **area commutes from outside** the region. While the wholesale trade and transportation and utilities sectors make up nearly a third of the businesses in the study area, employment grew in all categories, with the leisure and hospitality sector experiencing the greatest growth. Retail has shown the most construction activity, with wages steadily improving and commercial rents steadily increasing.

In terms of assets and opportunities, the study area **has access to regional transportation networks**, a **diverse industrial and economic base**, **vacant land available for development**, access to public finance tools and incentives, **healthy real estate markets**, and a **well-trained regional workforce**. In terms of constraints and challenges, the area suffers from **conflicting land uses** and isolation, an **imbalance of jobs and housing**,

limited development activity, aging properties, insufficient transit, and **insufficient infrastructure** and land readiness. The Sunrise Community has two different transit service providers, and within the Sunrise Corridor and the Clackamas Industrial Area, TriMet's Forward Together plan is planned to result in a net service increase by 2029.

The Community

The study area includes both unincorporated Clackamas County and Happy Valley. There are two industrial employment districts, including a regionally significant industrial area. Land use is mostly light industry uses like manufacturing, warehousing, and distribution. Single-family and multifamily housing make up about a quarter of the study area, including long-standing manufactured housing communities. Community resources like schools, parks, and churches serve in the project area. Commercial services such as grocery stores, retail shops, and small business facilities are located in some areas, especially on SE 82nd Drive near I-205, where a mixed-use neighborhood continues to serve residents and visitors.

Happy Valley's population grew over 75 percent from 2011 to 2022 to over 23,000 people. Growth of this kind presents an opportunity for communities in the study area, with nearby healthcare facilities, schools, and shops, and their potential employees, integrating into the area.

There are over 14,000 jobs in the study area, with contributing trades and a range of skills to businesses and organizations serving the region and beyond.

Geography

The study area is **nestled in a valley** between Clackamas River on the southern border and forested low hills on the northern border, including Mount Talbert, Rock Creek, and I-205 to the west. Just north of Oregon City, the Clackamas River converges with the Willamette River as the Willamette flows north to the Columbia River. Before the Clackamas River reaches this convergence, it passes the Sunrise Corridor and acts as the southern border of the visioning area. The Clackamas River is a source of drinking water for more than 300,000 people in Clackamas and Washington counties, thereby occupying an important place in the community and region.

Before European settlement, the river's forests, wildlife habitat, and runs of salmon and trout allowed Indigenous people to subsist and thrive in the river's basin as long as 10,000 years ago. Where the Clackamas River runs north adjacent to Highway 212, the **landscape is mainly woodlands**. The landscape surrounding the interchange of Highway 212/224 is mainly mature trees and flat terrain. The Sunrise Corridor passes through an area with **two major landforms**: **the valley associated with the Clackamas River floodplain** and the small hills that constitute the start of the **western Cascade Mountain foothills**.

Cultural History of the Corridor

Prehistory

Before 18th century

Native American tribes, including the Clackamas Multnomah, Wasco, Molalla and Kalapuya inhabit the region now known as Clackamas County.

Exploration & Early Contact

18th century

Initial contact with Native American tribes occurs during this period. European explorers, traders, and fur trappers from Spain, Great Britain, France, and the United States, explore the Pacific Northwest. Missionaries come to Oregon. Disease devastates the Pacific Northwest. New towns established.

American Colonization

Early to mid 19th century

The establishment of fur trading posts and settlements by Euro-American colonizers leads to increased interactions and trade with Native American tribes in the region.

Treaties & Land Cessions

Mid to late 19th century

The U.S. government negotiates treaties with various tribes in the region, resulting in the cession of land and the forced removal of some tribes to reservations. These treaties significantly after the tribal territories and way of life.

Black Exclusion Laws

Mid to late 19th century

The racial makeup of Oregon has been largely influenced by a series of exclusion laws passed in the mid-1800s. Exclusion laws made it illegal for free Black people to settle in Oregon and were successful in discouraging Black people from moving to Oregon during the Great Migration.

Chinese Exclusion Perios

Before 18th century

The number of Chinese in Oregon grew dramatically after the mid-1860s and would continue to increase to around 10,000 in 1900. The period of 1882 to 1943 is known as the Exclusion period. During this time, both the United States federal government and the Oregon state government passed discriminiatory laws that led to violence against and decline of Oregon's Chinese population.

Native American Assimilation

Late 19th century

The U.S. government enacts policies aimed at assimilating Native Americans into mainstream American society, leading to the forced removal of Native American, children to boarding schools and other efforts to suppress native languages and cultures.

Discrimination Against Black Settlers

Late 19th century

Despite the racist laws excluding Black people from living in Oregon, many Black American settlers still came to Clackamas County. Black people often arrived in Oregon City, the terminus of the Oregon trail and the territorial capitol. Many settler later left due to the discrimination of Oregon's Balack exclusion laws.

Forced Ejection of Chinese Settlers

Late 19th century

A broad wave of anti-Chinese sentiment following the completion of the Transcontinental Railroad. As a result of forced ejection, violence, and federally mandated exclusion, Oregon Cantonese population declined from about 10,390 in 1900 to 2,102 in 1950.

Prehistory

Before 18th century

Native American tribes, including the Clackamas Multnomah, Wasco, Molalla and Kalapuya inhabit the region now known as Clackamas County.

Present Day

21st century

Native American tribes, and Black and Chinese communities of the Clackamas County region continue to preserve and revitalize their languages, cultures, and traditions.

Transportation and Economic History of the Corridor

Developing New Roads

20th century

From 1920 to 1940, the state sets about expanding and graveling all roads in the state, spurring development of lands. Lower cost trasnportation expands lumber, argiculture and mining industries.

Growing Transportation

Late 19th century

Clackamas District was established in 1843 Upper Clackamas River Valley gets new roads and trails, but main transportation still by water due to rough trails in rain weather. Oregon and California Railroad and the East Side Railway spur growth in the region.

Sunnyside Road

1900-present

The Sunnyside Road is marked in maps dating back to the early 20th Century.

Sunrise/ Highway No. 171

1900 - present

Through the early 20th century, the Sunrise Corridor (Highway No. 171) was mostly a regional farm road. The roadway has been updated over time.

Early Residential Mobile Home Parks

1900-1970

Around 1960 people began developing residential/mobile home parks in the Sunrise Corridor.

Happy Valley

1965 - present

Happy Valley was established in 1965. Key issue at the time was Portland's boundary expansion and maintaining a rural community character.

Clackamas Town Center

1975-1985

The Clackamas Town Center Mall opened in 1985 after a decade or planning community opposition and construction.

I-205

1967-1977

I-205 was built as an alternative route to I-5. The highway opened up the Clackamas County region to lower cost transportation and facilitated growth it took another 10 years to connect the highway thtrough Portland and across the Columbia River.

Urban Growth Boundary

1979

Oregon established the Portland Metro Urban Growth Boundary in 1979, It has since expanded to Rock Creek, Tong Road, and into Damascus.

Clackamas Industrial District

1986-2006

The Clackamas Industrial Area is one of three urban renewal districts in Clackamas County. This industrial area is a regional distribution, warehousing and wholesale trade center.

Sunrise Expressway

2013-2016

ODOT built the limited-access 4-6 lane Sunrise Expressway connecting 1-205 and Hwy 2-2, including a multi-use path.

Sunrise Corridor FEIS

2011

The Sunrise Corridors Final Environmental Impact Statement was approved in 2011.

The Future

Beyond present day

The next steps for Clackamas County include implementation of Sunrise Vision Plan.

Sunrise Corridor Gateway Concept

2019

The 2020 Transportation Investment Measure Survey was made public in 2019. Responses highlighted strong support for transportation improvements that prioritize pedestrian and bicycle safety mitigate and decrease greenhouse gas emissions and support safe traffiic flow.

COMMUNITY VISION

The Sunrise Corridor Community is a thriving place that fosters well-being and belonging, where **people** enjoy economic success, safe mobility options, access to nature, and seamless connections within the area, as well as access to greater Clackamas County and beyond.

- Parks
- Small Businesses
- 7,600 Residents
- Schools
- Large Businesses
- Clackamas River
- 14,000 Employees
- 40,000 Vehicles on OR 212 each day

COMMUNITY GOALS

- Create a safe and resilient transportation network for everyone that improves travel opportunities for pedestrians, bicyclists, transit riders, and drivers.
- Enhance health, well-being, and sustainability.
- Promote communities with a full range of amenities, to meet the basic needs of all residents.
- Support economic development.
- Preserve and enhance local identity, including historical and cultural assets.
- Create lasting improvements through agency coordination and partnerships.

THEMES

SUNRISE CORRIDOR COMMUNITY ACTION PLAN

The Sunrise Corridor Community Action Plan outlines essential activities to achieve improvement and growth in the Sunrise Corridor community. There were many opportunities and challenges shared by the community through the plan, each important to different aspects of people's lives. The solutions are organized into four broad topic areas to help readers connect with the vision and the steps to achieve it.

JOBS AND ECONOMY

OPEN SPACE, PUBLIC HEALTH, AND ENVIRONMENT

NEIGHBORHOODS AND PLACES

TRANSPORTATION

Introduction

The Action Plan describes community-driven solutions to the challenges that people shared. Actions directly address one or more of these issues. Each action is defined by the issues addressed, implementation steps, and initial partners, funding, and timelines. Solutions may overlap and offer benefits across topics.

All actions are important to realizing the community vision. Select actions are designated in the plan as “big moves” or “quick wins” to bring focus where extra community coordination can help create effective and lasting solutions.

Big move actions need collaboration among partners and may take several years. These actions can create significant improvement in the community and lay a foundation for other actions.

Quick win actions are near-term solutions that bring quick results and build momentum for ongoing improvements. Quick wins may need only one champion and have lower costs than other actions.

Phasing

The estimated timeframes assigned to actions are near-, medium- and long-term. These rough estimates help illustrate phasing. The definitions are:

- **Near-term:** up to 2 years
- **Medium-term:** 3 to 5 years
- **Long-term:** 6 or more years

Cost

Conceptual cost estimates, represented by dollar signs, help show the estimated level of effort required for an action. These estimated costs are planning level and include both capital and operating costs.

- **$:** under $500,000
- **$$:** $500,000 to $2 million
- **$$$:** More than $2 million

Actions

Jobs and Economy

- Continually Align Development and Design Standards with Modern Industrial Facilities
- Match Development Opportunity to Mixed-use, Economic Development, and Access Goals
- Attract, Retain, and Cultivate Firms in Key Sectors
- Build Partnerships Between Industry and Higher Education to Bolster the STEM Workforce Pipeline

Open Space, Public Health, and Environment

- Connect and Protect Open Spaces and Natural Areas
- Improve Environmental Quality
- Reduce Heat Island Effect
- Create and Connect New Multiuse and Nature Trails
- Enhance River Access Points and Parks

Neighborhoods and Places

- Retain Residential and Small Business Uses
- Safe and Accessible Parking Design
- Continue Compatible Land Use Patterns
- Neighborhood Identity

Transportation

- Implement Sunrise Gateway Corridor Refinement Plan
- Enhance SE 82nd Drive Corridor
- Complete I-205 Multiuse Path Gap Plan
- Provide Sidewalk Infill, Bicycle Network, and Transit Connections
- Enhance Freight Access and Parking
- Enhance Transit Passenger Facilities
- Expand Clackamas County Connects Industrial Shuttle
- Support Enhanced Fixed Route Service

CONFUSE RAMPS ACCESS HERE
BEAUTIFUL WILDLIFE CONNECTION DEER!
212 needs to be widened
PROBLEM INTERSECTION FOR CYCLISTS
Sunrise Express
SE 106th Ave
SE Jennifer St.
SE 122nd Ave
Highway 212
SE 130th Ave
SE 135th Ave
SE Ford Dr
SE Capps Rd
SE Hubbard Rd
SE Summers Ln
Clackamas High
Sah-Hah-Lee Golf Course
I Love this city.

JOBS AND ECONOMY

Summary

Employment areas in the Sunrise Community study area include the Clackamas Industrial Area, North Clackamas Urban Enterprise Zone, and the Rock Creek Employment Area, together holding over 14,000 jobs. The area includes facilities important to regional transportation and warehousing, manufacturing and other light industrial sectors. These facilities supply major grocers across the region, building on available infrastructure, transportation and employment markets.

Key Issues

Underdeveloped and underused land. Approximately 40 percent of the Rock Creek Employment Center's 465 acres is still undeveloped or underused. Other vacant properties or lots offer opportunities for new areas of growth.

Limited commercial and industrial development. Despite strong market conditions, the area has experienced little new commercial and industrial development in recent years.

Land readiness not aligned with industry needs. While the area has vacant and underused assets, land characteristics and readiness may not match the needs of growing industry sectors.

Economic success for major employers. The Sunrise Corridor community is anchored by 20 large employers that employ over 5,100 workers, or 36 percent of all workers. This large share could create imbalances or leave the area vulnerable to economic shifts.

The benefit of tailoring development to community and market needs includes:

- A rich diversity of uses in the manufacturing and logistics areas will foster the development of employment centers that cater to the full needs of employees and employers.
- Dedicated spaces for small-scale users play an important role in the incubation of businesses that create a sustainable pipeline of growth.
- Landscape buffers and associated requirements maintain compatibility between businesses, residents and other community members.

