



MEMO

TO: Stakeholder Working Group

FROM: Abbot Flatt, Associate Transportation Planner

RE: Existing Conditions Executive Summary

DATE: August 26th, 2015

The *CRC Connections* project analyzes the usefulness of designating a multimodal mixed-use area (MMA) in the Clackamas Regional Center Area (CRCA). There is a desire to create a vibrant, multi-modal mixed use area and invest in the infrastructure improvements needed to support that vision. Often, anticipated growth in a mixed-use area may require plan or zoning code amendments, and those needed amendments could be denied because of significant negative effects on vehicular mobility.

The Transportation Planning Rule (TPR) allows for an area to be designated as a Multimodal Mixed-use Area (MMA), which would then use alternative transportation system performance measures to identify the specific infrastructure improvements needed to address the anticipated affects of the comprehensive plan or zoning amendment changes on the transportation system. Basically, an MMA designation can be a tool to direct investment to the improvements needed for all modes of transportation (including pedestrians, cyclists and transit users) and not just the improvements needed for vehicular mobility.

The Existing Condition report reviewed the existing land use and transportation system conditions that are considered when determining if an MMA designation can be applied to an area. The report:

- Describes general land use patterns and transportation networks in the CRCA.
- Describes current County Comprehensive Plan policies and Zoning Code standards that apply in the CRCA, and evaluate whether the standards meet requirements of an MMA.
- Provides background information for review of alternative performance measures that would need to be adopted by the County for application within an MMA.
- Provides transportation system background information to support the analysis of additional needed infrastructure projects.

The report confirms that the CRCA Design Plan promotes the area as the preeminent economic center for the County and the Portland metropolitan area as a dominant multimodal, mixed-use area, with commercial and office centers, diverse residential neighborhoods and public attractions, and access by car, bus, light rail, bike and foot. The Plan focuses on implementing three urban design types – regional center, corridors and station community.

In addition, over the years the County has adopted several plans and programs that help guide and support development in the CRCA, including the Town Center Urban Renewal District, the Fuller Road Station Area Plan, the CRC Pedestrian and Bicycle Connection Project, the Transportation System Plan and the Active Transportation Plan.

While the majority of the requirements of an MMA designation are met by the existing zoning and comprehensive plan designations, there are several commercial and industrial zones in the CRCA that do not or only partially meet MMA requirements. Specifically, some of the zoning designations in the area do not limit or do allow low-intensity or land extensive uses, such as most industrial uses, automobile sales and services, and drive-through services.

The transportation section of the report includes

- an overview of the transportation system functional classification,
- the intersection and road system operations analysis,
- transportation safety issues,
- construction and planning projects that are funded in the area,
- a summary of the public transit system facilities,
- the existing and pedestrian and bikeway facilities, as well as additional information about needed facilities and
- the list capital transportation projects in the county's Transportation System Plan (TSP)

Overall, the county's 20-year transportation plan addresses capacity issues restricting development, but some intersections are close to the threshold of failure, which under current code could complicate development. Current performance measures address vehicle capacity, but not the other travel modes that are key to realizing the CRCA vision and goals. Looking closer at alternatives ways to measure the performance of the transportation system provides the opportunity to identify a suite of infrastructure investments, not just improvements needed for vehicular capacity, that will work to create a multimodal transportation system.

The current zoning and comprehensive plan designations allow for the mix of land uses, but there is still a need to build the multimodal infrastructure to support these land uses. The next step is to create a list of additionally needed infrastructure for the study area. This will help to fill in the picture of what investments are needed to allow the CRCA reach its goals and vision of a vibrant, multi-modal area.