



# Meeting Summary

## Stakeholder Working Group Meeting #5

Wednesday, May 4<sup>th</sup>, 2016

7:30 a.m. – 9:30 a.m.

North Clackamas Aquatic Park, Parkside Rooms, 7300 SE Harmony Rd

### Participants – SWG Members

Dennis Curtis – *Clackamas Town Center*

Laura Edmonds – *North Clackamas Chamber of Commerce*

Denny Egner – *City of Milwaukie*

Ken Horn – *Clackamas Fire District #1*

Martha Waldemar – *Sunnyside CPO*

Chris Runyard – *North Clackamas Urban Watersheds Council*

Luke Norman – *Clackamas Community College*

Michael Walter – *City of Happy Valley*

### Project Team and Guests

Karen Buehrig – *Clackamas County*

Abbot Flatt – *Clackamas County*

Carl Springer – *DKS Associates*

Sylvia Ciborowski – *JLA Public Involvement*

Rick Nys – *Clackamas County*

## Welcome and Introductions

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Karen Buehrig, Clackamas County, welcomed participants to the meeting.

Sylvia Ciborowski, JLA Public Involvement, reviewed the meeting agenda and purpose of the meeting:

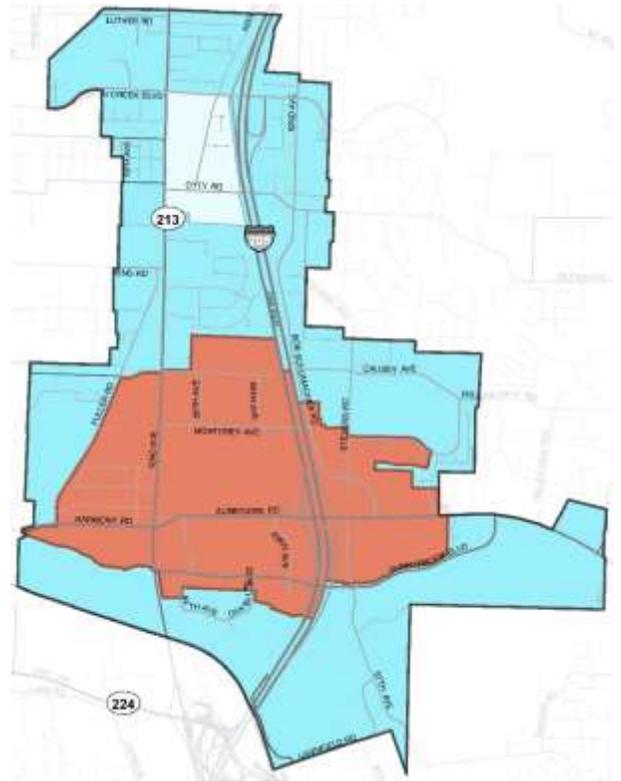
- To review and discuss the Technical Working Group recommendation on adopting a Multimodal Mixed-Use Area (MMA) Boundary and adding the list of additional needed infrastructure into the Comprehensive Plan.
- To review and discuss the extended timeline and process for developing additional performance measures.

## Multimodal Mixed-Use Area (MMA) Boundary

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Abbot Flatt, Clackamas County, gave a [presentation](#) on the Technical Working Group's recommendation to adopt an MMA boundary and to add the list of additional needed infrastructure into the Comprehensive Plan. Presentation included:

- Reminder of why an MMA is beneficial for the Clackamas Regional Center area. While the opportunities for zone and Comp Plan changes are not significant, the MMA can help maintain the CRC area as a vibrant, multi-modal zone in the event of unexpected changes in the future.
- Overview of the recommendation and comments made by Stakeholder Working Group members at their February 3, 2016 meeting.
- Changes to the MMA recommendation since the February 3 meeting. At their April meeting, the Technical Working Group recommended the following:
  - Adopt the Clackamas Regional Center boundary as the MMA boundary.
  - Do not apply vehicle-to-capacity ratios within the MMA boundary. Do apply the queuing standard on ODOT facilities within the MMA boundary.
  - Adopt the list of additional needed infrastructure into the Clackamas County Comprehensive Plan.
  - Use the newly developed pedestrian and bicycle performance measures within the MMA boundary during development review *only* (not for zoning and Comprehensive Plan changes).



*Red area indicates recommended MMA boundary area*

### Committee Discussion: MMA Boundary

*Members discussed:* Can you support the Technical Working Group MMA boundary recommendation? What are your concerns about the recommendation?

Comments included:

- Members asked **whether different requirements would apply within the Happy Valley and Clackamas County portions** of the boundary. Staff noted that the City of Happy Valley and Clackamas County are entering into a Memorandum of Understanding so the same requirements will apply in both geographies.

- Members asked where there is a **potential to up-zone** in the project area. Staff noted there is potential to up-zone in a small low density residential area and within the Eagle Landing area. Significant Comprehensive Plan and zoning changes are not expected because the CRC area is mostly zoned as high density.
- A key concern for members is that **an MMA designation may exacerbate traffic impacts caused by the Eagle Landing development.**
  - Concern that, if **volume-to-capacity standards** do not have to be considered during zone changes, this could create heavy congestion in the Eagle Landing area that affects the rest of the CRC area. If volume-to-capacity standards are not applied at the time of Comp Plan and zone change requests, then developers will not be required to construct transportation improvement projects that could help alleviate future congestion. The current Eagle Landing plans look like they will bring a lot of traffic into the area.
  - The **plans for Eagle Landing are constantly morphing.** It may be premature to adopt the Eagle Landing area into the MMA boundary until these plans are stabilized. Additionally, the Eagle Landing area has very different characteristics than the rest of the proposed MMA area.
  - Members suggested **redrawing the MMA boundary so that it does not include the Eagle Landing area.** It will be important to discuss the MMA boundary with the City of Happy Valley and take into account the City’s concerns and recommendation.
- Members discussed the **drawbacks and benefits of applying volume-to-capacity ratio standards at development review** but not during zoning and Comp Plan changes.
  - Some expressed concerned that **waiting until development review** to address vehicle traffic impacts **is not sufficient.**
  - Others noted that applying volume-to-capacity standards at development review is **fairer to developers.** It is more reasonable to require developers to only fund projects that address congestion caused by their development, as projected for 5 years out; as opposed to funding projects to address congestion looking at the entire system over a 20-year timeframe. Developers should not be responsible for fixing the 20-year transportation system, including I-205 congestion.
- Members asked about the **projected increase in bike/ped movement** in the future. Staff answered that reliable projections are not available. Instead, the region has aspirational targets for all travel modes and a goal to create an environment within the CRC area that is supportive of people’s travel choices.
- More explanation is needed in layman’s terms about the benefits of an MMA designation for developers and community members.

**Outcome:** Members did not provide overwhelming support or opposition to the TWG-recommended MMA boundary. Their key concerns about the MMA designation is that it could exacerbate traffic

congestion in the Eagle Landing area; and that waiting until development review to apply volume-to-capacity standards could result in more traffic congestion overall.

## Process for Funding Projects in Development Review

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Carl Springer, DKS Associates, made a presentation on the Transportation System Development Charge (TSDC) update process and how it is linked to MMA adoption, funding additional needed infrastructure, and additional performance measures.

Under the update process, the additional needed infrastructure projects identified by the MMA process will be incorporated into the TSDC project list. Fees collected through the TSDC program will help fund bicycle, pedestrian, and vehicle projects within the MMA area.

### Committee Questions

A member asked if the TSDC program provides developers with credits or offsets for projects and programs that support transit. For example, the Clackamas Town Center bears the burden of hosting the Clackamas Transit Center on its property. Staff replied that the developer can do a study to show that many trips to its site are made by transit; and could receive an SDC reduction accordingly.

## Additional Performance Measures in Development Review

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Abbot Flatt made a presentation on the TWG recommendation for incorporating additional performance measures in the development review process.

At the February 3 SWG meeting, members recommended moving forward with a package of performance measures to implement at development review. The package included these measures:

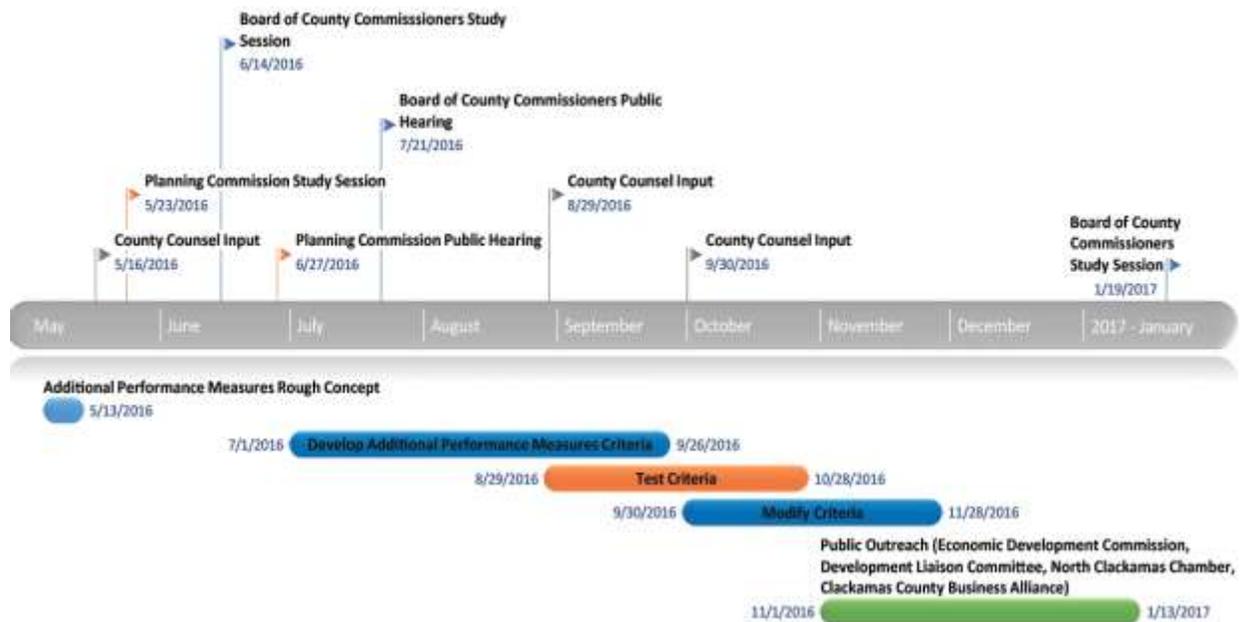
- **Pedestrian:** Pedestrian Level of Stress with Crossing Review and Accessibility to Transit
- **Bicycle:** Bicycle Level of Traffic Stress
- **Vehicles:** Volume-to Capacity Ratio and Motor Vehicle Queuing
- **Safety:** Layered portfolio of measures that includes establishing a County-specific safety baseline; applying critical crash rate methodology; and identifying suitable countermeasures to address impacts

Since the February 3 SWG meeting, County staff have met with TWG members and internal staff. The TWG discussed implementation concerns. They found that the Pedestrian Level of Stress measure would be difficult to implement, and that a Pedestrian System Completeness review could achieve the same outcome with less effort. For similar reasons, they recommend using Bicycle System Completeness review rather than Bicycle Level of Stress.

County staff formed a working group to better understand how the performance measures would be implemented, and found that more information is needed. County staff proposes a **new plan forward to**

allow time for working with consultants to test the proposed safety measure and analyze feasibility of pedestrian, bicycle and queuing internally. The proposed timeline would include public outreach and result in implementation of the additional performance measures in early 2017.

### Additional Performance Measures: Timeline for Implementation



### Committee Discussion: Additional Performance Measures in Development Review

Members made final comments on the performance measures and discussed the County’s proposed implementation timeline and public process.

Comments included:

- Suggested **edit to the draft Additional Policy**: *“For the urban unincorporated area, develop utilize pedestrian, bicycle and safety performance measures for use during development review.”*
- Comments on recommended performance measures:
  - Concern that the safety measure does not specifically look at **emergency response time or access**. Staff noted that the safety measure addresses crash prevention. The vehicle volume-to-capacity and motor vehicle queuing standards are meant to capture movement by all types of motor vehicles, including emergency response vehicles.
  - Important to **define “complete”** bicycle or pedestrian network.
  - The performance measures should go beyond reviewing the completeness of the bicycle and pedestrian networks—and **consider the *quality of the bike/ped network***. Staff noted that cross-section standards can be used as a measure of quality.

- The program should include some **monitoring and data collection** on how many cyclists and pedestrians are using the system (similar to traffic counts). Staff replied that the County might be moving towards using a person-trip rather than vehicle-trip standard, which will help provide data on how many people are traveling by the various modes.
- Comments on proposal for **public outreach**:
  - Members agreed that including outreach to the Economic Development Commission, North Clackamas Chamber, and Clackamas County Business Alliance will be useful because these groups understand what is happening at a regional level.
  - Suggest meeting with the North Clackamas Chamber of Commerce at their regular meeting (2<sup>nd</sup> Monday in July) to introduce the plan forward, and then again towards the end of the year.
  - Include outreach to Community Planning Organizations.

**Outcome:** Members had no concerns about the proposed path moving forward or timeline for implementation.

## Closing and Next Steps

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Abbot Flatt thanked members for their participation throughout the Stakeholder Working Group process.

Next steps in the MMA Adoption process include:

- Late May: Planning Commission Study Session – At this meeting, County staff will provide Commission members with comments and final outcomes from the SWG.
- Late June: Planning Commission Public Hearing
- Summer 2016: Planning Commission makes final MMA decision