Partner agencies: City of Happy Valley, Clackamas County Office of Economic Development

Community Partners: Local businesses

Timeline: Short term

Estimated Cost: $

Potential Funding Sources: Metro Community Planning and Development Grants

Continually Align Development and Design Standards with Modern Industrial Facilities

A growing demand for industrial amenities translates into developer and lender requirements for high-quality industrial assets. Institutional investors and capital partners are now asking for enhanced design and facility features for long-term value.

Fully evaluating Clackamas County, Happy Valley and Metro regulations related to site and building design is a first step to identifying detailed strategies to ensure regulations are calibrated to the needs of modern facilities and users. Examples of elements to review include:

- Building coverage: Review and potentially increase allowable coverage to increase density and opportunity.
- Floor area ratio: For nonindustrial employment uses, ensure floor area ratios are consistent with trends in suburban-scale office and business park development forms.
- Building height: Review allowable heights and compare to industry stakeholder needs.
- Diversity of uses: Review relevant zoning and/or plan designations to ensure that a mix of uses is allowed outright to allow opportunity for complementary services like retail. If not, encourage changes to allow for it.
- Creating spaces for small-scale users: Small-scale industrial has emerged as a “missing” segment. Small-scale industrial use is a vital segment of the industrial and business community. This makes it easier to develop or redevelop sites for these uses, which could support the Sunrise Corridor Community’s economic goals.

Match Development Opportunity to Mixed-use, Economic Development, and Access Goals

Best-in-class businesses need to deploy unique and compelling features in the designs of their facilities. In the near term, market demand is greatest for medium (5 to 15 acres) and large (15 to 25 acres) parcels. Developing a diverse inventory of flexible sites will provide opportunities for recruitment, as well as places for firms to scale in-place and move into successively larger sites with less business disruption. The opportunities for development are well matched to market demand today. To continue to capture opportunities for advanced manufacturing jobs and to foster a vibrant community, Clackamas County and Happy Valley can explore ways to support new market drivers for industrial amenities. Opportunities may be in redevelopment of existing sites, underdeveloped or underused land, or new development in already planned growth areas conforming to regional and local plans.

Initial steps may include regularly assessing local County or Happy Valley land use to identify barriers to development, to identify the conflicts and potential solutions. Community and partners can encourage developments that seamlessly integrate residential, commercial, and recreational spaces. The agency partners could also find ways to scale development parcels to allow for medium and large developments that meet growing market demand. Other steps include continuing land use patterns in County and City plans that put compatible uses next to each other and create safe, attractive ways to continue light industrial development. The community, with partners can support and lead placemaking projects that bring amenities in employment areas, improving value and marketability.

Partner Agencies: City of Happy Valley, Clackamas County Office of Economic Development, Clackamas County Planning and Zoning Division

Community Partners: Sunrise Community Coalition, Local businesses

Timeline: Medium term

Estimated Cost: $-$$

Potential Funding Sources: To be determined

Attract, Retain, and Cultivate Firms in Key Sectors

The Vision Plan analyzed fast-growing employment growth sectors, including wholesale trade, transportation and distribution, healthcare, and manufacturing. Targeting firms in fast-growing and high-wage sectors could create jobs and promote economic mobility.

To make this happen, steps include understanding unique business needs, developing a database of firms' growth outlooks, targeting infrastructure toward site needs, and designing incentives for targeted businesses (for example, childcare services). Priority steps include developing an economic development plan, leading outreach through business groups, and creating incentives for targeted businesses.

Partner Agencies: Clackamas County Office of Economic Development, City of Happy Valley, Metro, Clackamas Community College, North Clackamas School District

Community Partners: Sunrise Community Coalition, Local businesses, Schools

Timeline: Medium term

Estimated Cost: $

Potential Funding Sources: Grants; partnerships

Build Partnerships Between Industry and Education to Bolster the STEM Workforce Pipeline

The local community can work with education districts and businesses to develop and find talent, provide feedback on policies and regulations, and advance infrastructure investments. This is particularly important to provide opportunities for students and young professionals in the project area by connecting them with high-growth jobs, growing their personal and business skills, and retaining local talent and providing local employment. Agency partners will continue work with school districts and educational organizations to grow partnerships.

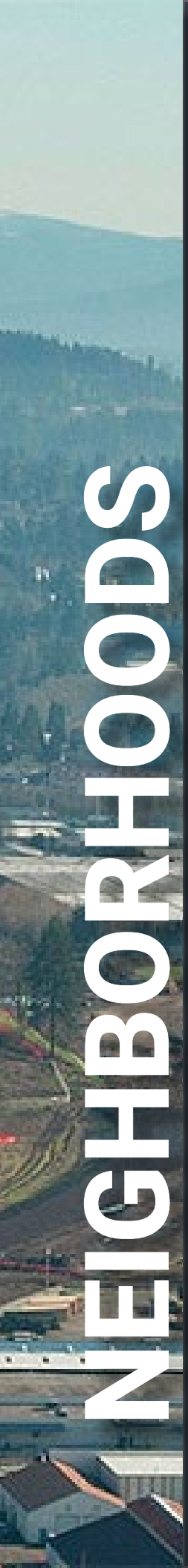
Partner Agencies: Clackamas County Office of Economic Development, City of Happy Valley, Metro, Clackamas Community College, North Clackamas School District

Community Partners: Sunrise Community Coalition, Local businesses, Schools

Timeline: Medium term

Estimated Cost: $

Potential Funding Sources: Grants; partnerships



NEIGHBORHOODS AND PLACES

SUMMARY

The study area is home to vibrant communities, including mobile home parks, growing residential areas along SE 82nd Drive, including apartments and historic neighborhoods. The people in these neighborhoods need improved multimodal connections so that they can access schools, parks, and other resources.

The area also includes barriers to community connections, including prominent industrial land use, land parcels, large block sizes, a vehicle-centric transportation network, vehicle-scale public infrastructure, lack of safe access to transit, minimal landscaping and street trees, and limited access to open spaces. Enhancing community character through public art, pedestrian-scale lighting, landscaping, and street trees would promote community cohesion and the use of public space.

KEY ISSUES

Conflicting land uses and isolation. Residential areas are integrated within the industrial area and have limited landscape buffers. Retail and commercial areas are largely isolated to the west and not integrated as amenities near the industrial areas.

Displacement risk and lack of housing options. Single-family and multifamily housing make up nearly 19 percent of the land uses within the study area (mostly manufactured housing). There is a risk of displacement for residents, and increasing property values and high rates of industrial and commercial land use in the surrounding area, which would limit housing development opportunities.

Lack of neighborhood spaces. Because of the prominent industrial land use, vehicle-centric transportation network, and disconnect from open spaces, there is a minimal sense of identity and there are barriers to the connection with the community.

Poorly activated community spaces. People living in the area noted that open spaces are important to creating community identity. Creating and maintaining activities or park “programming” helps create social interaction and foster a sense of belonging. The activities reflect community values and culture, building a community-wide story that people can see themselves in.

Retain Residential and Small Business Uses

Members of the community recognized through the Sunrise Corridor Community Vision that displacement is a real and significant risk for people living, working or running their business in this area. The development patterns over decades have afforded people opportunities for lower cost homes and work locations compared to other places in the region. At the same time, new infrastructure, business growth and other programs could lead to more people looking to establish themselves in the area, creating growth that could push up prices for small businesses and homes. Even projects from this Vision Plan and from the Sunrise Corridor Gateway Refinement Plan could also lead to residential and business displacement.

To protect the opportunities for people at all income levels, the community can advocate for ways to preserve a mix of land prices through future redevelopment and growth. Some of these steps are already underway in the Sunrise Corridor community and elsewhere in the region. One example is the Clackamas River Community Cooperative mobile home park that became a housing cooperative, having exercised an option to jointly purchase a manufactured or mobile home park from the owner if they sell.

Other steps and measures facilitating community connections and belonging that the community may consider include:

- Create an affordable housing database specific to this region, or ensure local housing is included in regional database projects.
- Establish community land trusts - community partnerships can help purchase land with the express purpose of creating and maintaining affordable opportunties.
- Consider establishing mobile home park zoning or other protections – a more rigid approach with risks as areas change, but can be used to provide protections and clear expectations for development where suited to local plans and conditions.
- Support incentives to encourage affordable housing – community partners can advocate for resources like funding or property dedicated to creating affordable housing or employment areas.

Partner Agencies: Clackamas County Housing Authority

Community Partners: Sunrise Community Coalition, Local businesses

Timeline: Near or medium term

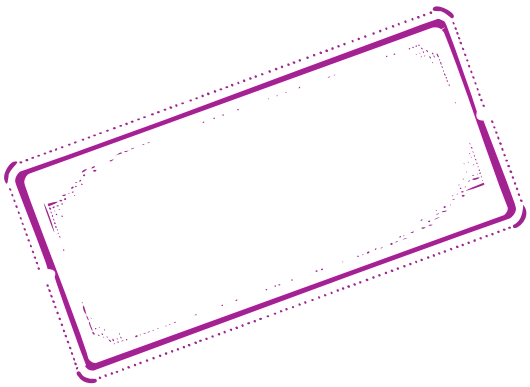
Estimated Cost: $

Potential Funding Sources: Grants; partnerships

Safe and Accessible Parking Design

Strengthening smart parking management policies and reducing parking can help make the area more walkable, reduce the heat island effect, and improve local water quality by reducing stormwater runoff. The following actions can help reduce the amount of land used for parking.

- **Improve parking facility design and operations:** Certain physical layouts and day-to-day management of parking facilities can provide increased parking on smaller parcels of land.
- **Apply smart growth parking policies:** Clackamas County and Happy Valley can continue to improve parking polices that improve access and safety, reduce paved surfaces and meet industry needs.
- **Encourage shared parking:** This is mostly successful if destinations have different peak periods or if they share patrons so motorists can park at one parking facility and walk to multiple destinations.



- **Explore parking maximums:** Climate-Friendly and Equitable Communities (CFEC) is a state law that removes the need for parking minimums, and will be addressed in the coming years. The Sunrise Corridor Community can support a focus on the maximum parking allowed to help design facilities to fit local needs.

Partner Agencies: City of Happy Valley, Clackamas County Office of Economic Development, Clackamas County Planning and Zoning Division

Community Partners: Local landowners, Local businesses

Timeline: Near or medium term

Estimated Cost: $-$$

Potential Funding Sources: Grants; partnerships

Continue Compatible Land Use Patterns

The Sunrise Corridor Community envisions a thriving future where today's mix of light industrial, residential and commercial uses continues to create complete communities where residents, employees and business owners work together to create success. Agency partners and an engaged community can work together to ensure that development opportunities keep pace with changes in business needs and technology. This includes planning for changes in population and local work activities, to help maintain the balance that local community members said they value today.

- **In some cases there may be no regulatory changes needed.** Existing regulation accommodates day-to-day interactions between more- and less-intense uses, like homes abutting a lot with light manufacturing. In these cases, design that incorporates trees, bushes, slight hills or driveway location can avoid sound, sightlines and transportation access issues.

- **In some long-term cases the community may explore minor City or County zoning changes for specific lots to create opportunities that best serve residents, workers or businesses.** An example could be changes from light industrial to light commercial or retail between residential zones, to create walkable, service-oriented uses for residents. Another opportunity explored with the community was mixed use zone overlays to further incentivize retail or food businesses co-located or close to light industrial employment areas. This would be one way to provide for dining, recreation or service options for people living or working in the area, possibly reducing car travel for lunch or groceries.

Partner Agencies: City of Happy Valley, Clackamas County Office of Economic Development, Clackamas County Planning and Zoning Division

Community Partners: Sunrise Community Coalition, Local businesses

Timeline: Medium or long term

Estimated Cost: $

Potential Funding Sources: Partnerships, Staff time

Neighborhood Identity

A neighborhood derives its distinct identity from elements such as land use, landscaping, open space, urban design, transportation, architectural elements, and the size and scale of development and infrastructure. Neighborhood art, such as murals and sculptures, can provide character and a sense of place to communities. The following actions can help provide neighborhood art within the study area:

- **Explore regulation to allow public art and murals.** Existing regulations address signs on public property, but do not explicitly cover public art and murals. The issue has the potential to result in complex legal issues for owners and agencies. Vision partners should assess the need for regulation and create coordinated polices and guidelines that allow for public art and murals.
- **Encourage and facilitate partnerships with businesses:** Buildings, pavement, and other hardscaping within the corridor provide potential spaces for murals and other types of public art, which can create a sense of community identity and placemaking. This action would identify buildings, sidewalks, and other spaces eligible for public art and partner with local companies to request and develop mural space.
- **Hire local artists:** Once art space is identified, contract with local artists to prepare installations. Potentially collaborate with local nonprofits to collect applications for art projects.
- **Increase placemaking signage:** Signs that identify places in the community can help establish style and function in a space, define and celebrate community, and provide local wayfinding. This action would identify, design, and install signs.

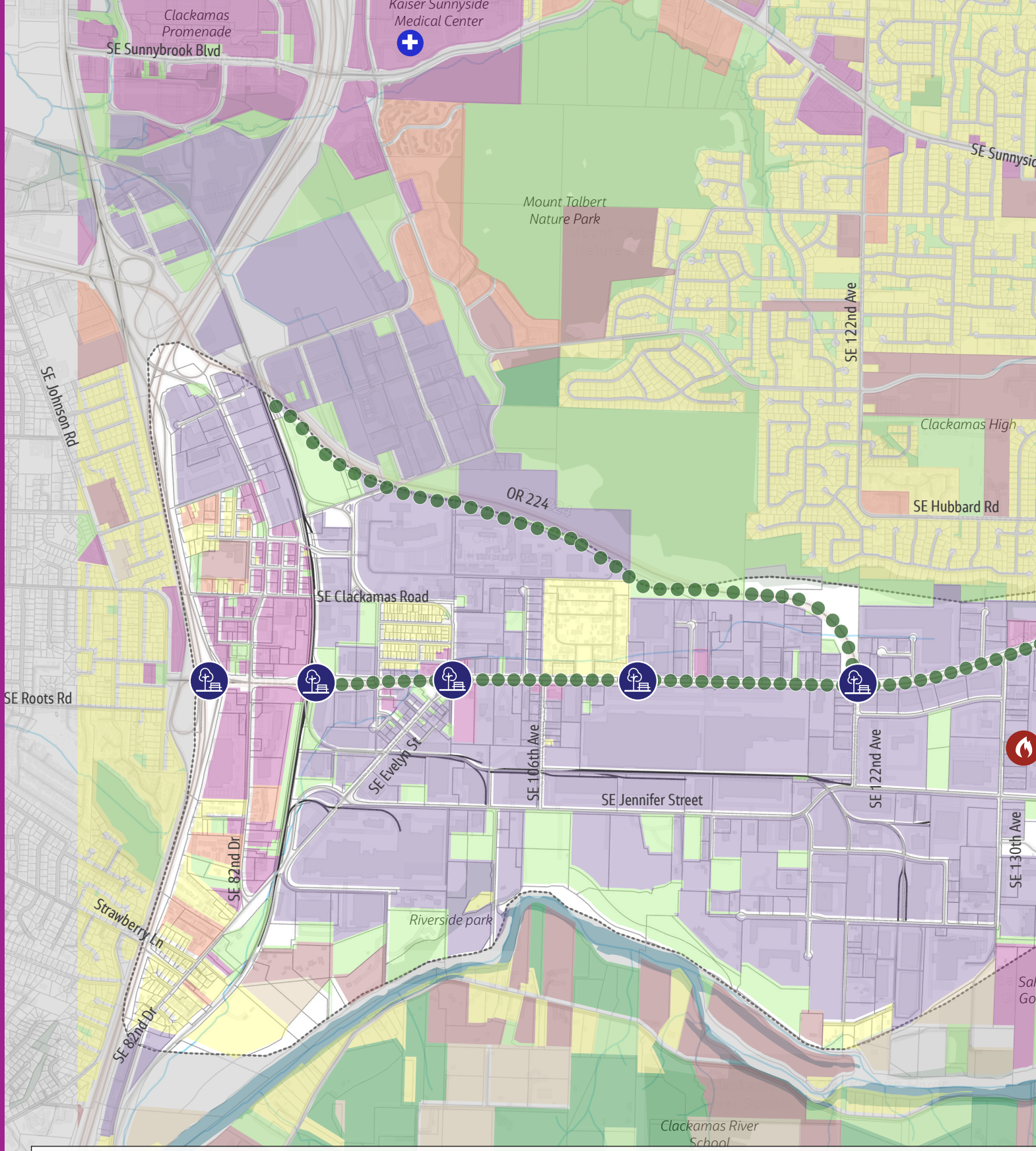
Partner Agencies: Clackamas County, City of Happy Valley

Community Partners: Sunrise Community Coalition, Local businesses, local landowners, local nonprofits

Timeline: Near or medium term

Estimated Cost: $-$$

Potential Funding Sources: Grants; partnerships

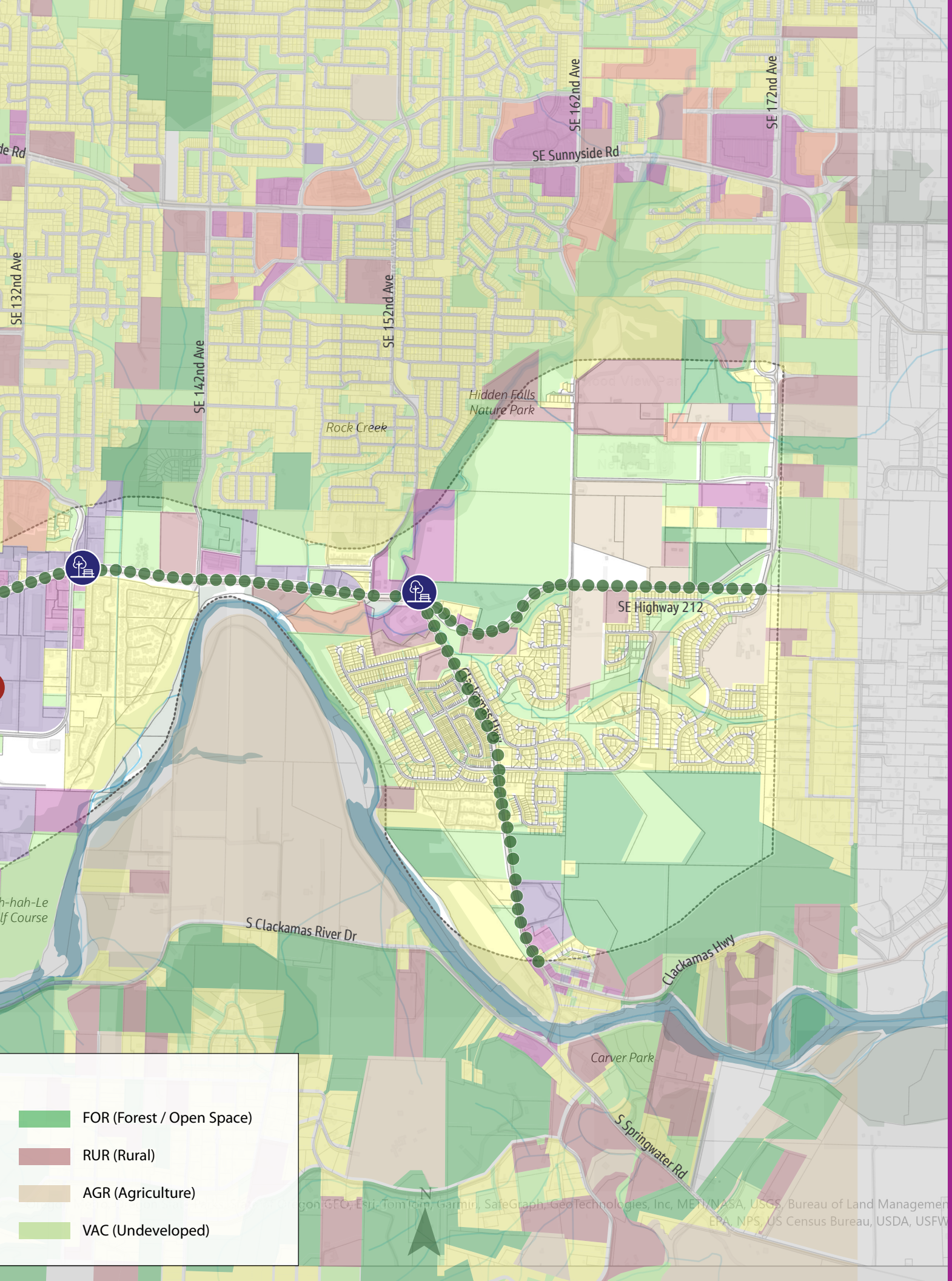


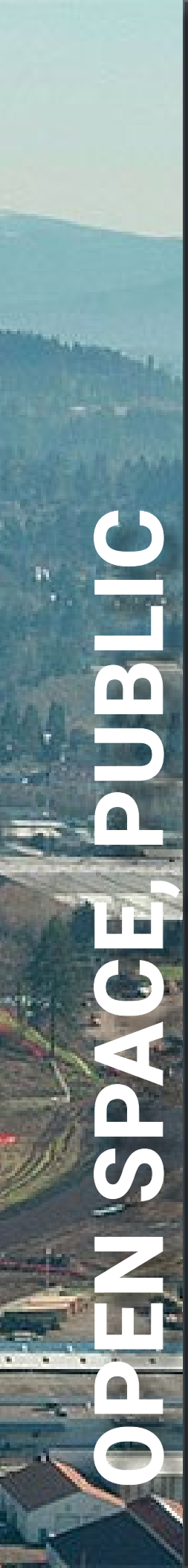
Legend

- Streets
- Railroad
- Corridor Identity Treatments (i.e. street trees, public art, pedestrian scaled infrastrucutre, placemaking)
- Possible Planting Locations
- Clackamas Fire (Station 08)
- Kaiser Permanente Sunnyside Medical

Zoning Generalized Classification

- COM (Commercial)
- IND (Industrial)
- MFR (Multi Family Residential)
- SFR (Single Family Residential)


SE 132nd Ave
SE 142nd Ave
SE 152nd Ave
SE 162nd Ave
SE 172nd Ave
SE Sunnyside Rd
Hidden Falls Nature Park
Rock Creek
SE Highway 212
S Clackamas River Dr
Clackamas Hwy
Carver Park
S Springwater Rd
FOR (Forest / Open Space)
RUR (Rural)
AGR (Agriculture)
VAC (Undeveloped)
N



OPEN SPACE, PUBLIC HEALTH AND ENVIRONMENT

SUMMARY

Residents and employees cannot access the many open areas safety or easily (such as Mount Talbert Nature Park, Hidden Falls Nature Park, Riverside Park, Carver Park, the Clackamas River, and the Sunrise Project Multi-Use Path). The community has indicated that protecting the Clackamas River and expanding access for recreation are high priorities. Community members and key stakeholders want a more livable and sustainable place to live, work, and play. In addition, a large amount of paved surfaces and buildings, coupled with limited trees and landscaping in the urbanized parts of the corridor, creates a heat island effect. Community members have expressed a desire for expanded access to nature both within and around the study area.

KEY ISSUES IN THE COMMUNITY

At-risk air and noise quality. Air and noise pollution can exacerbate existing physical and health issues, such as asthma, bronchitis, heart disease, and mental issues. Additionally, they can increase hospital and emergency room visits, leading to lost work and school days, and unexpected expenses.

Local heat retention and minimal tree cover. Development over the past 40 years has reduced the acres covered in trees, vegetation, and natural habitat. Direct sun exposure creates uncomfortable levels of ambient heat. Paving or roofing material retains heat well past sundown, and constant exposure to heat can result in illness or injury.

Insufficient open space and parks in neighborhoods. Development in the form of large industrial sites and warehouses limits the amount of open space available to residents and workers. Families are looking for places to play and interact with their community. Residents are also concerned about the traffic in the area and development impact on local wildlife that may be moving through the area on the way to the natural spaces south and north of the study area.

Limited access and connections to green spaces. Connectivity and access to the Clackamas River and other natural areas are limited, despite how close these features are to residents. Community members have expressed the need to enhance and expand the existing trails in and around the project area, and to connect residents to open spaces for recreation and personal health purposes. Planned trails create an opportunity to improve public health through increased exercise, access to nature, and connections between people.

Connect and Protect Open Spaces and Natural Areas

The Sunrise region is home to many natural areas of interest, including the Clackamas River, Hidden Falls Nature Park, Riverside Park, Scouter's Mountain, Mount Talbert Nature Park, and Carver Park. This diverse array of open spaces presents an opportunity to link these areas through bike paths, pedestrian walkways, and multi-use trails. By connecting the existing open spaces in the region, residents and visitors will have abundant opportunities to enjoy the outdoors.

To give people the opportunity to spend more time in nature, better access is required, including preserved green spaces and programs and events that encourage people to spend time outside. Providing safe outdoor spaces where people can congregate intergenerationally is conducive to public health. Agency partners, including Happy Valley, Metro, Clackamas County, and the North Clackamas Parks District can take the following higher-priority steps:

- Create neighborhood connectors between Mount Talbert Nature Park and the neighborhood south of the Sunrise Corridor.
- Enhance urban spaces and riparian buffers to support local wildlife. County-level focus could be on planting native species and creating bird- and pollinator-friendly habitats.
- Protect the existing natural creek and trees (such as the coastal redwood) as development comes in.
- Partner with local businesses for equipment to borrow and enjoy the river; host free community events to provide equipment.
- Partner with organizations to create inclusive pedestrian, bike, and automobile parking access to the Clackamas River. Additionally, make efforts to restore the salmon passage along the river, and create an educational trail with signage about salmon, local wildlife, and other environmental and botanical information about the riparian land and river.

Partner Agencies: Clackamas County Transportation Division, North Clackamas Parks and Recreation District, Clackamas County Public Health Division, City of Happy Valley, ODOT

Community Partners: Sunrise Community Coalition, Local nonprofits

Timeline: Near or medium term

Estimated Cost: $$-$$$

Potential Funding Sources: Grants, Partnerships

Improve Environmental Quality

Environmental quality includes air quality, water quality, watershed health, and noise pollution. The local community members, especially residents, are concerned about these elements as they pertain to public health and livability. Residents understand that traffic, freight, and manufacturing impact environmental quality; however, these effects can be managed and mitigated to provide the clean air, clean water, and access to quiet spaces that are key to public health.

Key actions include:

- Work through NEPA to create a buffer between residential neighborhoods and large roads and industrial areas using trees, walls, and landscaping.
- Work through NEPA, with the Oregon Department of Environmental Quality, to install a low-cost air quality sensor or air quality monitoring equipment, or both.
- Develop a community outreach program to identify a site in the study area to work through NEPA for real-time air quality health information monitoring.
- Monitor noise, through NEPA, to identify mitigation options.
- Continue to partner with Clackamas Water Environment Services to deploy an environmental monitoring program, which includes evaluations of watershed health, waterway connectivity, stream health in surface water areas, and geomorphic monitoring to evaluate the impacts of urban runoff on stream habitat.

Partner Agencies: North Clackamas Parks and Recreation District, Clackamas County Public Health Division, City of Happy Valley, Oregon Department of Environmental Quality, Clackamas Water Environment Services

Community Partners: Sunrise Community Coalition

Timeline: Near or medium term

Estimated Cost: $$

Potential Funding Sources: Grants; partnerships

Reduce Heat Island Effect

A 2023 Portland Metro heat study found the Clackamas Industrial Area to be the one of the hottest areas in the Portland Metro region, because of its high proportion of paved surfaces and buildings. Multifamily residential, mixed-use, commercial, and industrial land uses contribute to heat island effects, where cement and asphalt paved surfaces and buildings reduce shade and moisture, increasing temperatures. Urban areas have significantly higher temperatures than natural areas or the countryside.

Expanding the tree canopy can mitigate this by adding shade, cooling the area, and improving air quality. Clackamas County and the community have worked together to reimagine the urban space to reduce the heat island effect. These suggested efforts include planting trees and vegetation buffers, promoting sustainable building methods, and softening large parking areas by including shade, landscaping, and pervious pavement. To achieve this, the community could conduct the following:

- Identify candidate locations and corridors to increase tree cover, landscaping, and vegetation to help cool the air.
- Utilize planting buffer strips between sidewalks and streets to increase tree cover and treat stormwater drainage to reduce heat island effects. Landscape planting buffer strips also improve pedestrian safety, capture and filter stormwater, and reduce pavement.
- Implement green technologies, such as green roofs, rooftop gardens, and reflective coatings. Work with developers and building code regulations to incorporate the use of materials that reflect more sunlight and absorb less heat.
- Introduce open space and recreational features that help reduce pavement coverage, such as parks, water features, and other features to introduce shade and cool the air.

Partner Agencies: North Clackamas Parks and Recreation District, Clackamas County Public Health Division, Clackamas County Planning and Zoning Division, City of Happy Valley

Community Partners: Sunrise Community Coalition, Local businesses

Timeline: Short-term

Estimated Cost: $-$$

Potential Funding Sources: Grants; partnerships

Create and Connect New Multiuse and Nature Trails

The community can benefit from the development of new trails to offer safe and scenic routes for walking, biking, and exploring nature. Trails promote physical activity and overall well-being, provide opportunities to strengthen community bonds, encourage environmental stewardship, and support wildlife habitats through new trails and outdoor connectivity. The City of Happy Valley and Clackamas County can take the following steps to achieve such goals:

- Develop parklet viewpoint areas for viewing the river and other natural areas.
- Develop and implement a Clackamas River Trail through the area.

Partner Agencies: Clackamas County Transportation Division, North Clackamas Parks and Recreation District, Clackamas County Public Health Division, City of Happy Valley, ODOT, Metro

Community Partners: Sunrise Community Coalition

Timeline: Medium and long term

Estimated Cost: $$

Potential Funding Sources: Grants; partnerships

Enhance river access points and parks

The Clackamas River is an asset to the county. Beyond being picturesque, the Clackamas River supports important wildlife habitats, provides drinking water and hydroelectric power, and is a favorite recreation spot for rafting, hiking, and fishing. Steps to enhance river access points and parks include the following:

- Create a riparian protection buffer between existing river and any future development.
- Identify potential riverfront recreation opportunity areas.
- Develop more entry points and trails that connect communities to the river.

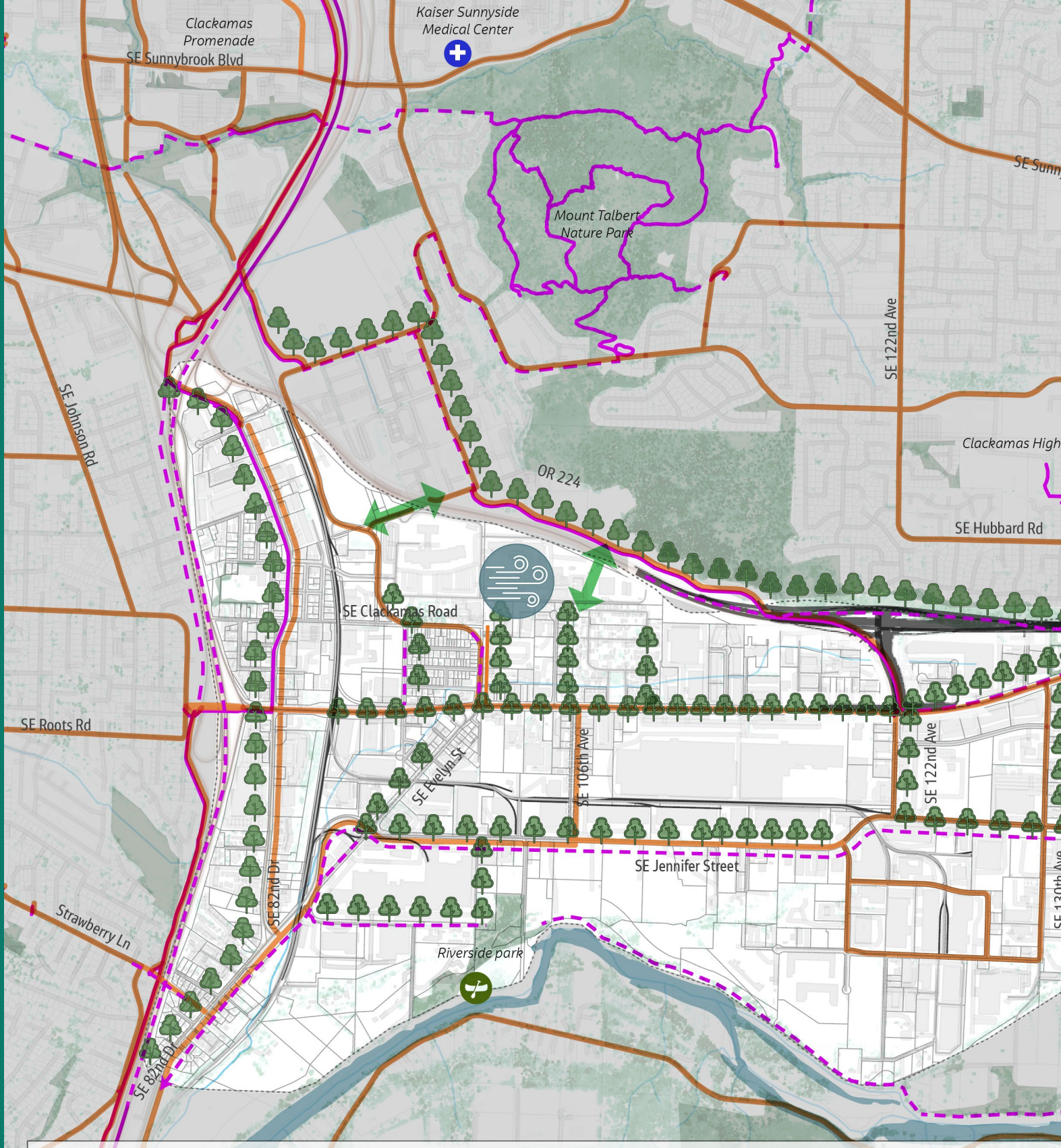
Partner Agencies: North Clackamas Parks and Recreation District, City of Happy Valley

Community Partners: Sunrise Community Coalition

Timeline: Medium term

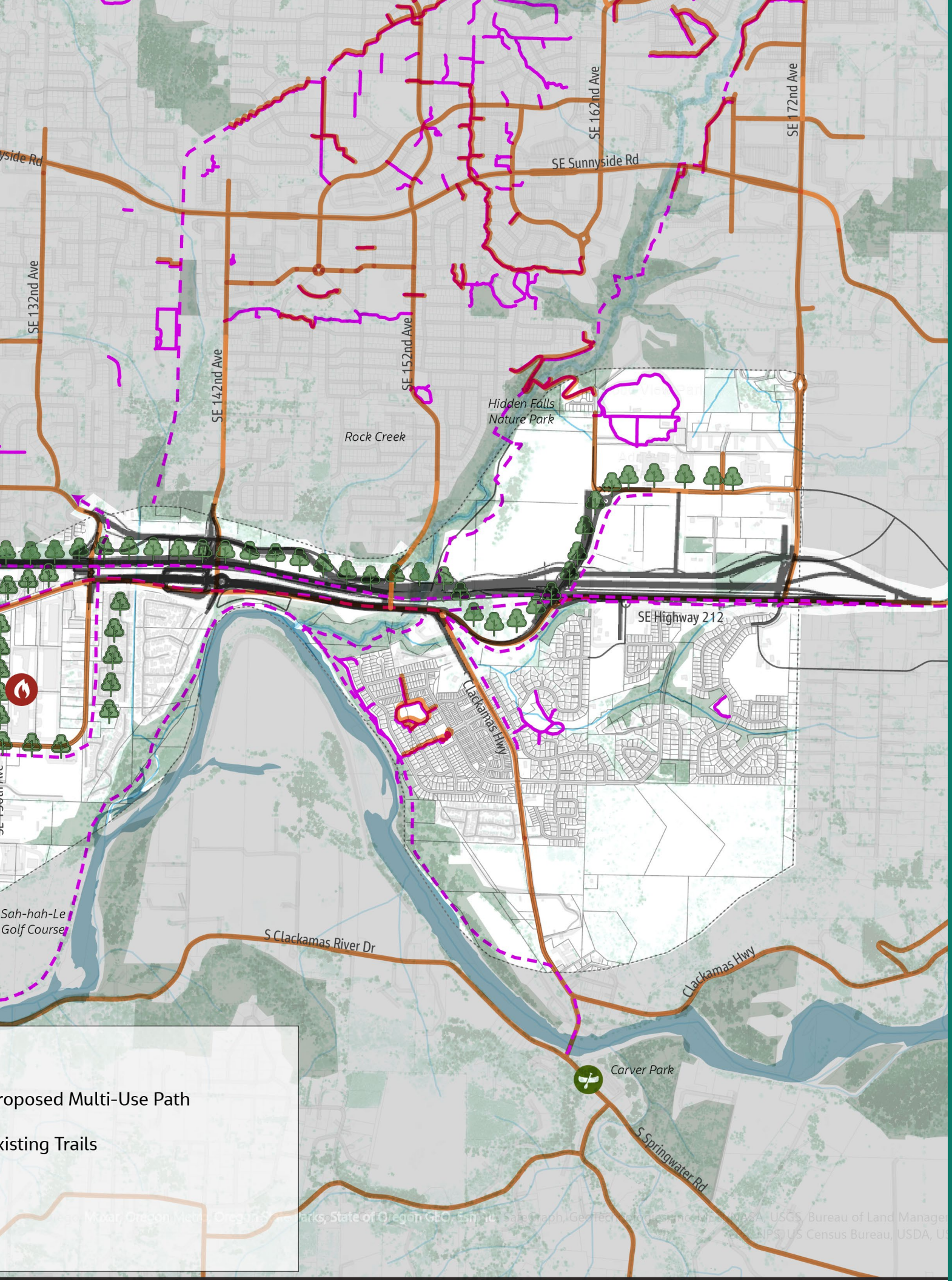
Estimated Cost: $-$$

Potential Funding Sources: Grants; partnerships



PUBLIC HEALTH

- Air Quality Monitoring Area
- Riverfront Recreation Opportunity
- Neighborhood Connector
- Clackamas Fire (Station 08)
- Possible Green Corridor Opportunity
- Existing Tree Cover / Open Space
- Kaiser Permanente Sunnyside Medical
- Pr
- Ex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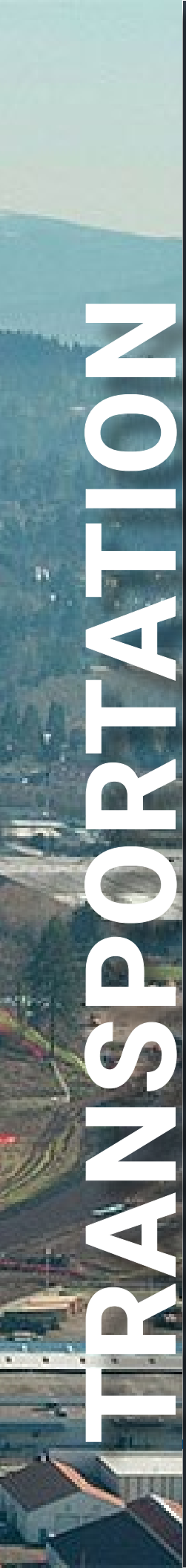


TRANSPORTATION

SUMMARY

The Sunrise Corridor Community relies on local transportation connections and access across the region and state. People and businesses across the Portland Metro region rely on OR 212 and OR 224 to connect to Central Oregon and beyond, as they are important links for commerce and personal connection. OR 212 and OR 224 are regionally significant, especially as there are few east/west corridors in the area. The community needs safety, multimodal improvements, and truck and freight solutions along the corridor.

KEY ISSUES

Meeting statewide, regional and local mobility needs. OR 212 has served the region as surrounding communities have grown nearby, creating conflicts with its original purpose as a major east-west state highway. Today people go to local destinations and bike or walk more than before. The road network is over capacity, causing traffic congestion and crash risks. Not serving today's transportation needs leaves the employers and communities unprepared for growth.

Traffic safety. Fifteen segments of OR 212 and OR 224 are on ODOT's Safety Priority Index System lists because of high numbers of injury-inducing or fatal crashes. This includes crashes involving people walking and biking in the study area.

Challenges crossing major roadways. OR 212 and 224 contribute to the local economy but act as a physical and perceived barrier to the community, specifically for residents. Safe, protected, and grade-separated crossings are needed to help employees complete their transit trips, to help children safely arrive at school, to help families access recreation, and to support independence and self-sufficiency among seniors. The community needs locations identified and safe and accessible crossings designed for nonmotorized travel.

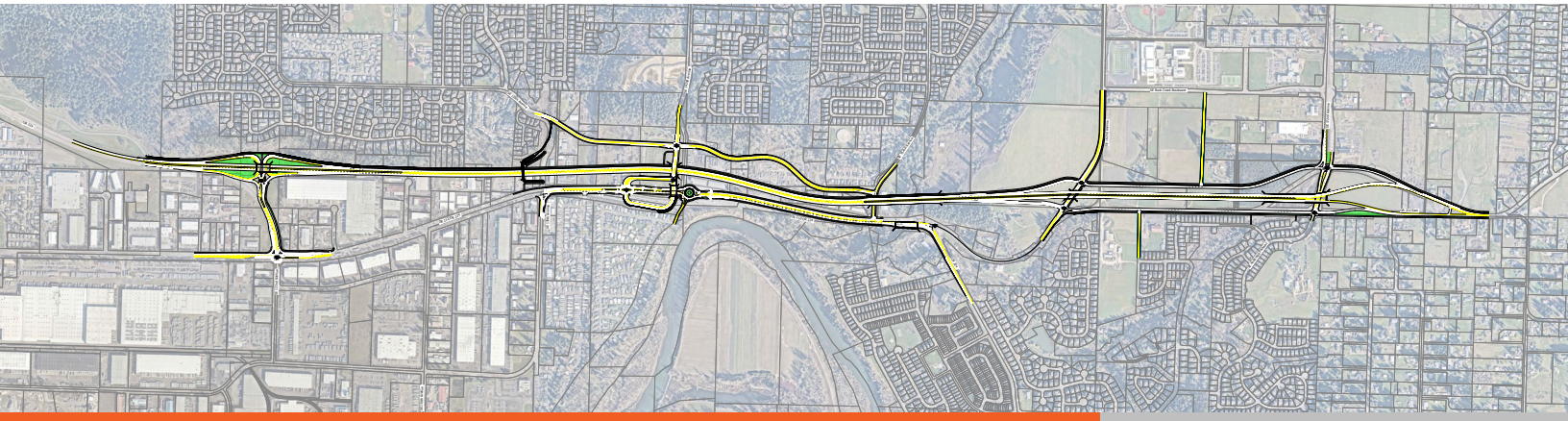
Limited multimodal travel options. The existing regional trail and on-street network has large gaps that make walking and biking a more difficult, inconvenient, and uncomfortable travel option. People want more options to get around in the study area. Community members feel that there are limited options to walk or bike, and updating these facilities to make them safer are a top priority. According to U.S. Census data, nearly 10 percent of households west of SE 142nd Avenue do not own a vehicle, 9 percent of workers commute by walking, and 8 percent of workers commute by public transit. Lastly, 17.5 percent of people in the area have a physical, mental, or emotional disability, and would gain more independence with increased travel options.

Network insufficient for truck and freight needs. Existing roadways can't accommodate the size and number of freight trucks in the area that serve statewide and local markets. This creates safety issues for both trucks and other road users. People shared about freight barriers into or through the Clackamas Industrial Area because of limited road space, short queuing areas, and limited parking.

BIG MOVE

Implement Sunrise Gateway Corridor Refinement Plan

The Sunrise Gateway Corridor Refinement Plan would improve safety on the corridor; increase mobility between I-205 and U.S. 26; and enhance transit, pedestrian, bicycle, auto, and freight connections in the area, and overall regional access and connectivity. ODOT, Clackamas County, and other partners will work together to advance the plan.



Step 1: Confirm Local and Regional Support

Following consensus by the agency partners, the Clackamas County Board of County Commissioners and Happy Valley City Council will formally support the Sunrise Gateway Corridor Refinement Plan adopting a resolution of support. This action will allow the agency partners to seek funding and move forward with the NEPA Reevaluation effort.

Step 2: Secure Funding

ODOT, Clackamas County, Happy Valley, and Metro will need to pursue funding for each stage of the Sunrise Gateway Corridor Refinement Plan. Key funding sources for these facilities could include programs such as the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program, the Infrastructure for Rebuilding America (INFRA) program, Highway Safety Improvement Program, the Statewide Transportation Improvement Program, Regional Flexible Funding Allocation (RFFA), and other sources described in the Refinement Plan.

PARTNER AGENCIES: Metro, ODOT, Clackamas County and Happy Valley

TIMELINE: Near term

COST: $

Step 3: National Environmental Policy Act Reevaluation and Environmental Permitting

An environmental impact statement (EIS) was completed in 2010 to satisfy National Environmental Policy Act (NEPA) requirements for the corridor. To support the Refinement Plan, a reevaluation report will need to be prepared and accepted by FHWA. The reevaluation would determine whether there is a need for a supplemental EIS or whether the Refinement Plan is generally consistent with the Final EIS and could meet the original Purpose and Need.

PARTNER AGENCIES:	TIMELINE:	COST:
Metro, FHWA, ODOT, Clackamas County, Happy Valley, Sunrise Community Coalition	Medium term	$$

Step 4: Amend Refinement Plan into Local, Regional, and Statewide Plans

Following the NEPA reevaluation effort, the Sunrise Gateway Corridor Refinement Plan will need to be adopted by the City of Happy Valley and Clackamas County into their respective transportation system plans to demonstrate local support for the recommended changes, initiate regional and statewide adoption, and set the stage for the Design and Construction of the project. Each entity will need to file a 35-day notice with the Oregon Department of Land Conservation and Development and hold evidentiary public hearings with their planning commissions followed by the City Council and Clackamas County Board of County Commissioners. Following local adoption of the Refinement Plan, Metro and ODOT will need to amend the Regional Transportation Plan and the Oregon Highway Plan, respectively.

PARTNER AGENCIES:	TIMELINE:	COST:
City of Happy Valley, Clackamas County, Metro, ODOT, Oregon Department of Land Conservation and Development, Sunrise Community Coalition	Medium term	$

Step 5: Design

Further refinements to the recommended Refinement Plan Alternative will need to be completed to prepare this project for final design and construction. It is recommended that a 20 percent design be prepared following completion of the environmental reevaluation report or in conjunction with a supplemental FEIS, if deemed necessary. Clackamas County, ODOT, City of Happy Valley, and partner agencies prior to or during the design phase will implement agreements on design, construction, funding, maintenance, operations, and/or facility ownership.

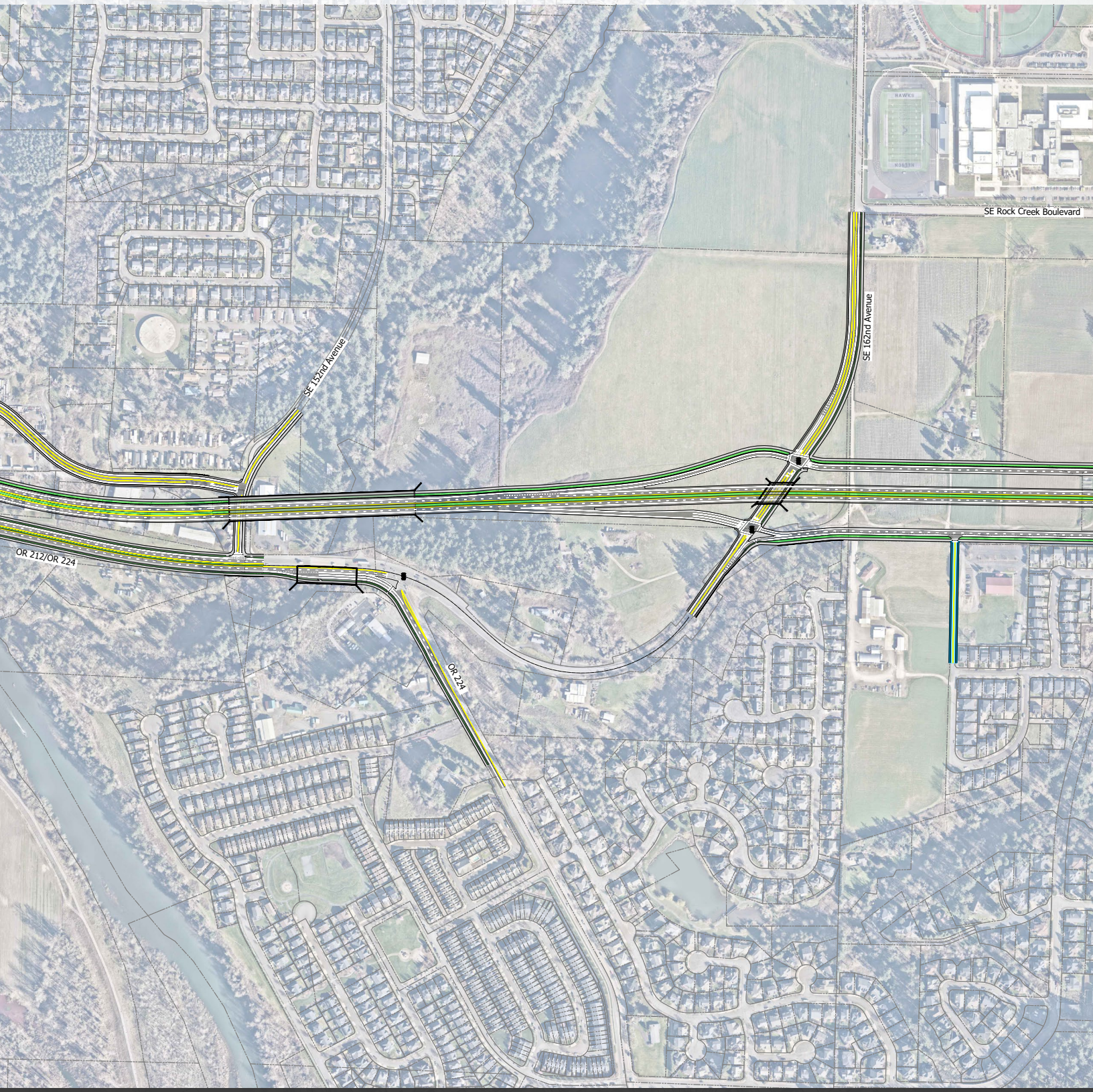
PARTNER AGENCIES:	TIMELINE:	COST:
ODOT, Metro, Clackamas County, Happy Valley, Sunrise Community Coalition	Medium term	$$

Step 6: Construction

ODOT will prepare plans, specifications, and cost estimates (local roadway improvements may be led by local agencies) for competitive construction bids. Once ODOT determines the contracting mechanism—whether a traditional design, bid, and build or an alternative delivery method—the project will be advertised for construction bidding and be built. Similarly, local agencies may use different methods to design, bid, and build local roadways.

PARTNER AGENCIES:	TIMELINE:	COST:
ODOT, Metro, Clackamas County and Happy Valley	Long term	$$$

SE 135th Avenue
SE 142nd Avenue
OR 212/OR 224
SE 135th Avenue
SE 130th Avenue


SE Rock Creek Boulevard
SE 162nd Avenue
SE 152nd Avenue
OR 212/OR 224
OR 224

Enhance SE 82nd Drive Corridor

BIG MOVE

SE 82nd Drive is an important cultural and historical neighborhood for local residents and small businesses. This corridor has local amenities including major grocery stores, home retail stores, offices, school and religious facilities, and social service offices, as well as a mix of housing options in single-family homes, apartments, and manufactured homes.

The corridor is a nexus of the many issues raised by community through this plan: abutting residential uses near light industrial and commercial activity, poor pedestrian crossings and infrastructure, unsafe bus stops, needed neighborhood livability improvements, and opportunities to maintain and foster livable communities. As such, SE 82nd Drive presents an opportunity to improve one of the area's oldest neighborhoods.

The Visioning Study identified overarching improvements like new and refurbished commercial properties, pedestrian safety through sidewalk connections, lighting and landscaping; modernized crossings at Highway 212 and accessing residential areas; and increased transit service with new bus stops and transit connection points. Clackamas County can work with partners to help SE 82nd Drive thrive and adapt through the following steps.

- SE 82nd Drive Corridor Plan
  In coordination with ODOT, Metro, and TriMet, develop a community-driven plan to prepare SE 82nd Drive for the future and enhance transportation safety and public health.

- For transportation, go beyond a vision to advance preliminary (30%) designs for roadways, crossings, sidewalks, and bus stops, and integrate preferred alternative from the I-205 multiuse path project.
- For land use, develop local design guidelines to enhance opportunities for small businesses in walkable neighborhoods and reduce permitting requirements inhibiting future development.
- The SE 82nd Drive Corridor Plan will identify specific funding programs and create project cost estimates and summaries to prepare the plan for adoption by relevant agencies and grant applications.

Partner Agencies: Clackamas County Transportation Division, TriMet, ODOT, City of Happy Valley, Metro

Community Partners: Sunrise Community Coalition, Local businesses

Timeline: Short and medium term

Estimated Cost: $$

Potential Funding Sources: Regional flexible funds and federal capital programs

Complete I-205 Multiuse Path Gap Plan

QUICK WIN

The I-205 multiuse path currently provides a bicycle and pedestrian connection along I-205 from Vancouver, Washington to SE 82nd Drive in Gladstone, Oregon. The path provides 16.5 miles of continuous off-street travel for people walking and bicycling.

However, there is a one-mile gap in the path from SE Herbert Court to OR 212 in Clackamas County. The I-205 Multiuse Path Gap Plan would engage community members and stakeholders to develop an alignment and design solution to fill in the one-mile gap, providing a completed path for pedestrians and bicyclists, and improving safety and accessibility.

Partner Agencies: Clackamas County Transportation Division, ODOT

Community Partners: Sunrise Community Coalition

Timeline: Medium term

Estimated Cost: $$

Potential Funding Sources: Grants; partnerships

Provide Sidewalk Infill, Bicycle Network, and Transit Connections

A safe and connected pedestrian network is important to increase walking as a mode of transportation. The Vision and other County plans identify roads that are missing sidewalks or only have a sidewalk on one side of the street. These sidewalks connect people to transit stops and important locations for families, such as grocery stores, schools, and housing. This project also identified needed bicycle network upgrades, including bike lanes and multiuse path improvements.

Filling in these gaps is key to improving safe travel. This can benefit the most vulnerable travelers who may not have multiple cars at home. There are flexible regional funding options for sidewalks, bike lanes and transit stops - including federal and regional grant programs, and transit capital funds - and they can sometimes be included in large scale corridor projects. One example was a County application to Metro's regional flexible funding allocation cycle for sidewalk and roadway improvements on SE Jennifer Avenue. Sidewalks are also funded as requirements with land developments. Key steps to implementation include the following:

- Engage local affected communities to verify sidewalk improvement and connection needs, and to prioritize locations in a transparent and community-centered way.
- Prepare grants requests to implement the prioritized projects individually or in a package, clearly communicating the needs and benefits and community buy-in.
- Advance sidewalk designs to shovel-ready status, prepare cost estimates and obtain required construction approvals.
- Provide lighting upgrades along the corridor, targeting safety benefits for people walking and bicycling, pedestrian-scale infrastructure, and illumination for people at transit stops. (Combine lighting upgrades with neighborhood art for the community.)

Partner Agencies: Clackamas County Transportation Division, ODOT, City of Happy Valley, Metro

Community Partners: Sunrise Community Coalition

Timeline or Phasing: Short term

Estimated Cost: $$$

Potential Funding Sources: Regional flexible funds; federal capital programs; private development; community pathways program

Enhance Freight Access and Parking

Truck drivers in the study area need safe and reliable space to maneuver, transfer, and deliver goods; and to access warehouses, loading docks, or other facilities without concern of conflicts with other roadway users. Because there are many large trucks in the area during the daytime, streets design must accommodate all vehicles, reducing day-to-day congestion and unsafe maneuvers. Key steps to implementation include the following:

- Use Metro's Regional Freight Network as a starting point to check the safety and functional status of the established freight network.
- Connect local streets within or near the network to better accommodate freight access and mobility needs.
- Construct near-term local safety improvements on connecter and local roads, such as corner truck aprons, curbs, and safer pedestrian spaces.
- Identify a location and develop a truck parking and queuing mini freight hub; add tree cover, landscaping, restrooms, and a commercial corner store.

Partner Agencies: ODOT, Clackamas County Transportation Division, Clackamas County Office of Economic Development, City of Happy Valley

Community Partners: Sunrise Community Coalition, Local businesses

Timeline: Medium or long term

Estimated Cost: $$

Potential Funding Sources: Partnerships; grants

Enhance Transit Passenger Facilities

Residents in the study area need bus stops that are safe, convenient, comfortable, and have amenities to facilitate transfers between transit and other modes. Amenities may include rain and shade cover, bicycle parking, seating, transportation route information, and capacity to accommodate multiple routes to facilitate transfers between transit routes. Some transit passenger facilities will be upgraded as part of the Gateway Project; this will happen through NEPA as part of the Refinement Plan. Steps to improve access to transit include the following:

- Work with community to prioritize amenities including shelters, transit maps, bicycle parking, lighting, and trash bins based on ridership, routes, and existing land uses. Determine necessary pedestrian infrastructure.
- Coordinate with TriMet and other local agencies and property owners to determine available right-of-way where enhancements are needed.
- Work with ODOT and local jurisdictions to improve streets.
- Identify potential locations to improve passenger transfers and good sidewalk connections such as standard bus stops or mini-hubs that provide links to other modes and amenities.

Partner Agencies: TriMet, ODOT, Clackamas County Transportation Division

Community Partners: Sunrise Community Coalition

Timeline: Medium to long term

Estimated Cost: $$

Potential Funding Sources: FTA grants; partnerships

Expand Clackamas County Connects Industrial Shuttle

The Clackamas County Shuttle provides connections to help fill gaps in the TriMet service network, relieve congestion, and support local employment. The study area route links the Clackamas Town Center Transit Center with the Clackamas Industrial Area, getting people to key locations.

The Shuttle Service Area currently excludes part of the Sunrise Project Area, and could be expanded to provide full coverage.

Other goals include enhancing the efficiency and use of the service with strategies such as marketing and public education, incentives through employer transportation benefits, and educating people on the service at local events or businesses.

Partner Agencies: Clackamas County Transportation Division, Clackamas County Office of Economic Development, TriMet

Community Partners: Sunrise Community Coalition, local businesses

Timeline: Near or medium term

Estimated Cost: $-$$

Potential Funding Sources: Federal Grants; STIF Regional Coordination Funds

Support Enhanced Fixed Route Service

TriMet's 2023 Forward Together plan recommended new routes and service balancing that apply to the Sunrise Corridor community. These new long-term routes provide greater service based on updated outreach and market analysis.

TriMet's 2023 Regional Transit-Oriented Development Plan includes goals that encourage communities to offer multimodal, user-friendly, and accessible areas with mixed land use. An effective transit service is built on land use density, connected and safe pedestrian networks, mixed land uses, and building entrances close to stops. Other steps to support this action include the following:

- Zone for transit-supportive land uses near potential transit centers that allow for increased density, mixed uses, and affordable housing (refer to the land use strategies within this document for more detail).
- Provide more options for people to get to and from transit stops from their home and other destinations (for example, siting transit or mobility hubs, sidewalks, and bike lanes, micromobility stations, and local shuttles like the Clackamas County Connects).
- Help explore the idea of expanding transit service in the eastern part of the project area. The eastern service area boundary ends in the Sunrise Corridor community at about SE 162nd Avenue. Expanding the service area could allow for bus service on SE 172nd Avenue.

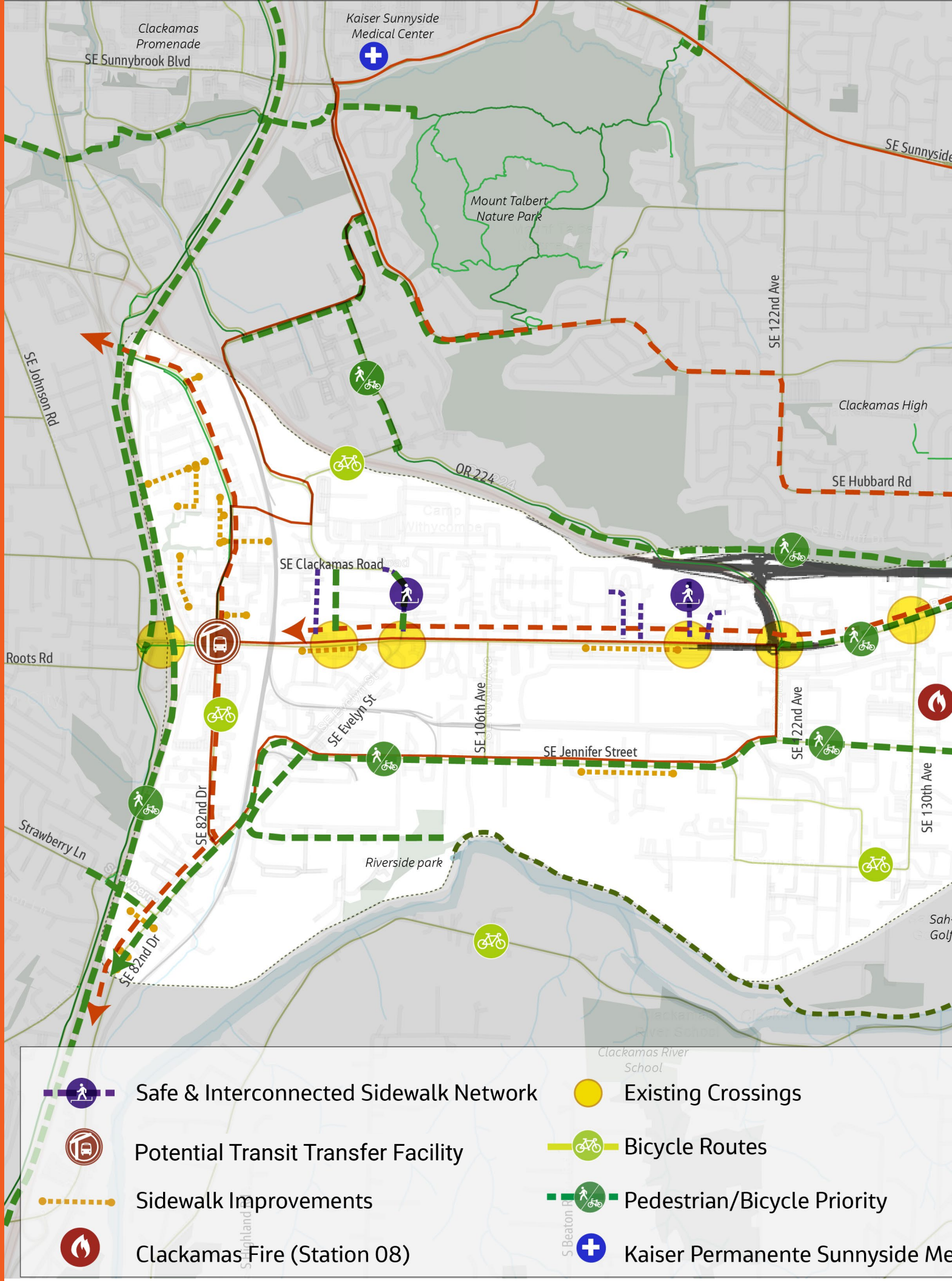
Partner Agencies: TriMet, ODOT, Metro, Clackamas County Transportation Division, City of Happy Valley, ODOT

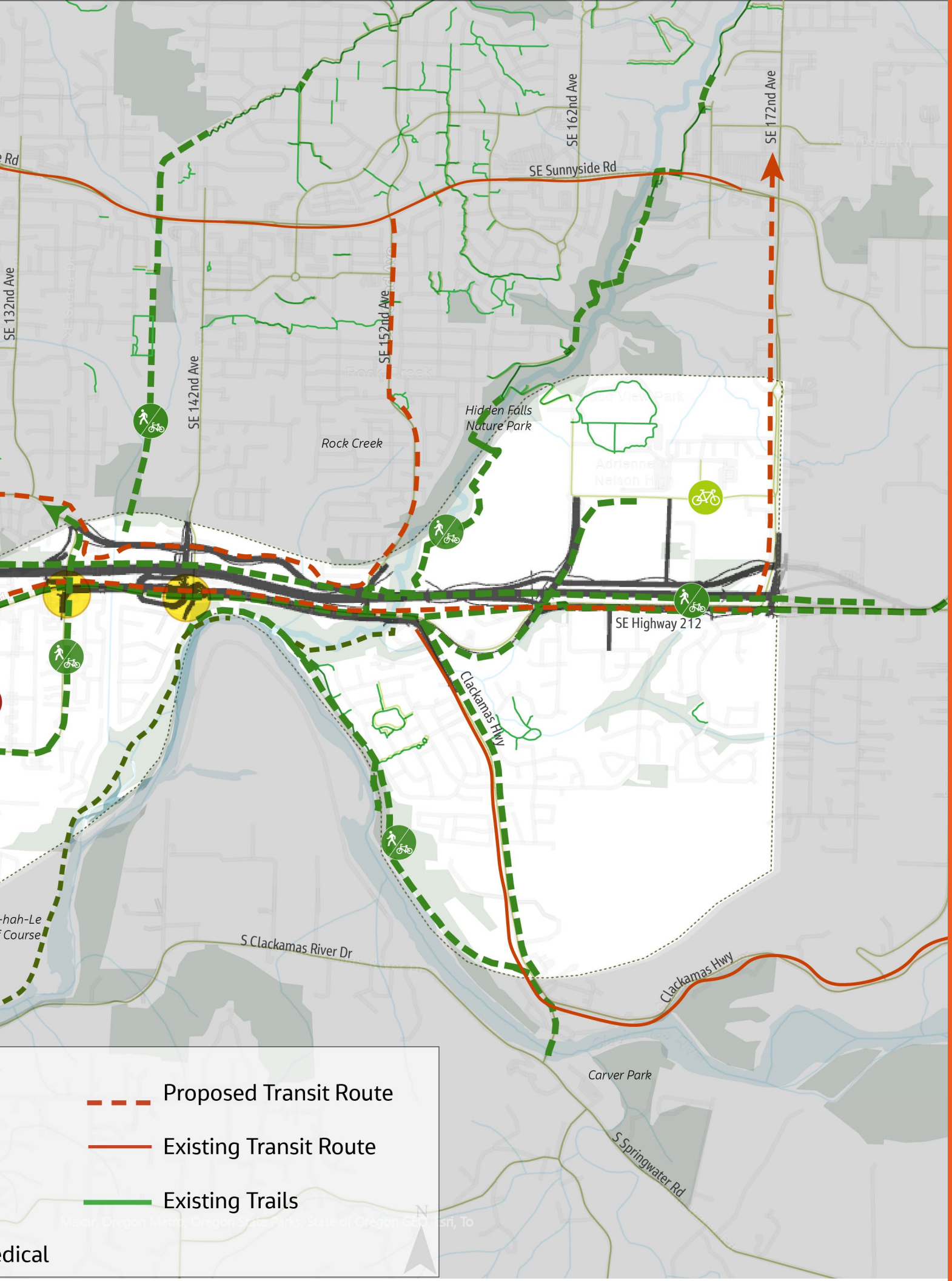
Community Partners: Sunrise Community Coalition

Timeline: Medium term

Estimated Cost: $$-$$$

Potential Funding Sources: Grants; partnerships


Clackamas Promenade
SE Sunnybrook Blvd
Kaiser Sunnyside Medical Center
Mount Talbert Nature Park
SE Sunnyside
SE 122nd Ave
Clackamas High
SE Hubbard Rd
SE Johnson Rd
OR 224
SE Clackamas Road
Roots Rd
SE Evelyn St
SE 106th Ave
SE Jennifer Street
SE 122nd Ave
SE 130th Ave
SE 82nd Dr
Strawberry Ln
Riverside park
SE 82nd Dr
Clackamas River School
Safe & Interconnected Sidewalk Network
Existing Crossings
Potential Transit Transfer Facility
Bicycle Routes
Sidewalk Improvements
Pedestrian/Bicycle Priority
Clackamas Fire (Station 08)
Kaiser Permanente Sunnyside Me


SE Sunnyside Rd
SE 132nd Ave
SE 142nd Ave
SE 152nd Ave
SE 162nd Ave
SE 172nd Ave
Rock Creek
Hidden Falls
Nature Park
SE Highway 212
Clackamas Hwy
S Clackamas River Dr
Clackamas Hwy
Carver Park
S Springwater Rd
Proposed Transit Route
Existing Transit Route
Existing Trails

Implementation Plan

An implementation plan takes strategies and ideas and turns them into tangible, manageable actions and projects that can make a positive difference for a community. Over 20 actions are identified in the Sunrise Corridor Community Vision that address critical issues and concerns brought up by both residents and businesses. The Vision was co-created by project partner agencies and the Sunrise Corridor Community through a comprehensive public outreach process. Creating lasting solutions that will improve the Sunrise Corridor Community now and in the future will require involvement from local, regional, state and federal organizations as well as ongoing support and involvement from the community.

This chapter provides a high-level guide to achieving projects by describing vision phasing (whether actions might occur in the short-term or in the long-term), key project partners, and some ways local advocates on the Sunrise Community Coalition could support these efforts from start to finish.

Vision Phasing

Sunrise Corridor Community Visioning success will depend on implementing the actions identified in the Action Plan. The actions are organized through four main themes:

The figure to the right shows an initial timeline or phasing estimates for the action. Short-term actions align with a 1- to 2-year timeframe, medium-term with a 3- to 5-year timeframe, and long-term with a 6- or more-year timeframe. Actions are estimated to start within their identified timeframe and extend into the future for however long is needed to implement the project. Many actions will be ongoing efforts that work to achieve the project and community vision goals.

Factors that will impact how, when, and to what degree actions are implemented include available and planned funds, grant programs, and local, regional, and state level initiatives. Further, some actions may rely on an iterative process where parts of a project are completed piece by piece. Factors that impact implementation are subject to change; therefore, coordination of activities among project partners will be necessary to ensure seamless and efficient project execution. In addition, planning to the east will continue as the corridor and surrounding areas change.

Actions and Phasing

Actions	Action Start Timeframe: 1-2 years	3-5 years	6-8 years
Jobs and Economy			
Development and Design Standards Align with Modern Industrial Facilities	●		
Continually Assess to Reach Goals Around Mixed-use, Economic Development, and Access		●	
Attract, retain, and cultivate firms in key sectors			●
Create partnerships between industry and higher education to bolster STEM workforce pipeline			●
Open Space, Public Health, and Environment			
Environmental Quality Monitoring	●		
Connect and Protect Open Spaces and Natural Areas		●	
Enhance River Access Points and Parks		●	
Create New Multiuse and Nature Trails			●
Reduce Heat Island Effect			●
Neighborhood and Places			
Create Policies Designed to Retain and Encourage Residential and Small Business Uses	●		
Neighborhood Art	●		
Continue Safe and Accessible Parking Design	●		
Encourage Contiguous Land Use Development Patterns and Adopt Compatibility Regulations Between Uses		●	
Transportation			
Sidewalk Infill, Bicycle Network, and Transit Connections	●	●	
Complete I-205 Multiuse Path Gap Plan	●	●	●
Enhance SE 82nd Drive Corridor	●	●	●
Expand Clackamas County Connects Industrial Shuttle	●		
Enhance Transit Passenger Facilities		●	●
Support Enhanced Fixed Route Service		●	●
Enhance Freight Access and Parking		●	●
Implement Sunrise Gateway Corridor Refinement Plan			●

Sunrise Partners

Clackamas County, City of Happy Valley, Oregon Department of Transportation, and Metro have been part of the collaborative decision-making that led to development of the actions and projects identified in the Vision. Together with the community, they will continue to be involved in future project prioritization (what project(s) should be implemented first), funding, and planning. They will work to implement the Vision with a Sunrise Community Coalition of people to help decide key elements such as types of pedestrian crossings, neighborhood art, and development of future parks.

Sunrise Community Coalition

The process of developing the vision included a Leadership Cohort, a diverse group of community members in advisory roles to learn about, imagine and plan the future. That group is evolving into a coalition of residents, workers, businesses, chambers, organizations, youth, leaders, and public agencies that will work to prioritize the actions and create a work plan for projects they would like to implement.

The coalition, in support of Sunrise Gateway Corridor Vision goals, will work to ensure projects:

- Improve safety
- Increase health and well-being
- Strengthen business opportunities and jobs
- Enhance access to nature and recreation
- Prevent displacement of homes and businesses
- Create new and lasting partnerships

Projects the coalition plans to work on from the start include:

- Training youth and families
- Community murals and public art
- Anti-displacement action
- Restoring nature and parks
- Community events and workshops
- Seeking grants and other funding

Below is a summary of the key agency partners that will frame and provide ongoing resources and support to the Coalition and work together to deliver projects and initiatives.

Clackamas County

Clackamas County provides a wide range of services in a portion of the study area, including land use management, business and development regulation, community health services, and parks and recreation. Community members have said that they would like improved access to natural spaces, improved connectivity throughout the industrial and commercial areas, and improved economic conditions. Addressing these issues requires support and action from Clackamas County.

Clackamas County departments working with land use, development, transportation, public health and other topics and will be key partners in implementing Plan actions. Planning and Zoning, Transportation and Public Health can provide support by permitting and incorporating various changes and improvements to the built environment, and providing support for public health initiatives within the project area.

- **Clackamas County Planning and Zoning Division:** County planners are involved in land use decisions, processing land use applications and making recommendations to the Planning Commission. Planners can work with the Sunrise Community Coalition to support community goals, land use initiatives, and the Sunrise Gateway vision in project areas that are in unincorporated Clackamas County.
- **Clackamas County Transportation Engineering Division; Clackamas County Transportation Maintenance Division:** The divisions of Transportation Engineering and Transportation Maintenance can be key in implementing the various construction-related actions that the Sunrise Gateway Refinement Plan recommends (i.e., new bike lanes, multi-use trails, sidewalks and crosswalks, etc.). The divisions of can work with the Sunrise Community Coalition on infrastructure updates, as well as location signage, protected bike lane types, multi-use trail access points, and other elements.
- **North Clackamas Parks & Recreation District (NCPRD):** NCPRD, which is part of Clackamas County, provides parks and recreation programs, facilities, and services within its boundaries. NCPRD can coordinate with the Sunrise Community Coalition to incorporate community input and provide resources for improving access to parks and open space in the unincorporated Sunrise area.
- **Clackamas County Public Health Division:** The County's Public Health Division works with the aim of improving quality of life and protecting the health and well-being of all residents. This division offers key and tailored resources for healthcare providers, businesses, and community organizations. They can work with the Sunrise Community Coalition by providing guidance on key aspects such as air quality monitoring, family and community health, and forging partnerships for positive public health outcomes in future projects.
- **Clackamas County Office of Economic Development:** The County's Office of Economic Development works with local businesses to ensure a thriving community where businesses are able to grow and flourish. The Office provides resources, works to reduce barriers in property development, and create opportunity zones to incentivize and facilitate long-term investments. The Office of Economic Development can work with the Sunrise Community Coalition by leveraging key partnerships with local businesses and identifying opportunities for collaboration.

- **Clackamas County Public and Government Affairs:** Clackamas County Public and Government Affairs provides strategic messaging, community involvement, and informative content to the public, the Board of Commissioners, and the departments within the County. The Public and Government Affairs office can work with the Sunrise Community Coalition by providing information and coordination about County resources and departments, coordination with the public, and organizations working with the County.
- **Clackamas County Health, Housing, and Human Services (H3S):** H3S works to help individuals, families, and communities in areas of their health including physical and mental health, child and family services, assistance for low-income individuals, housing assistance, and assistance for people with disabilities. H3S can work with the Sunrise Community Coalition by ensuring that actions are tailored to ensure all members of the Sunrise community area able to live, work, play, and thrive.
- **Clackamas County Water Environment Services (WES):** WES provides wastewater services, stormwater management, and environmental education. The department works to protect water quality, public health, and the natural environment. WES can work with the Sunrise Community Coalition by providing information about how actions can integrate with existing programs and infrastructure.

City of Happy Valley

Local jurisdiction of the project area is comprised of both the City of Happy Valley and Clackamas County. Happy Valley covers a large portion of OR 212, residential areas on the east side, as well as Verne A. Duncan Elementary School, Adrienne C. Nelson High School, and Hood View Park.

Happy Valley's involvement in the Plan can occur by serving as the lead agency on key actions like addressing zoning changes and economic initiatives that reflect future land use, recreation, and development needs.

- **Planning Division**: The Planning Division facilitates balanced and sustainable future growth and development across the city. Key to their responsibilities for this plan will be to coordinate with property owners, developers, federal, state, and regional entities, and utility providers in the development and management of future growth. Planners can support the Sunrise Community Coalition to incorporate community input, support funding initiatives, and advocate for goals and actions within the Sunrise Corridor Community Visioning Plan.
- **Economic Development Division:** The City of Happy Valley Economic Development Division (EDD) promotes economic growth, new business, and retention of existing businesses.

For this Plan, the EDD can identify, promote, and facilitate growth and development on unused land within the project area. The EDD can support the Sunrise Community Coalition and the North Clackamas Chamber of Commerce regarding the future use of vacant or underutilized industrial land, and to identify funding mechanisms and economic development programs to foster job creation and other growth needs.

- **Parks & Recreation**: The Parks and Recreation Department can support access to natural areas and open spaces for the community, as well as construction and maintenance of existing and future parks for both residents and visitors. The Parks and Recreation Department can work with the City of Happy Valley and the Sunrise Community Coalition in identifying, siting, and developing parks and natural spaces that reflect the needs and desires of the community.

Education Partners

Education partners in Clackamas County includes the Clackamas Community College and the North Clackamas School District (NCSD). These partners have the potential of helping community development in the region by increasing access to jobs, creating apprenticeship programs, and supporting and growing the local economy.

- **Clackamas Community College:** The Clackamas Community College plays a key role in the region by providing affordable education and successful career paths for students. As a partner, the College has the potential to offer innovation and entrepreneurship in the form of business incubators and innovation centers, connecting Sunrise businesses with students, while also offering financial aid, scholarships, and grants to students.

- **North Clackamas School District:** NCSD serves more than 40 square miles and includes the incorporated cities of Milwaukie, Happy Valley, and Johnson City, among others. In partnership with NCSD, the County can facilitate learning and educational programs with local businesses and industry groups to create and support robust job pipelines. Additionally, the County envisions continuing to work with the School District to ensure access and safe routes to schools.

Other educational partners may include Clackamas Education Service District, Clackamas Workforce Partnership, and WorkSource Oregon.

Oregon Department of Transportation

The Oregon Department of Transportation (ODOT) facilitates the state's transportation network through programs, policies, funding, and infrastructure. State Highways OR 224/OR 212 within the study area are operated by ODOT (with right of way maintained by the City of Happy Valley) and serve as a critical roadway for the state and the region.

- **ODOT Region 1:** ODOT Region 1 will be a critical partner regarding proposed changes to OR 212 within the project area, specifically through implementation of the Sunrise Gateway Corridor Refinement Plan. ODOT's Planning Division and Environmental Division will be involved in any project associated with the state highway network.

- **ODOT Planning**: ODOT's Planning Division will serve as lead project initiator, and conduit between the project and other state agencies. ODOT can work with the Sunrise Community Coalition to incorporate community feedback and project stakeholder meetings.
- **ODOT Environmental:** ODOT's Environmental Division will be an important partner for any modifications or new constructions activities to OR 212 in the project area. Considerations will include NEPA, noise, erosion control, roadside development, and more. ODOT Environmental can work with the Sunrise Community Coalition as a key community engagement partner and will keep residents and businesses informed of environmental requirements and ongoing activities.

Metro

Metro provides regional planning, coordinates land use and transportation activities, and owns and manages regional parks, natural areas, and cemeteries. Metro manages growth and development across the region by setting and determining the Urban Growth Boundary (UGB), establishing habitat conservation areas, and providing resources for economic development/ industrial areas. Metro also prioritizes transportation projects through the Regional Transportation Plan, which identifies projects for federal and regional funding.

Close coordination with Metro's key policy and technical committees will be critical to ensuring the project areas grows and develops in a way that the community desires.

- **Metro Joint Policy Advisory Committee on Transportation (JPACT):** JPACT makes recommendations to the Metro Council on regional transportation priorities and needs. Metro Council must adopt JPACT's recommendations or send them back to JPACT for further deliberation. Metro and JPACT must agree for decisions to be made. Clackamas County is represented on JPACT, and Happy Valley serves as an alternate member. JPACT and the Sunrise Community Coalition can coordinate on issues critical to the Sunrise Corridor, working to reflect local priorities into future Metro transportation policies. Coordination activities would also require support and guidance of both Clackamas County and the City of Happy Valley due to their joint jurisdiction over the project area.

- **Metro Policy Advisory Committee (MPAC):** MPAC advises the Metro Council on regional transportation, management of the urban growth boundary, protection of natural resources, planning responsibilities, and other land use planning issues. MPAC can work with the Sunrise Community Coalition to incorporate community feedback including potential specific land use changes for the Sunrise Corridor Community. Coordination activities would also require support and guidance of both Clackamas County and the City of Happy Valley due to their joint jurisdiction over the project area.

TriMet

TriMet provides fixed route bus service to the project area through 4 existing routes – Routes 30, 79, 155, and 156. These routes provide trips for both residents and workers, to and from the project area. Two future routes are planned to serve the area.

- **TriMet Planning and Policy:** TriMet's key support for this Plan will be through guidance and implementation of capital improvements, bike or bus lane infrastructure, and bus stops and stations. TriMet can work with Sunrise Community Coalition to determine future service needs and reroute buses to improve connectivity changes, specifically those that will occur with future changes to OR 212.

Sunrise Gateway Corridor Refinement Plan Implementation

The refinement plan is a roadmap to an equitable, safe, and multimodal Sunrise Corridor that will support future population and economic growth. It focuses on phase 2 of the broader Sunrise FEIS concept which established both Phase 1 and Phase 2. Phase 1, completed in 2016, included improvements to the I-205 interchange area and the extension to SE 122nd Ave. Phase 2 extends SE 122nd Ave to SE 172nd Ave, that includes improved safety, better east-west connectivity, and enhanced traffic operations.

Implementation of the plan would improve safety on the corridor; increase mobility between I-205 and U.S. 26; and enhance transit, pedestrian, bicycle, auto, and freight connections in the area, and overall regional access and connectivity. It was developed with extensive community input in partnership between Clackamas County, ODOT, Metro, and the City of Happy Valley through two distinct planning efforts – the Sunrise Gateway Corridor Concept (2019-2020) and the Sunrise Corridor Community Vision (2023-2025).

The plan recommendations establish the framework for implementation. ODOT, in collaboration with the City of Happy Valley, Clackamas County, and Metro, will seek funding to conduct formal environmental review, design, and construct improvements along the Sunrise Corridor.

1

Step 1: Confirm Local and Regional Support: Following consensus by the agency partners, the Clackamas County Board of County Commissioners and Happy Valley City Council will formally support the Sunrise Gateway Corridor Refinement Plan adopting a resolution of support. This action will allow the agency partners to seek funding and move forward with the NEPA Reevaluation effort.

- Sunrise Community Coalition can play an important role by advocating in planning documents, for better safety and access for local residents, employees and businesses.

2

Step 2: Secure Funding: ODOT, Clackamas County, Happy Valley, and Metro will need to pursue funding for each phase of the Sunrise Gateway Corridor. Sources could include the Better Utilizing Investments to Leverage Development (BUILD) program, the Infrastructure for Rebuilding America (INFRA) program, the Highway Safety Improvement Program (HSIP), the National Highway Performance Program (NHPP), the Surface Transportation Block Program (STBG), the Statewide Transportation Improvement Program (STIP), Metro's Regional Flexible Funds Program (RFFA), and other programs.

- Sunrise Community Coalition can offer continued project involvement and establish the engagement, feedback, and local input needed to develop strong grant applications to secure funding.

3

Step 3: NEPA Reevaluation of Sunrise Final Environmental Impact Statement: A FEIS was completed in 2010 to satisfy NEPA requirements. To support the Refinement Plan, a reevaluation report will need to be prepared and accepted by FHWA. The reevaluation would determine whether there is a need for a supplemental EIS or if the Refinement Plan is generally consistent with the FEIS and can meet the original Purpose and Need.

Step 4: Amend Refinement Plan into Local, Regional, and State Transportation Plans: Following the NEPA reevaluation effort, the Sunrise Gateway Corridor Refinement Plan will need to be adopted by the City of Happy Valley and Clackamas County into their respective transportation system plans to demonstrate local support for the recommended changes, initiate regional and statewide adoption, and set the stage for the Design and Construction of the project. Each entity will need to file a 35-day notice with the Oregon Department of Land Conservation and Development and hold evidentiary public hearings with their planning commissions followed by the City Council and Clackamas County Board of County Commissioners. Following local adoption of the Refinement Plan, Metro and ODOT will need to amend the Regional Transportation Plan and the Oregon Highway Plan, respectively.

- Sunrise Community Coalition can establish local input on transportation system plan updates.

Step 5: Design: Further refinements to the recommended Refinement Plan alternative will need to be completed to prepare this project for final design and construction. It is recommended that a 20 percent design be prepared following completion of the environmental reevaluation report or in conjunction with a supplemental FEIS, if deemed necessary.

- Updated topographic survey of the project area
- Detailed geometric design that meets City of Happy Valley, Clackamas County, and ODOT Standards
- Vertical profile design, corridor modeling, and earthworks calculations for the cross sections
- Construction phasing plan
- Updated cost estimates

Step 6: Construction: ODOT will prepare plans, specifications, and cost estimates (local roadway improvements may be led by local agencies) for competitive construction bids. Once ODOT determines the contracting mechanism—whether a traditional design, bid, and build or an alternative delivery method—the project will be advertised for construction bidding and be built. Similarly, local agencies may use different methods to design, bid, and build local roadways.

Timeline and Cost of Refinement Plan Implementation

The refinement plan will be implemented through four stages that together complete the entire phase 2 design concept. The table below shows the cost estimates by stage for the Sunrise Gateway Corridor Refinement Plan.

Proposed:

Stage 1

135th Avenue to 152nd Avenue

Stage 2

Rock Creek Junction upgrade

Stage 3

162nd to 172nd Frontage Road

Stage 4

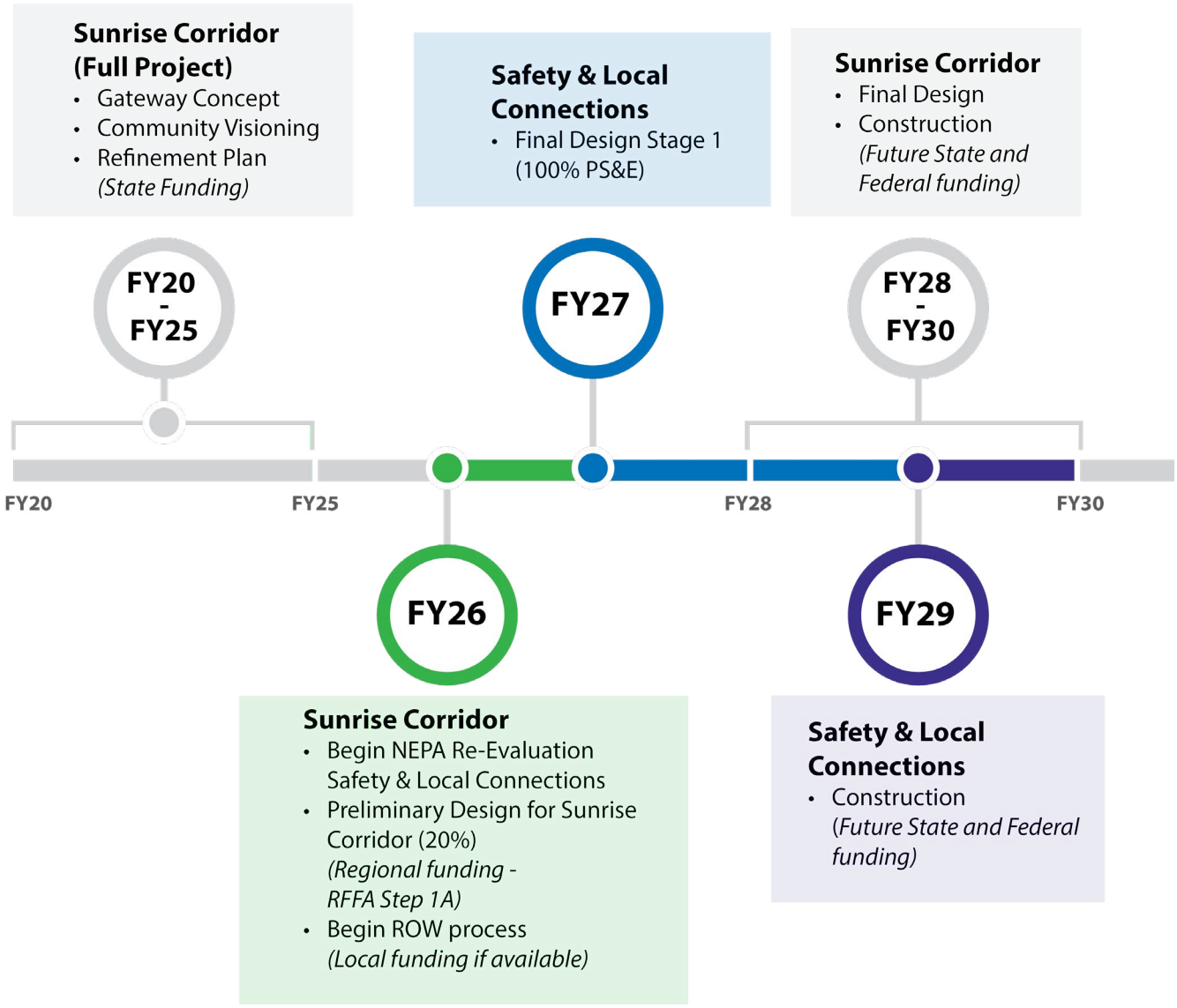
Sunrise 122nd to 172nd Avenue

Phase 2 Concept Implementation Cost Estimates

The table below shows the cost estimates by stage for the Sunrise Gateway Corridor Refinement Plan. For more detail on these costs and supporting information such as year of expenditure, please see Appendix B - Gateway Corridor Refinement Plan.

	PROJECTS				
WORK TASK	**Stage 1**	**Stage 2**	**Stage 3**	**Stage 4**	**Task Subtotals**
Construction Costs	$66,500,000	$12,000,000	$55,000,000	$274,100,000	**$407,500,000**
Right-of-Way Costs	$34,400,000	$500,000	$38,000,000	$18,000,000	**$90,900,000**
Engineering Support	$13,900,000	$2,500,000	$13,700,000	$55,300,000	**$85,300,000**
Construction Management	$11,300,000	$2,000,000	$9,300,000	$46,600,000	**$69,300,000**
2025 Project Subtotals	**$126,100,000**	**$16,900,000**	**$116,000,000**	**$394,000,000**	
30% Construction and Bid Item Contingency	$37,800,000	$5,100,000	$34,800,000	$118,200,000	**$195,900,000**
2025 Project Subtotals	**$163,900,000**	**$22,000,000**	**$150,800,000**	**$512,200,000**	
2025 Total Estimated Project Cost (Low)					**$848,900,000**
40% Construction and Bid Item Contingency	$50,400,000	$6,800,000	$46,400,000	$157,600,000	**$261,200,000**
2025 Project Subtotals	**$176,500,000**	**$23,700,000**	**$162,400,000**	**$551,600,000**	
2025 Total Estimated Project Cost (High)					**$914,200,000**

Sunrise Corridor Implementation Timeline



APPENDICES

A Detailed Engagement Summary

B Gateway Corridor Refinement Plan

C Project Area History Report

D Existing Conditions Report

E Anti-Displacement Strategies

F Economic Competitiveness Report

G Draft Scenarios and Strategies Report

H Climate Friendly Equitable Communities Report

I NEPA Re-Evaluation Considerations for Sunrise Corridor Gateway Concept and Refinement Plan

J Project Glossary

CLACKAMAS
COUNTY

HAPPY VALLEY, OR
EST. 1965

Oregon
Department
of Transportation

Metro