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Proposed North Clackamas Revitalization Area

Design Plan

Creating a Brighter Future













CLACKAMAS COUNTY DEVELOPMENT AGENCY
PROGRESS FOR PEOPLE

April 27, 2006

Proposed North Clackamas Revitalization Area Design Plan

prepared for:

Clackamas County
Development Agency

prepared by:

Otak Inc.

April 27, 2006

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Executive Summary

This *Design Plan* was initiated at the request of citizens in the proposed North Clackamas Revitalization Area and the Clackamas County Board of Commissioners (BCC) to provide a better understanding of the types of improvements that can be funded through the urban renewal effort. The *Design Plan* identifies specific improvement projects, locations and relative priorities. It also provides a framework for programming urban renewal district funding through the identification of specific funding programs and eligibility requirements.

An extensive public and business outreach effort provided the basis for the recommendations contained in this *Design Plan* report. The recommendations take into account input from well over 100 public and business stakeholders, representing 90 separate property ownerships in the proposed area. Public newsletters, posters, direct mailings, signs and web site notices were used to inform the public and obtain input at two project open houses, stakeholder meetings, and interviews.

Main recommendations in this *Design Plan* include:

- Near-term redevelopment efforts should focus on the following type of activities:
    - Assist in reducing the cost of connection to sewer service
    - Assist in funding technical studies for providing sewer service to Plan area
    - Removal of dangerous buildings
    - Assist homeowners with repairs
    - Assist in clean-up of contaminated properties
    - Assist in improving physical appearance of the area
    - Assist with preservation and/or rehabilitation of existing structures
    - Assist first-time home buyers
    - Rebuild existing unpaved streets
    - Assist rental property owners with repairs
    - Streetscape improvements (i.e. decorative pavers, street lighting, street trees, signs)

- Re-allocating $4 million from lower priority programs to the public utilities program, given the extensive need for expanded sewer service in the area. The recommended reallocations from the December 2005 Plan are shown in Table S1.

Over 120 specific capital improvement and redevelopment projects were identified by the public during the *Design Plan* process. These potential projects were sorted into priorities based on public input and other public health and safety factors. While preliminary funding and project priorities have been identified along with planning-level unit costs for construction, more detailed refinement design and cost estimating will occur during the project's implementation. The recommendations contained in this *Design Plan* are intended to be an initial reference point for prioritizing projects and scarce funding resources.

Table S1. Project Program Funding Recommendations

Funding Program	December 2005 NCRA Plan Assumption (Millions)	**April 2006 Recommended Allocation of Funding (Millions)**	Recommended Change from NCRA Plan
Public Utilities Program	$1.0	**$5.0**	$4.0
Street Improvement Program	$13.0	**$13.0**	$0.0
Streetscape Improvement Program	$2.5	**$2.5**	$0.0
Development and Redevelopment Programs*	$10.0	**$9.0**	($1.0)
Property Preservation and Rehabilitation Program	$4.5	**$4.5**	$0.0
Land Acquisition Program	$3.0	**$2.0**	($1.0)
Parks and Open Space Program	$6.0	**$5.0**	($1.0)
Public Buildings and Facilities Program	$6.0	**$5.0**	($1.0)
Transit and Alternative Transportation Program	--	**--**	Part of Streetscape Improvement Funding
Public Safety Improvement Program	--	**--**	Part of Development and Redevelopment Funding
Bridge Improvement Program	--	**--**	Part of Street Improvement Funding
Programs Subtotal	$46.0	**$46.0**	$0.0
Plan Administration	$4.0	**$4.0**	$0.0
Grand Total	$50.0	**$50.0**	$0.0

* Funding includes Homeowner Assistance Program.

Background

In July 2005 the Clackamas County Board of County Commissioners (BCC) directed the Clackamas Development Agency to establish a revitalization area in the Overland Park neighborhood of north Clackamas County. This proposed revitalization area has as its primary goal the continued development and rehabilitation of an affordable, mixed-use and residential neighborhood. A revitalization plan was developed, reviewed and approved by a 12-member Technical Advisory Committee and a 13-member Citizen Advisory Committee. In December 2005, the BCC held the first of two public hearings on the proposed 1,008-acre North Clackamas Revitalization Area (NCRA) and adoption of the Plan. The BCC instructed the Development Agency to prepare a *Design Plan* to further define and prioritize improvements in the proposed NCRA prior to the second hearing, scheduled for April 27, 2006.

This report is the *North Clackamas Revitalization Area Design Plan*.

Design Plan Objectives

The *Design Plan* included an extensive public involvement process to ensure that neighborhood residents were involved in defining and prioritizing project improvements that are identified in the *North Clackamas Revitalization Area Plan*. All of the projects defined in the *Design Plan* are consistent with the Vision and Guiding Principles of the Plan as summarized below.

North Clackamas Revitalization Area Vision:

North Clackamas as a safe, clean, and affordable, mixed-use neighborhood that provides retail, economic, education, transportation, and recreational opportunities, and a sense of identity and place for its diverse citizenry.

North Clackamas Revitalization Area Guiding Principles:

- Improved public health and safety
- Increased property and yard maintenance
- Stable base of residents who remain in the plan area over time
- A mix of affordable housing types
- An improved neighborhood image/reputation
- Thoughtfully located businesses that cater to the needs of area residents
- Positive recreational opportunities for youth
- Access to education and social services
- Make public improvements necessary to stimulate investment in the Plan area

In addition to these guiding principles public input during the *Design Plan* process also identified the community's desire to preserve and enhance the natural setting and ample tree canopy in the area.

Process and Public Involvement

A variety of methods was used to engage the public and build consensus on the *Design Plan*. These included a project newsletter (February 2006) that was sent to all property owners and stakeholders in the Plan area (over 2,374 addresses). This newsletter described the proposed revitalization area, indicated *Design Plan* objectives, and provided dates for upcoming public open houses and other venues for providing public input. The newsletter is in Appendix 1.

The purpose of the first open house, held on February 28, 2006, was to define and prioritize the Plan projects. Forty-two stakeholders signed in at this open house and even more provided feedback on the potential projects. Many participants defined specific locations for projects. A summary of the results of this open house are in Appendix 3.

Stakeholder interviews and small group meetings, conducted in February 2006, were also used to define and prioritize the projects in the NCRA. More than 30 stakeholders participated in these meetings. A summary of the stakeholder opinions received during these meetings is in Appendix 4.

A Project Update was completed in March, distributed at the second open house and made available on the project webpage. This Project Update is in Appendix 2.

The second open house, held on March 22, 2006, was designed to obtain stakeholder input on high priority projects, including specific project locations. This input was used to help define funding programs that would be the most beneficial to project area stakeholders. There were over 46 people signed in at the open house. A summary of the feedback received from this open house is in Appendix 5.

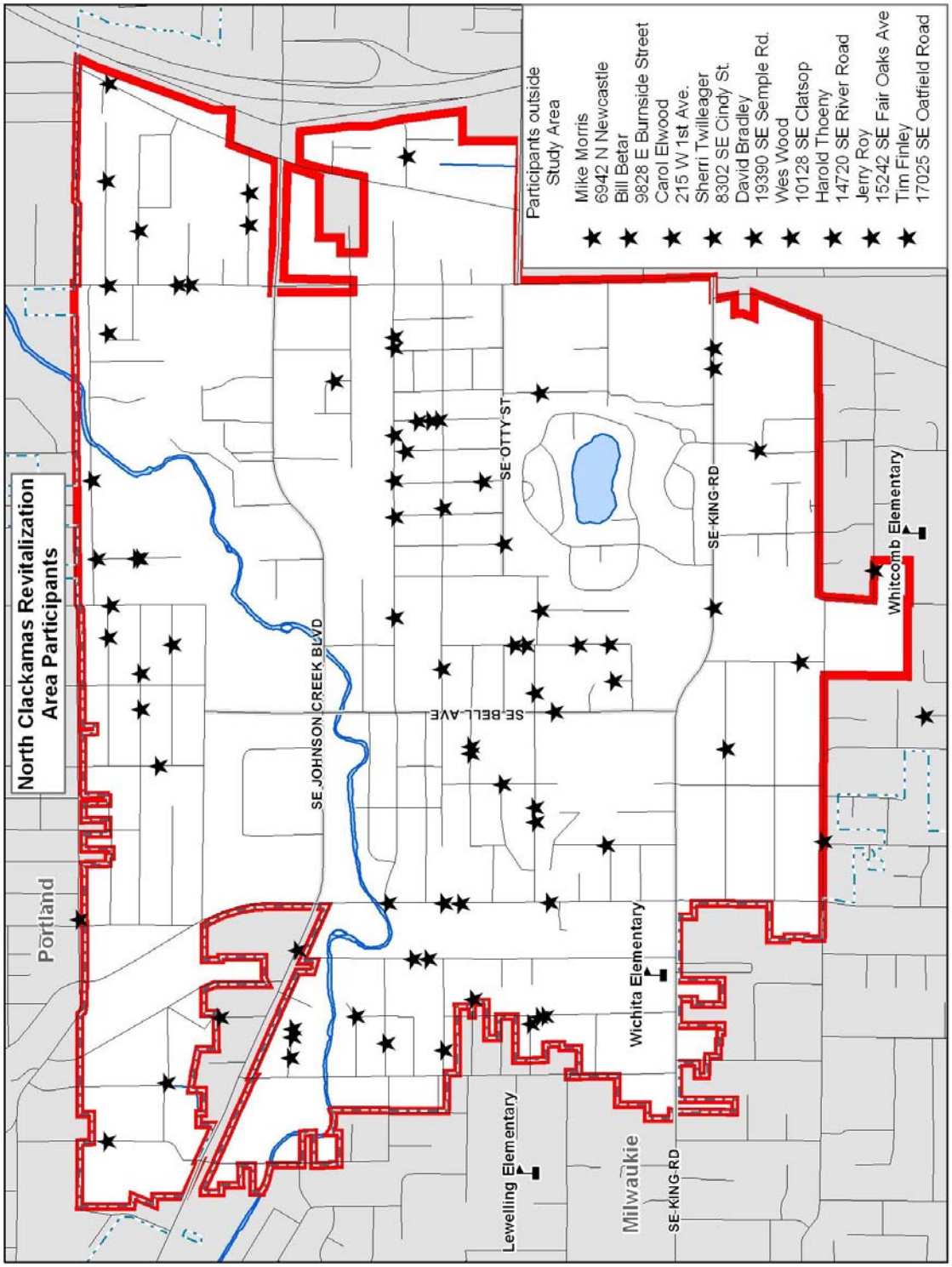
In addition to the above public involvement methods, more than forty stakeholder comments were received via e-mail and telephone calls. These comments, as well as the input received from the stakeholder interviews and open houses, were used to develop the Program Descriptions (Section III).

A special outreach effort was also made to businesses and developers within the proposed NCRA. Several business owners, North Clackamas Chamber officials, local real estate brokers and developers were interviewed. The business owners were generally very supportive of the Development and Redevelopment Program and the overall revitalization effort.

Figure 1 illustrates the location of local property owners who provided input on the *Design Plan*.

This figure indicates the general location of people from 96 different addresses in the proposed NCRA who provided input during the *Design Plan* process. Each star indicates an area, not an individual property owner.

Figure 1 Location of Design Plan Participants



Funding Programs and Authorization Levels

The *North Clackamas Revitalization Area Plan* establishes a process for funding improvements within the district using urban renewal funding. The *Design Plan* included an extensive public outreach process to help identify funding programs and authorization levels, identify program activities, and recommend project improvements. Urban renewal funds can only be committed to projects consistent with the goal and objectives of *North Clackamas Revitalization Area Plan* and available funding.

While an extensive public outreach process was undertaken, the surveys and stakeholder feedback are not intended to be a statistical random sample of local preferences. The public input received as part of the *Design Plan* is a measure of the relative importance the public places on specific Funding Program Activities and projects. The project categories defined in the *North Clackamas Revitalization Plan* were further defined and ranked by priority into near-term (1-10 years) or long-term (10-25 years) implementation by over 100 project stakeholders.

The general order of public preference (highest to lowest priority) for the funding programs is listed below:

- Public Utilities
- Street Improvement
- Streetscape Improvement
- Development and Redevelopment
- Property Preservation and Rehabilitation (includes Home Ownership Assistance)
- Land Acquisition
- Parks and Open Space
- Public Buildings and Facilities
- Transit Facilities and Alternative Transportation
- Public Safety Improvement
- Bridge Improvement (with funding through the Street Improvement)

Two additional programs: Property Acquisition and Plan Administration will run throughout the life of the NCRA and are considered both near- and long-term priorities necessary to accomplish the *Revitalization Plan* goals and objectives. The exact timing of both near- and long-term projects will depend upon availability of funding and emerging opportunities during the life of the NCRA.

The public investment made in projects is expected to leverage $632 million in net new private tax assessments over the life of the urban renewal district.[1] Investments that trigger redevelopment of under-developed areas such as the industrial district along Johnson Creek Boulevard could result in reaching the targeted $632 million in net new tax assessments before the 2031 planned termination of the urban renewal area. If this occurs, it is possible that the urban renewal levy could be retired sooner than anticipated.

[1] *Report of the North Clackamas Revitalization Area Plan*, December 15, 2005, page 17.

Specific Program Activities

Public outreach surveys and input received during public open houses and interviews also provided insight regarding local preferences for certain types of program activities, as well as specific improvement recommendations. The order of preference regarding specific program activities is as follows:

Highest Priority Activities:

- Assist in reducing the cost of connection to sewer service
- Assist in funding technical studies for providing sewer service to Plan area
- Remove dangerous buildings
- Assist homeowners with repairs
- Assist in clean-up of contaminated properties
- Assist in improving physical appearance of the area
- Assist with preservation and/or rehabilitation of existing structures
- Assist first-time home buyers
- Rebuild existing unpaved streets
- Assist rental property owners with repairs
- Streetscape improvements (i.e. decorative pavers, street lighting, street trees, signs, etc.)
- Improve pedestrian connections between project area and future light rail station

Lowest Priority Activities:

- Acquire and develop parks
- Acquire and re-use surplus school or other public buildings for public/neighborhood use
- Bike lanes on major roads
- Bus shelters and other amenities for transit riders
- Provide incentives for fire sprinkler installation
- Place fire hydrants in required locations
- Provide technical and/or financial assistance to developers of housing
- Assist in mitigating flood impacts
- Improve bridges along Johnson Creek

Additional Input from Business Stakeholders

In addition to meeting with residents and property owners from the NCRA, approximately twenty business owners, North Clackamas Chamber officials, local real estate brokers and developers were interviewed. The business owners were generally very supportive of the Development and Redevelopment Program and the overall revitalization effort. The preferences indicated by business stakeholders included the following:

- Low interest loan or grant programs to retain and attract businesses, and assist local businesses with property renovation and expansion.
- Programs that can lower the cost of providing sanitary sewer service.
- Programs that help improve local roadways to county standards.
- Programs that enhance project appearance and safety, such as street lighting.

Business stakeholders mentioned the need to preserve certain industrial districts, and focus on redevelopment of some former industrial "pockets" with several small parcels of land that will require minimal improvements. A strategic industrial redevelopment area was identified along the south side of Johnson Creek Boulevard (in the vicinity of Fred Meyer).

Recommended Funding Authorization Levels

While all of the improvements mentioned are considered important to local residents and business owners, prioritizing specific improvements is necessary to provide County staff and the BCC recommendations on the potential near-term commitment of limited funding. It is hoped that all of the projects on the NCRA improvement list will be implemented over the life of the Revitalization Area. However, it is important to target projects that leverage private investment and stimulate positive change.

The relative priorities for certain types of projects are an important consideration when allocating funding. A preliminary recommendation for re-allocating funding authorization levels is provided in Table 1. The funding allocations have been modified from earlier charts based on public input. Note, all costs are in 2005 dollars.

Table 1. Project Program Elements

Funding Program	December 2005 NCRA Plan Assumption (Millions)	**April 2006 Recommended Allocation of Funding (Millions)**	Recommended Change from NCRA Plan
Public Utilities Program	$1.0	**$5.0**	$4.0
Street Improvement Program	$13.0	**$13.0**	$0.0
Streetscape Improvement Program	$2.5	**$2.5**	$0.0
Development and Redevelopment Programs*	$10.0	**$9.0**	($1.0)
Property Preservation and Rehabilitation Program	$4.5	**$4.5**	$0.0
Land Acquisition Program	$3.0	**$2.0**	($1.0)
Parks and Open Space Program	$6.0	**$5.0**	($1.0)
Public Buildings and Facilities Program	$6.0	**$5.0**	($1.0)
Transit and Alternative Transportation Program	--	**--**	Part of Streetscape Improvement Funding
Public Safety Improvement Program	--	**--**	Part of Development and Redevelopment Funding
Bridge Improvement Program	--	**--**	Part of Street Improvement Funding
Programs Subtotal	$46.0	**$46.0**	$0.0
Plan Administration	$4.0	**$4.0**	$0.0
Grand Total	$50.0	**$50.0**	$0.0

*Funding includes Homeowner Assistance Program.

Project Recommendations (Figures 2, Tables 2-4)

Given the fact that the program is not likely to be fully funded for several years, careful attention has been given to project implementation priorities. The approach used in this *Design Plan* was to start with a complete list of all identified improvements based on public input. Next, projects were added that were identified in related master plans (e.g., *North Clackamas Parks Master Plan*) and County road condition surveys. A map of potential roadway/pedestrian, gateway/lighting, and redevelopment improvement recommendations is shown in Figure 2.

Preliminary project priorities were established by evaluating factors, including lack of public sewer, inadequate fire hydrant overage, county street classification/condition and project location. The preliminary projects and priorities contained in the *Design Plan* are summarized in Table 2 (roadway/pedestrian improvement recommendations) Table 3 (gateway/lighting improvement recommendations), and Table 4 (redevelopment project recommendations).

As the County prioritizes projects and commits funding to specific projects in the NCRA, it is recommended that special attention be placed on leveraging local public and private investment, and optimizing public health and safety. For the improvements listed in Table's 2-4, near-term investments are recommended on projects that address one or more of the evaluation factors.

Figure 2 Projects Identified by Stakeholders

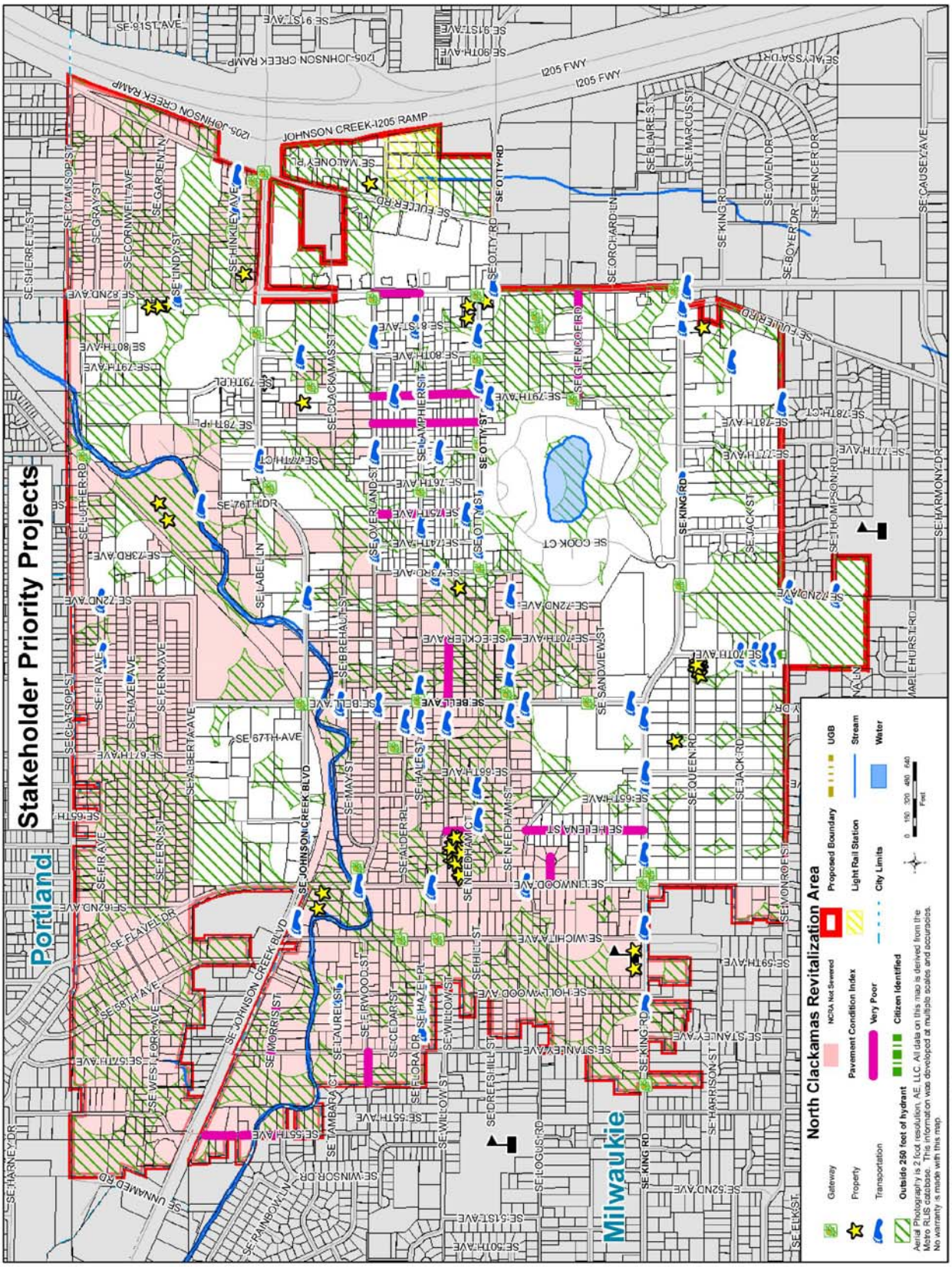


Table 2
Summary of Local Improvement Recommendations
Public Street Projects

	Location				Deficiency				
	North of Johnson Creek	West of Bell	East of Bell	Within 1,500 ft. of planned Light Rail Transit	Not Sewered	Fire Safety*	Pavement below County Standard	General Need per Public Input	Relative Priority**
Street Improvement Project									
East of the corner of Bell Avenue and Hale Street			✓		✓	✓		✓	1
East of 70th Avenue and north of Brehaut Street			✓		✓	✓		✓	1
East of Bell Avenue and Drew Avenue			✓		✓	✓		✓	1
Pierce Road between Bell Ave. and 70th Ave.			✓			✓	✓	✓	1
75th Ave. between Overland and Otty St.			✓			✓	✓	✓	1
79th Ave. between Overland and Otty St.			✓			✓	✓	✓	1
Corner of Laurel and Hollywood Avenue		✓			✓	✓		✓	1
Hazel Place close to Hollywood Avenue		✓			✓	✓		✓	1
Corner of Hazel Place and Hollywood Avenue		✓			✓	✓		✓	1
Corner of Linwood Avenue and Overland Street		✓			✓	✓		✓	1
Corner of Hale Street and 67th Avenue		✓			✓	✓		✓	1
East of 64th Avenue and Laura Avenue		✓			✓	✓		✓	1
West of the corner of Laura Ave. and 66th Ave.		✓			✓	✓		✓	1
West of Hollywood Avenue and King Road		✓			✓	✓		✓	1
West of Bell Avenue on Needham Street		✓			✓	✓		✓	1
South of Needham Street on Bell Avenue		✓			✓	✓		✓	1
West of Fuller Road on Hinkley Avenue	✓		✓	✓	✓	✓		✓	1
82nd Ave. between Lamphier and Overland St.			✓	✓			✓		2
Glencoe between 79th Ave. and 82nd Ave.			✓				✓		2
West of Eckler Avenue and Drew Avenue			✓		✓			✓	2
Corner of Drew Avenue and 72nd Avenue			✓		✓			✓	2
Corner of Jack Road and 70th Avenue			✓			✓		✓	2
Corner of Monroe Street and 72nd Avenue			✓			✓		✓	2
Corner of 72nd Avenue and Thompson Road			✓			✓		✓	2
South of Lamphier Street on 73rd Avenue			✓		✓			✓	2
Corner of Overland Street and 74th Avenue			✓			✓		✓	2
North of Otty Street on 75th Avenue			✓			✓		✓	2
78th Ave. between Overland and Otty St.			✓				✓		2
South of Otty Street and 79th Avenue			✓			✓		✓	2
East of 79th Avenue and Otty Street			✓			✓		✓	2
East of 78th Avenue on Monroe Street			✓			✓		✓	2
80th Ave. between Johnson Crk Blvd. and Clackamas St.			✓	✓		✓		✓	2

** More than 250 feet from closest fire hydrant.*
***Relative Priority: preliminary recommendation based on number and type of deficiencies.*

Table 2 (continued)
Summary of Local Improvement Recommendations
Public Street Projects

	Location				Deficiency				
	North of Johnson Creek	West of Bell	East of Bell	Within 1,500 ft. of planned Light Rail Transit	Lacking Sewer Service	Fire Safety*	Pavement below County Standard	General Need per Public Input	Relative Priority**
Street Improvement Project									
East of 80th Avenue on Otty Street			✓	✓		✓		✓	2
64th Ave. between Needham and Jordan		✓					✓		2
Helena St. between Laura and King Road		✓					✓		2
Firwood between 56th Ave. and Stanley		✓					✓		2
Laurel St. between Stanley Ave. and Hollywood Ave.		✓			✓			✓	2
Hazel Place between Stanley Ave. and Hollywood Ave.		✓			✓			✓	2
Stanley Street between Wichita Ave. and Linwood Ave.		✓			✓			✓	2
Corner of Linwood Avenue and Alder Place		✓			✓			✓	2
Corner of Bell Avenue and Brehaut Street		✓			✓			✓	2
Corner of Bell Avenue and Overland Street		✓			✓			✓	2
West of the corner of Bell Avenue and Alder Place		✓			✓			✓	2
West of the corner of Bell Avenue and Hale Street		✓			✓			✓	2
West of the corner of Bell Avenue and Jordan Street		✓			✓			✓	2
Corner of Hazel Ave and 70th Avenue	✓				✓			✓	2
West of the corner of 70th Ave and Fir Avenue	✓				✓			✓	2
Corner of Fir Street and 72nd Avenue	✓				✓			✓	2
North of Trona Lane and Linwood Avenue		✓			✓			✓	2
Corner of Wichita Avenue and King Road		✓			✓			✓	2
Corner of Lindy Street and 82nd Avenue	✓					✓		✓	2
Corner of Fuller Road and Hinkley Avenue	✓		✓	✓	✓			✓	2
Springwater Corridor on creek north of 79th Dr.	✓				✓			✓	2

** More than 250 feet from closest fire hydrant.*
***Relative Priority: preliminary recommendation based on number and type of deficiencies.*

Table 2 (continued)
Summary of Local Improvement Recommendations
Public Street Projects

	Location				Deficiency				
	North of Johnson Creek	West of Bell	East of Bell	Within 1,500 ft. of planned Light Rail Transit	Lacking Sewer Service	Fire Safety*	Pavement below County Standard	General Need per Public Input	Relative Priority**
Street Improvement Project									
South of Jack Road and 70th Avenue			✓					✓	3
North of Monroe Street and 70th Avenue			✓					✓	3
70th Ave. between Jack Road and Monroe Street			✓					✓	3
Corner of 74th Avenue and Otty Street			✓					✓	3
Lamphier Rd. between 74th Ave and 75th Ave.			✓					✓	3
Corner of Otty Street and 75th Avenue			✓					✓	3
Corner of 77th Avenue and Lamphier Street			✓					✓	3
South of Lamphier Street on 77th Avenue			✓					✓	3
Corner of 77th Avenue and Overland Street			✓					✓	3
Corner of Lamphier Street and 79th Avenue			✓					✓	3
King Road between 78th Avenue and Fuller Rd.			✓					✓	3
West of Fuller Road on King Road			✓					✓	3
Corner of King Road and Fuller Road			✓					✓	3
Corner of King Road and 82nd Avenue			✓					✓	3
Overland St. between 80th and 81st Ave.			✓	✓				✓	3
Corner of 81st and Lamphier Street			✓	✓				✓	3
Corner of 82nd Ave. and Otty Rd. (realignment)			✓	✓				✓	3
Steen St. east of Linwood		✓					✓		3
Morris east of Stanley		✓					✓		3
55th Avenue south of Johnson Creek Blvd.		✓					✓		3
King Rd. between Linwood Ave. and Helena St.		✓						✓	3
Corner of King Road and 66th Avenue		✓						✓	3
Corner of King Road and Bell Avenue		✓						✓	3
North of King Road on Bell Avenue		✓						✓	3
Corner of 77th Court and Johnson Creek Blvd.	✓							✓	3

** More than 250 feet from closest fire hydrant.*
***Relative Priority: preliminary recommendation based on number and type of deficiencies.*

Table 3
Summary of Local Improvement Recommendations
Gateway/Lighting Projects

	Location				Deficiency				
	North of Johnson Creek	West of Bell	East of Bell	Within 1,500 ft. of planned Light Rail Transit	Lacking Sewer Service	Fire Safety*	Pavement below County Standard	General Need per Public Input	Relative Priority**
Gateway/Lighting Project									
Corner of Hale Street and Bell Avenue			✓		✓	✓		✓	1
Corner of Bell Avenue and Drew Avenue			✓		✓	✓		✓	1
East of 55th Avenue and King Road		✓			✓	✓		✓	1
Hinkley Ave. between 82nd Ave. and Fuller Rd.	✓		✓	✓	✓	✓		✓	1
Corner of Eckler Avenue and Drew Avenue			✓		✓			✓	2
West of 76th Avenue on Lamphier Street			✓			✓		✓	2
Corner of Mackie Lane and Sherrianne Court			✓		✓			✓	2
Corner of Glencoe Road and 79th Avenue			✓			✓		✓	2
Corner of 82nd Avenue and King Road			✓			✓		✓	2
82nd Ave. between Otty Street and Glencoe Road			✓			✓		✓	2
Wichita Ave north of Hazel Place		✓			✓			✓	2
Wichita Ave south of Hazel Place		✓			✓			✓	2
Corner of Linwood Ave and Overland Street		✓			✓			✓	2
Corner of 67th Avenue and Alder Place	✓				✓			✓	2
Corner of Johnson Creek Blvd. and Fuller Road	✓		✓	✓	✓			✓	2
Corner of King Road and 72nd Road			✓					✓	3
Corner of Otty Street and 73rd Ave			✓					✓	3
Otty St. between 74th Avenue and 75th Avenue			✓					✓	3
Overland St. between 75th Avenue and 76th Ave.			✓					✓	3
Corner of Otty Street and 77th Avenue			✓					✓	3
Johnson Creek Blvd. between 76th Dr. and 77th Court			✓					✓	3
Johnson Crk Blvd. between 80th Ave. and 82nd Ave.			✓					✓	3
Corner of Overland Street and 82nd Avenue			✓	✓				✓	3
Corner of 80th Avenue and Otty Avenue			✓					✓	3
Corner of Otty Street and 82nd Avenue			✓	✓				✓	3
79th Ave. between Glencoe Road and Otty St.			✓					✓	3
Intersection of Johnson Creek Blvd.and Bell Avenue		✓						✓	3
Intersection of King Road and Linwood Avenue		✓						✓	3
Southeast corner of King Road and Linwood Avenue		✓						✓	3
Bell Avenue between King Road and Sandview St.		✓						✓	3
Corner of the Springwater Corridor and Luther Road	✓							✓	3

** More than 250 feet from closest fire hydrant.*
***Relative Priority: preliminary recommendation based on number and type of deficiencies.*

Table 4
Summary of Local Improvement Recommendations
Redevelopment Projects

	Location				Deficiency				
	North of Johnson Creek	West of Bell	East of Bell	Within 1,500 ft. of planned Light Rail Transit	Lacking Sewer Service	Fire Safety*	Pavement below County Standard	General Need per Public Input	Relative Priority**
Redevelopment Project									
Corner of Stanley Street and Linwood Avenue		✓			✓	✓		✓	1
Between Needham Court and 64th Ave		✓			✓	✓		✓	1
73rd Avenue and South of Hale Street			✓		✓	✓		✓	1
Next to the Springwater Corridor, on the river, north of 79th Drive and east of 79th Avenue	✓				✓	✓		✓	1
East of 82nd Avenue on Johnson Creek Blvd.	✓		✓	✓	✓	✓		✓	1
Corner of Needham Court and Flavel Drive		✓			✓			✓	2
Corner of Needham Court and 64th Avenue		✓			✓			✓	2
Wichita Elementary property		✓			✓			✓	2
East of 66th Avenue and Queen Road		✓				✓		✓	2
Between Cornwell Street and Lindy Street on 82nd Ave.	✓					✓		✓	2
North of Con Battin Road on Fuller Road			✓	✓		✓		✓	2
Stanley Street between Wichita Ave and Linwood Avenue		✓						✓	3
Corner of Queen Road and SE 70th Avenue			✓					✓	3
Between 77th Court and 80th Avenue on Johnson Creek			✓					✓	3
Mackie Lane			✓					✓	3
Corner of Otty Street and 82nd Avenue			✓					✓	3
Southwest corner of Otty Street and 82nd Avenue			✓					✓	3
South of King Road and West of Fuller Road			✓					✓	3

** More than 250 feet from closest fire hydrant.*

***Relative Priority: preliminary recommendation based on number and type of deficiencies.*

Project Costs

Project cost is another important consideration since it will take several years before the urban renewal area accumulates adequate revenues to pay for major improvements. While detailed cost estimates have not been conducted as part of this work, we have prepared unit-cost estimates for typical roadway improvements, sanitary sewer improvements and parks improvements. Unit costs are also provided for prototypical private home/business improvements (Table 5).

The unit cost estimates are intended to assist county staff and affected stakeholders with planning level cost estimates when considering an investment. Street reconstruction and upgrade costs are expected to be a major expense, and there is a wide variation in the cost depending on the level of design. For example, the reconstruction of 70th Avenue between Queen Street and Monroe Street for approximately 800 feet would likely cost between $256,000 and $384,000 depending on whether sidewalks, street lights, and public sewer/water lines are included.

While preliminary funding and project priorities have been identified along with planning-level unit costs for construction, more detailed refinement design and cost estimating will occur during each project's implementation. Hence, the recommendations contained in this *Design Plan* are intended to be an initial reference point for identifying projects and prioritizing scarce funding resources.

Street and Pedestrian Improvement Costs

Reviewed recent contractor bid tabulations were reviewed on several projects in the greater Portland Metropolitan region to ascertain current costs for building major and minor transportation improvements. The following summary provides planning-level budgeting data that can be used to get an approximate estimate of individual improvement costs. Please note that the costs below are in constant 2006 dollar amounts and exclude right-of-way acquisition and special engineering or permitting requirements that may or may not be required for each project.

Standard Residential Street —26-feet wide, curbs, drainage, planter strip with street trees, sidewalk and without new street lighting system:

- Centerline Cost = $480 per linear foot
- Property Frontage Foot Cost = $240 per linear foot (on each side of roadway)
- Standard 50-foot lot frontage assessment = $12,000 (per lot)

Substandard Local Street —18-feet wide, no curbs, 5-foot wide gravel shoulder, ditch/bio-swale drainage, storm sewer, no sidewalk and without new street lighting system:

- Centerline Cost = $320 per linear foot
- Property Frontage Foot Cost = $160 per linear foot (on each side of roadway)
- Standard 50-foot lot assessment = $8,000 (per lot)

Bell Avenue—Preserve existing roadway, add bike and pedestrian facilities from Johnson Creek Boulevard to King Road with existing 12-foot wide travel lanes, and the addition of two 5-foot wide on-street bike lanes, full-width overlay, planter strip with street trees, 8-foot wide sidewalk on each side. Cost excludes right-of-way acquisition, a new street lighting system, new traffic signals and a new bridge at Johnson Creek. This is not a designated Capital Improvement Plan (CIP) road reconstruction project; however, bike and pedestrian facilities are reflected in the County's Transportation System Plan as a long-term improvement.

- Centerline Cost - $600 per linear foot
- Total Project Cost = $1,800,000 (assuming 3,000 linear feet)

Linwood Avenue—Full reconstruction to arterial street standards from Johnson Creek Boulevard to Monroe with 48-foot wide pavement (14-foot wide center left turn lane, two 12-foot wide travel lanes, two 5-foot wide on-street bike lanes), planter strip and street trees, 8-foot wide sidewalk on each side. Project does not include right-of-way acquisition, a new street lighting system, new traffic signals or a new bridge at Johnson Creek. This is not a designated Capital Improvement Plan (CIP) road reconstruction project; however, bike and pedestrian facilities are reflected in the County's Transportation System Plan as a long-term improvement.

- Centerline Cost = $850 per foot
- Total Project Cost = $3,600,000 (assuming 4,235 linear feet)

Pathways—Typical cost for new 5-foot wide concrete sidewalk ranges from $5-$6 per square foot when constructed in conjunction with a road project, or $10-$15 per square foot if constructed independent of a road project. Asphalt pathway cost is typically $90 per linear foot. All costs exclude right-of-way acquisition and special environmental mitigation.

Sanitary Sewer Improvement Costs

Water Environment Services (WES), a department of Clackamas County, provides sanitary sewage collection and treatment services for the urbanized portions of the county. WES can provide information on: joining the service district, forming an assessment district to construct sanitary sewers, finding out how much a sewer assessment will be and methods of making timed payments for a sewer assessment. The City of Milwaukie also provides sanitary sewage collection and treatment services for portions of the area west of Linwood Avenue. Future sanitary sewer district boundaries will be determined by WES and the City of Milwaukie during a separate planning effort.

Typically, there are four types of expenses related to the installation of public sanitary sewers. They are as follows:

1. **Assessment District**—This represents the local share of building a sanitary sewer system in a defined assessment district. It covers all costs related to the design and construction of the system up to and including a lateral service pipe to a private property.

- Typical cost per property = $8,000 (according to preliminary WES estimates)
- This amount can be financed with the County like a second mortgage
- Safety net programs are available for low income property owners

2. System Development Charge or SDC—This represents the local share of building and operating a sewage treatment plant that will clean the water and discharge the clean water to the Willamette River.
   - Typical cost per property = $2,200 (according to preliminary WES estimates)
   - This amount cannot be financed with the County

3. Decommission Existing Sanitary System—This represents the cost of shutting down an existing septic tank or drywell on private property. These systems do not need to be completely removed, but they need to be safely taken out of service by removing the waste water and filling the tank or sump with earth and gravel.
   - Typical cost per property = $2,000 (according to preliminary WES estimates)

4. Rerouting Plumbing—The existing plumbing from a house may need minor rerouting to carry the wastewater to the new public sewer. If a septic tank is in the backyard, and the public sewer is in the front yard, the contractor will need to install new pipes to carry the wastewater to the public sewer.
   - Typical cost per property = $2,000 (according to preliminary WES estimates)

The typical total cost per property to switch from a private on-site septic tank system to a publicly-owned and operated system is approximately $ 14,200. However, actual costs may vary considerably from this estimate.

Parks and Gateway/Lighting Improvement Costs

Basic Park Improvements —soil stripping, rough grading, top soil, fine grading, seeding and signage:

- Basic Improvement Cost = $65,000 per acre

Additional trails, trees, small shrub beds:

- Additional Improvement Cost = $15,000 per acre

Playground and Ball Field—includes pre-manufactured play equipment, ball field with subgrade drainage system:

- Additional Improvement Cost = $130,000 per acre

Additional Irrigation—includes large throw-sprinklers and limited drip irrigation system:

- Additional Improvement Cost = $35,000 per acre

Home and Light Commercial Improvement Costs

The *Design Plan* includes funding programs that attempt to leverage private investment in residential, commercial and industrial development. This includes the Development and Redevelopment programs, and the Property Preservation and Rehabilitation Programs. While the exact amount of private investment in a redevelopment project will vary from project to project, planning and budgeting can be accomplished using rough cost estimates, which are provided below in Table 5. Please refer to Section III for a more detailed description of funding program descriptions and authorization levels.

Table 5

Home and Light Commercial Unit Costs*

Roofing - Flashings - Chimneys	
Install conventional asphalt shingles over existing shingles	$1.25 - $2 / sq. ft.
Strip and re-shingle with conventional shingles	$2 - $3 / sq. ft
Strip and re-roof with cedar shingles	$5 - $7 per sq. ft.
Strip and replace built-up tar and gravel roof	$4 - $6 / sq. ft.
Strip and replace single-ply membrane	$4 - 6 / sq. ft.
Reflash typical chimney	$300 - $500
Reflash typical skylight	$300 - $500
Rebuild typical chimney above roof line	$100 - $200 / lin. ft.
Repoint typical chimney above roof line	$20 - $30 / row
Install galvanized or aluminum gutters and downspouts	$3 - $5 / lin. ft.
Soffits - Fascias - Repointing - Water Proofing	
Install aluminum soffits and fascia	$8 - $12 / lin. ft
Install aluminum or vinyl siding	$3 - $4.50 / sq. ft.
Repoint exterior wall (soft mortar)	$3 - 4.50 / sq. ft
Repoint exterior wall (hard mortar)	$6 - $8 / sq. ft.
Waterproof foundation walls	$3 - $4 / sq. ft.
Damp proof foundation walls and install weeping tile	$60 - $120 / lin. ft.
Garages - Decks - Retaining Walls - Foundation	
Install a deck	$12 - $20 / sq. ft.
Rebuild exterior stairwell	$2,500 - $5,000
Build detached garage (single)	$8,000 and up
Build detached garage (double)	$12,000 and up
Build retaining wall (wood)	$20 - $25 /sq. ft.
Build retaining wall (concrete)	$30 - $40 / sq. ft.
Perform chemical treatment for termites	$500 and up
Repair minor crack in poured concrete foundation	$400 - $800
Electric Repairs - Upgrades	
Upgrade electrical service to 100 amps	$1,200 - 1,800
Upgrade electrical service to 200 amps	$1,500 - $2,000
Install new circuit breaker panel	$500 - $700
Add 120 volt circuit	$150 - $250
Add 240 volt circuit	$250 - $350
Add conventional receptacle	$75 - $150
Replace conventional receptacle with ground fault circuit receptacle	$60 - $90
Rewire electrical outlet with reversed polarity (assuming electrician already there)	$5 - $10 ea.
Install conventional alarm system (fire/burglar)	$1,000 and up

Heating Systems – Air Conditioning	
Install mid-efficiency forced-air furnace	$1,700 - $2,500
Install high-efficiency forced-air furnace	$2,500 - $3,500
Install drum-type humidifier	$200 - $300
Install electronic air filter	$500 - $800
Install mid-efficiency boiler	$2,500 - $4,000
Install high-efficiency boiler	$5,000 - $9,000
Rebuild firepot (refractory) on boiler	$500 - $800
Install circulating pump	$400 - $600
Install chimney liner	$300 - $700
Install set-back thermostat	$100 - $300
Remove oil tank from basement	$200 - $400
Remove abandoned underground oil tank	$3,500 and up
Replace radiator valve	$75 - $150
Add electric baseboard heater	$150 - $250
Convert from hot water heating to forced-air (cape)	$8,000 - $10,000
Convert from hot water heating to forced-air (two story)	$15,000 - $20,000
Clean ductwork	$250 and up
Add central air conditioning on existing forced-air system	$2,000 - $3,000
Add heat pump to forced-air system	$3,000 - $4,000
Replace heat pump or air conditioning compressor	$800 - $1,400
Insulation	
Insulate open attic to modern standards	$1 - $1.50 / sq. ft.
Blow insulation into flat roof, cathedral ceiling or wall cavity	$2 - $3.50 /sq. ft.
Improve attic ventilation	$40 - $50 per vent
Plumbing & Sewer	
Replace galvanized piping with copper (2 story with one bathroom)	$2,000 - $2,500
Replace water line to house	$1,500 - $3,500
Replace toilet	$300 and up
Replace basin	$200 and up
Replace bathtub, including ceramic tile	$1,500 and up
Install fire sprinkler system (apartment dwelling unit)	$4,000 and up
Retile bathtub enclosure	$800 - $1,200
Replace leaking shower stall pan	$1,000 - $1,600
Rebuild tile shower stall	$1,500 - $2,500
Replace laundry tubs	$250 - $500
Remodel bathroom completely	$6,000 and up
Connect waste plumbing system to municipal sewers	$8,000 and up
Install submersible pump	$800 and up
Decommission septic tank and reroute plumbing	$4,000 and up

Carpentry - Finish Work	
Sand and refinish hardwood floors	$1.50 - $3 /sq. ft.
Add drywall over plaster	$1.50 - $2.50 /sq. ft
Install replacement windows	$200 - $400 ea
Install storm windows	$75 - $200 ea.
Install skylight	$500 and up
Remodel kitchen completely	$8,000 and up
Painting (trim only)	$1,500 - $2,500
Painting (trim and wall surfaces)	$3,000 and up
Fireplaces - Stoves	
Repoint chimney (2 story)	$700 and up
Convert coal-burning fireplace to wood-burning unit	$800 and up
Install masonry fireplace (if flue already roughed-in)	$2,000 and up
Install zero-clearance fireplace (including chimney)	$2,500 and up
Install glass doors on fireplace	$300 and up
Install gas Insert into existing fireplace	$2,500 and up

** Note: Costs shown are for general estimates for repairs and/or improvements to a typical 3-bedroom home unless stated otherwise. The scope, size and quality of a project will significantly affect actual costs. Cost information is in current 2006 dollar amounts and is provided for basic planning and exploratory purposes.*

Section III—Design Plan Funding Programs

Draft funding program descriptions were prepared in response to the public request for additional detail on NCRA plan activities. The Program Description Sheets in this section provide a guideline for County staff and interested stakeholders on how funds could be used. Each description provides information regarding the:

- Program Objective
- Program Priority (implementation timing)
- Program Activities (how funds can be used)
- Funding Guidelines
- Priority Locations

It is expected that more details regarding each of these funding guidelines will be developed once the proposed North Clackamas Revitalization Area Plan is adopted.

Public Utilities Program

Objective: Assist in leveraging improvements to utility infrastructure including water, storm sewer, and sanitary sewer systems; and in reducing the cost of connection to sewer service for affected residents and property owners.

Improvement Priority: Near Term, Begin in years 1 - 10

Program Funds Assist with:

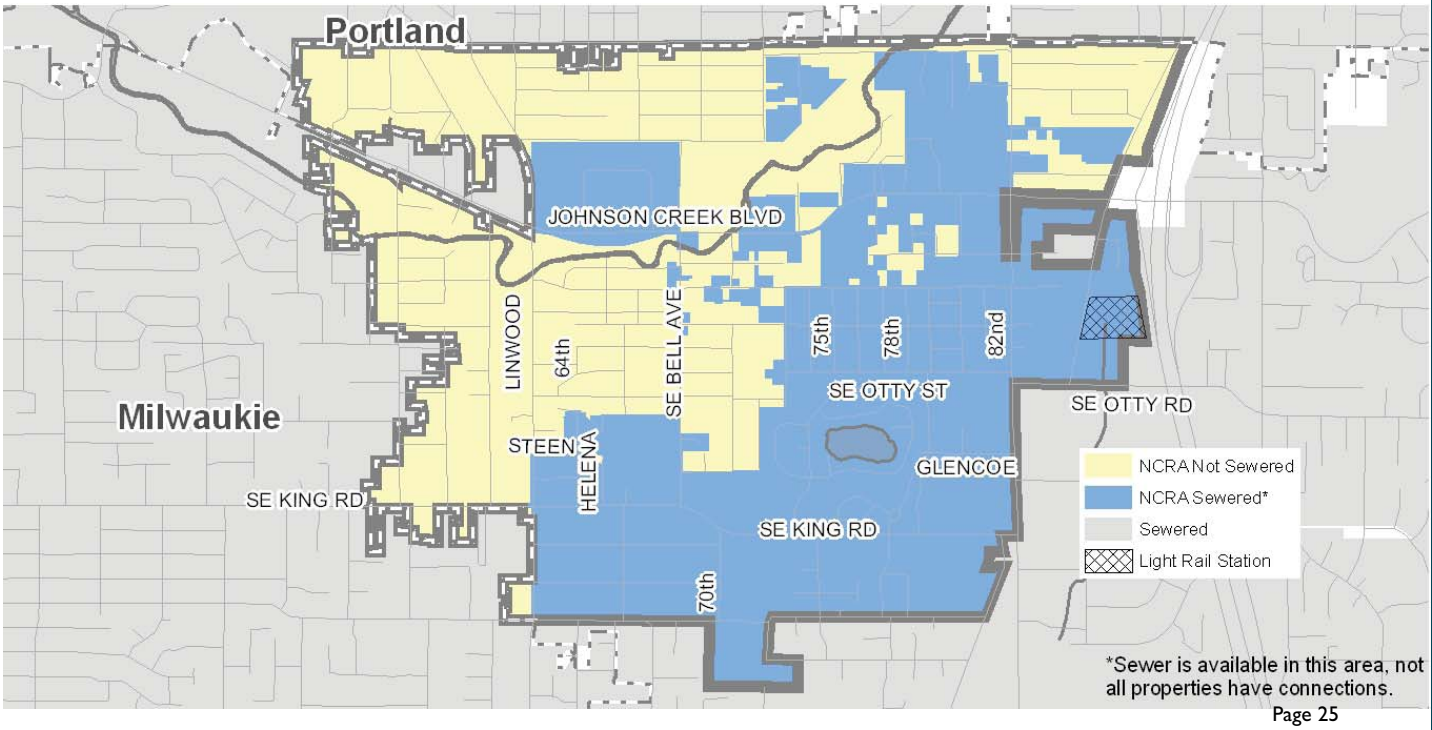
- Residential sewer system development charges (SDCs). (SDCs are one-time fees assessed to sewer system connections.)
- Sewer hook-up fees.
- Septic tank decommissioning.
- Technical studies of providing sewer service to Plan area.
- Water line upgrades.
- Upgrades or construction of storm water facilities.
- Mitigation of flood impacts.

Funding Guidelines:

- The Development Agency may establish operating provisions of programs, including eligibility requirements, loan or grant maximum amounts, and terms.
- Sanitary sewer funding coordinated with sewer district annexation plans by sewer service providers.

Priority Locations:

- Preliminary sewer district expansion may occur in phases, such as north of Johnson Creek, Linwood east to I-205, and west of Linwood.
- Water line upgrades coordinated with fire hydrant upgrades (see also Public Safety Improvements).



Street, Curb, and Sidewalk Improvement Program

Objective: Improve public safety by addressing design deficiencies on local streets, including rebuilding or paving existing streets and adding pathways or sidewalks. To maintain or improve neighborhood character, new and rebuilt streets may have "green street" or other innovative designs. The Street, Curb, and Sidewalk Improvement Program and the Public Utilities Program will be coordinated to lower the costs of sewer connection to Plan area residents.

Improvement Priority: Near Term, Begin in years 1 - 10

Program Funds Assist with:

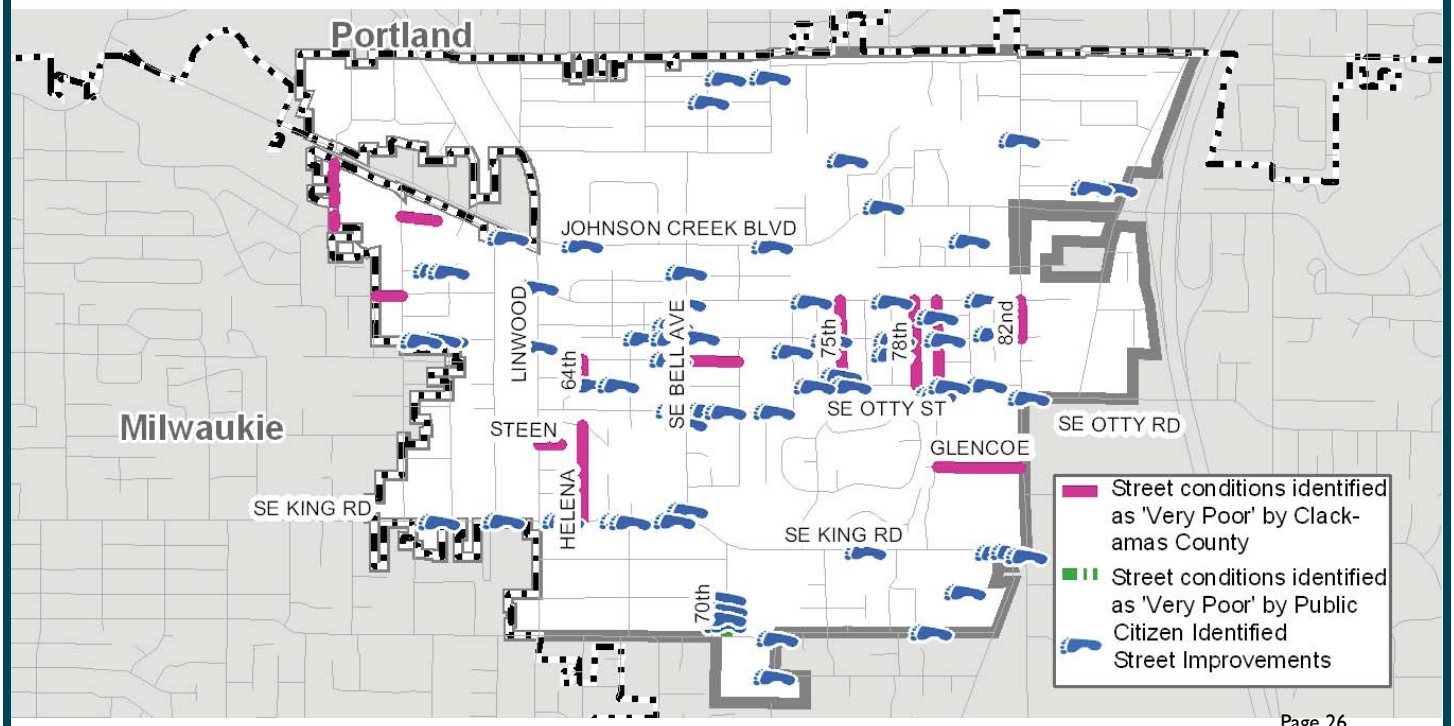
- Designing, building, and/or rebuilding existing unpaved or extremely damaged streets to County standards.
- Asphalt overlay on selected local streets.
- Adding or reconstructing sidewalks or pathways.
- Acquiring additional right of way necessary to make street improvements.

Funding Guidelines:

- Projects accompanied with matching funds may be given priority.

Priority Locations:

- Coincide with sewer district annexation and connection to help lower costs to affected property owners.
- Coincide with fire hydrant upgrades (see also Public Safety Improvements) and water line improvements.
- Identified streets in need of improvement include but are not limited to: 70th Avenue (between Jack and Monroe), Wichita Street, and Hazel.



Streetscape Improvement Program

Objective: Create a sense of identity for the neighborhood as well as improve public safety by adding street lighting, pathways, landscaping, public art, and signage.

Improvement Priority: Long Term, Begin in years 10 - 25

Program Funds Assist with:

- "Gateway" treatments (signage and landscaping) at selected locations.
- Street lighting along selected local streets.

Funding Guidelines:

- Funding requests accompanied with matching funds may be given priority.

Priority Locations:

- High visibility locations that contribute to overall neighborhood identity.



Development and Redevelopment Program

(1) General

Objective: Assist with the development or redevelopment of land or buildings.

Improvement Priority: Near Term to Long Term, Begin in years 1 - 25

Program Funds Assist with:

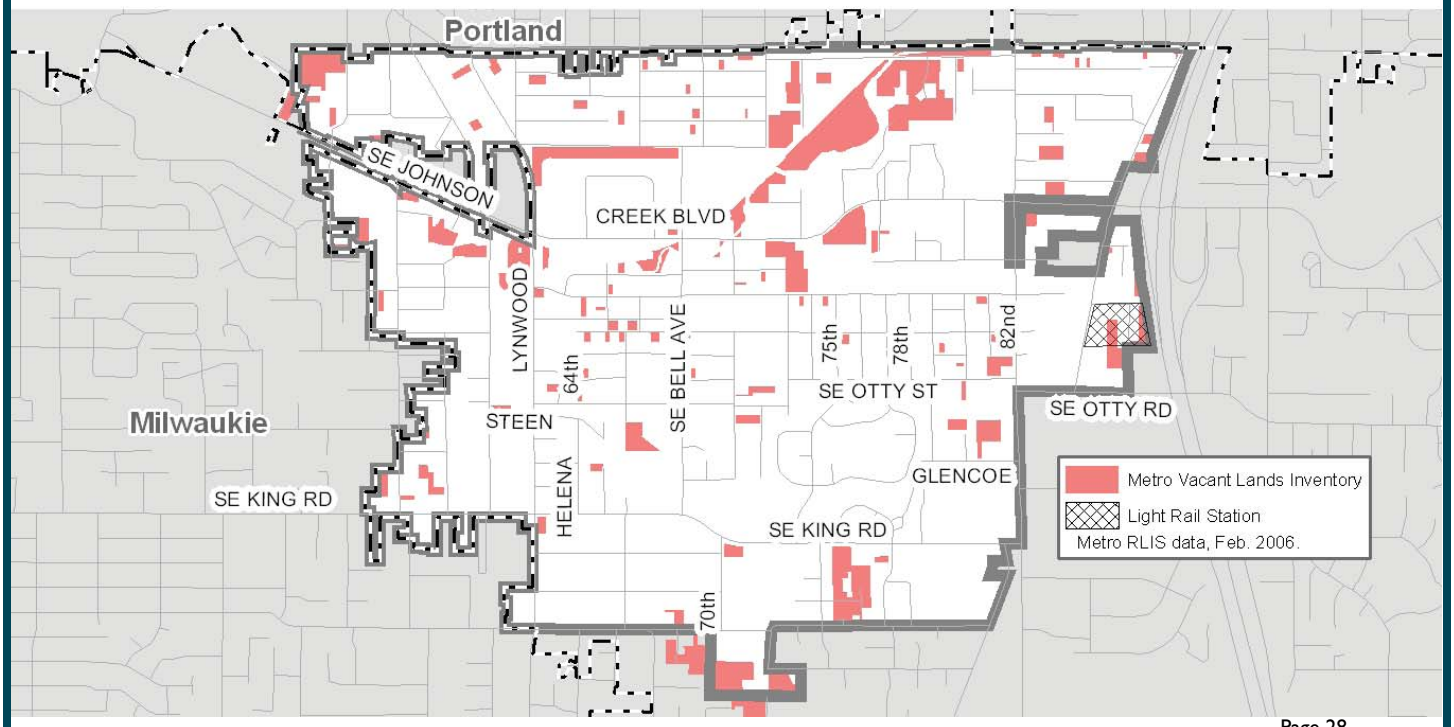
- Removing dangerous buildings.
- Acquiring selected properties for redevelopment and public safety purposes.
- Transferring assembled sites at fair reuse value.
- Below market rate loans.
- Public parking.
- Providing utilities and other off-site improvements to improve feasibility of development. (This may also use funds from non-development and redevelopment programs.)
- Technical assistance such as architectural and engineering plans, planning and zoning permitting, etc.

Funding Guidelines:

- Leverage non-local, Metro, state and federal funds, and/or grant money.
- Funding requests which are accompanied with matching funds may be given priority.

Priority Locations:

- Near intersection of Johnson Creek Road and 82nd Avenue.
- Within 1,500 feet of planned light rail station along I-205.
- Throughout urban renewal district, as opportunities are presented.



Development and Redevelopment

(2) Housing

Objective: Assist non-profit and private developers to build new or substantially renovate sales and rental housing in the project area.

Improvement Priority: Near Term to Long Term, Begin in Years 1 - 25

Program Funds Assist with:

- Reducing the cost of land for housing development.
- Reducing pre-development costs for housing developers.
- Gap financing for developers to make housing development feasible.
- Utilities and other off-site improvements to improve feasibility of housing developments. (This may also use funds from non-development and redevelopment programs.)

Funding Guidelines:

- Levels of funding, and the appropriate funding mechanism, may be determined on a case-by-case basis, as housing proposals are brought to the Development Agency.
- Funds are eligible to non-profit or private developers of new or renovated sales and rental housing.

Priority Locations:

- Within 1500 feet of planned light rail station along I-205.
- