



Regional partner

Working together to help meet Oregon's target for reducing greenhouse gas emissions from cars and trucks



SPRING 2013

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT



Climate benefits

Mixed-use development	★★★★★
Active transportation	★★★☆☆
Traffic management	★★★★☆

These greenhouse gas emissions reduction strategies are an important part of what the Clackamas regional center is already doing to realize its vision for the future, and provide a strong foundation for meeting state climate goals for 2035. The climate benefits shown represent the relative effectiveness of each strategy.

For more information on greenhouse gas emissions reduction strategies, refer to the Climate Smart Communities Scenarios Project website at www.oregonmetro.gov/climatescenarios.



Keys to success

Leverage partnerships and resources to create a vibrant community Support cooperation between public agencies, chambers of commerce, local businesses and civic organizations, and leverage local, regional, state and federal resources to build needed investments.

Invest in sidewalks, bike lanes, multi-use trails and transit to connect people to jobs, goods, services, education and recreation Focus on the key connections identified in the recently completed Clackamas Regional Center Pedestrian and Bikeway Connections Plan to give people who arrive by light rail or bus better access to the destinations in the 82nd Avenue corridor and jobs in the area.

Maintain affordable housing and link these communities to commercial areas and light rail Improve street connections, such as the realignment of Otty Road at 82nd Avenue, to enhance the safety and create a more direct route to commercial areas on 82nd Avenue and the Fuller Road Light Rail Station.

Continue to research and develop strategies Explore additional strategies to remove development barriers and to create a more flexible and expedited approach to approving mixed-use development in the 82nd Avenue corridor.

About Metro

Metro crosses city limits and county lines to build a resilient economy, keep nature close by and respond to a changing climate. Representing a diverse population of 1.5 million people in 25 cities and three counties, Metro's directly elected council gives voters a voice in decisions about how the region grows and communities prosper. Metro works with communities, businesses and residents to make the Portland metropolitan area a great place to live, work and shape the future.

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COMMUNITY CASE STUDY SERIES

This case study showcases actions that communities in the Portland metropolitan region are already taking to help reduce greenhouse gas emissions from cars and small trucks.

This is one of eight in a series developed for the Climate Smart Communities Scenarios Project.

- Beaverton
- Clackamas County
- Gateway (Portland)
- Hillsboro
- Rockwood (Gresham)
- Wilsonville
- Employer-based commuter programs
- Neighborhood-based travel options



Strategies

- **Mixed-use development**
- **Active transportation**
- **Traffic management**

82nd Avenue corridor

Community case study

Revitalizing a 1950s commercial corridor in Clackamas County

The 82nd Avenue corridor in Clackamas County is a major commercial activity center serving a large portion of urban Clackamas County. The corridor extends from Johnson Creek Blvd on the north end to Sunnyside Road on the south. While 82nd Avenue serves as a primary connection between neighborhoods and commercial and industrial centers, it also functions as a key arterial street to move people and goods. For this reason, the area is well-positioned for revitalization through the development of mixed-use neighborhoods with nearby services.

The 82nd Avenue corridor originally emerged as a distinct retail and local business hub. In 1980, the county created a revitalization plan through the Clackamas Town Center Urban Renewal District to encourage private investors to build thousands of housing units and millions of square feet of retail and commercial space in the area. Over the years, the concentration of development resulted in a rise in daily use of commercial services and traffic volume. In 2006, the North Clackamas Revitalization Area Urban Renewal District was established to promote affordable housing and development around the northern portion of the corridor. These major programs help address the transportation and land use challenges that contribute to greenhouse gas emissions.

Key challenges

- The existing multi-lane arterials (82nd Avenue and Sunnyside Road) are barriers for pedestrian crossing.
- While the backbone of the transit system is in place, there is need for a local shuttle or additional transit service to provide access to local business and jobs.
- While the zoning would allow for multi-family or more intense mixed-use commercial, redevelopment is expensive and the market is not supporting the transition at this time.

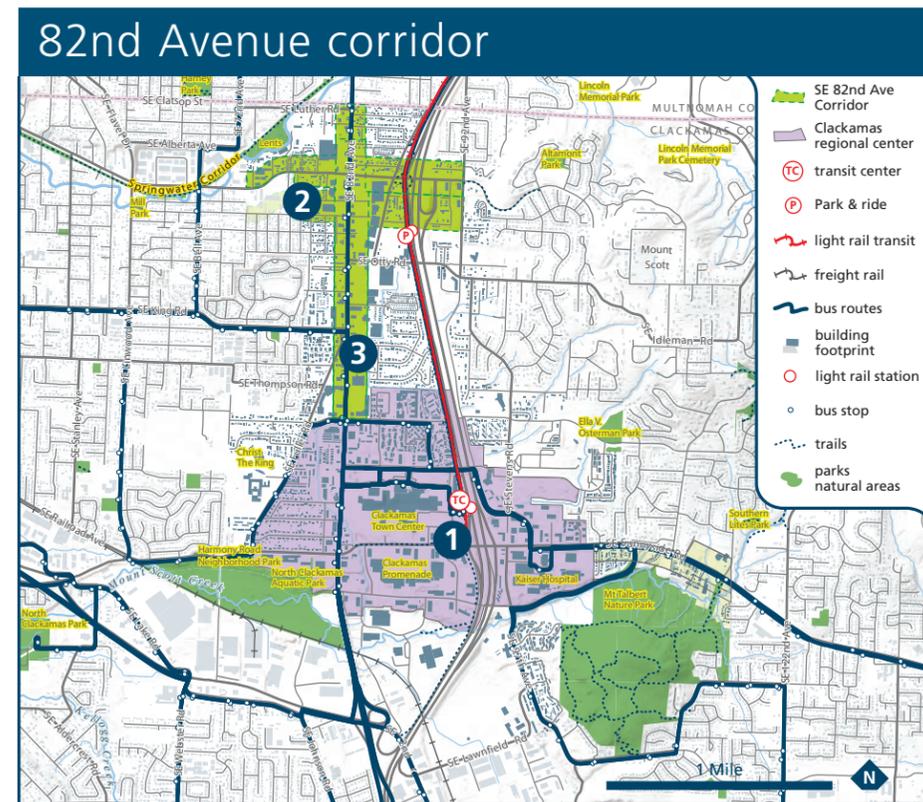


The Oregon Legislature has required the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 2035.

Balancing access with jobs, housing, amenities and livability

In 2009, the MAX Green Line was extended into Clackamas County, providing access to light rail at both the Fuller Road Station and the Clackamas Town Center Station. The light rail line parallels the I-205 freeway and is located about one-half mile from 82nd Avenue. In addition, fairly regular bus transit service is provided along 82nd to Clackamas Town Center. Other investments have been made to complete the road network in the area including the boulevard treatment along Monterey Avenue and beautification improvements along Sunnybrook Boulevard.

The Clackamas Town Center mall anchors the southern portion of the corridor and is an established hub for commercial activity in the area and the region. Other relatively large employers and services in the area include the North Clackamas Aquatic Park, Clackamas Community College and the Kaiser Permanente Sunnyside Medical Center. As one of the fastest growing business centers in the region, it is vital to the economic health of Clackamas County to ensure the area's long-



Timeline

1980	1996	2006	2009	2013
Clackamas Town Center Urban Renewal District formed to provide transportation and community facilities to support a rapidly growing area	Clackamas Regional Center Area Design Plan adopted that implements the Metro Region 2040 regional center designation	North Clackamas Revitalization Area formed to implement the community's vision for the area as safe, clean and affordable, with mixed-use neighborhoods	Max Green Line opens, the first light rail line extended into Clackamas County	Monterey Avenue connected to Fuller Road, expanding travel choices and access to the Clackamas Town Center and Green Line station

term success by achieving a balance of good access and amenities that attract residents, businesses and future development. This includes providing access to nearby parks, open space and public spaces, as well as transportation improvements to encourage bicycling and walking, to promote and maintain a vibrant, healthy and safe community.

1 Improving transportation access and connections

Improvements in the Clackamas Town Center Urban Renewal Area, created in 1980, are guided by the Clackamas Town Center Development Plan that identifies projects that address traffic circulation and capacity issues and community infrastructure needs including utility upgrades, landscaping, parks, biking pathways, and parking and transit facilities. Completed projects include:

- key roadway connections to facilitate north/south movement within the regional center
- realigning road intersections for safety and more efficient movement
- improvements to Monterey Avenue to create a Main Street standard
- Green Line light rail project with two station areas, to link the regional center and area neighborhoods to the Gateway Regional Center with high capacity transit.

Many of the significant transportation infrastructure investments that have been completed create the backbone

for the transportation network. What remains to be filled in are some critical east-west connections that allow residents and visitors to more easily and efficiently travel to and through the area. In addition, key investments are needed to improve the conditions for pedestrians and bicyclists in the area.

2 Revitalizing area neighborhoods

The North Clackamas Revitalization Area (NCRA), formed in 2006, straddles the northern portion of the 82nd Avenue corridor. The neighborhoods just west of 82nd needed access to sewer and other important infrastructure. The goal of the NCRA is to support the existing affordable neighborhoods while also investing in the commercial areas along 82nd Avenue. Since its creation, NCRA urban renewal funds have been used to create a safe, clean and affordable mixed-use neighborhood with nearby services by:

- working with the community to create a neighborhood park
- providing low-cost loans for sanitary sewer hook ups
- partnering with Water Environment Services/CCSD#1 to extend sanitary sewers to the area
- working with affordable housing providers on the construction of new units, and loans and grants for repairs and renovations
- developing street improvements along key north-south facilities.

3 Supporting uses essential to a vibrant, mixed-use community

Parks, schools and other important institutions all are located within a mile of the 82nd Avenue corridor. The North Clackamas Aquatic Park, Kaiser Sunnyside Medical Center, Clackamas Community College, La Salle High School, Trader Joe's, Fred Meyer and a long list of other educational, healthcare and commercial uses call this area home. Affordable housing with a mix of housing types are located in and around the area. All the ingredients are in place, but the transition from an auto-centric area to a vibrant mixed-use community has yet to take hold.

Identifying the key investments will be critical, but it is also necessary to support the role of the private sector as a leader in creating this vibrant community. Recent planning efforts have identified the need to transition some parking lot areas into higher density housing, shift some key locations from redevelopment of low density housing to mixed-use development, and improve the bicycle and pedestrian systems. In addition, as funds become scarcer to improve the road system for more automobiles, there will be a need to see how we can work with developers to finance a variety of transportation facilities that support multiple modes of travel.

Working together with the development community, it will be important to continue to identify ways to encourage economic growth, foster a healthy community, and improve circulation and connections for all forms of travel.

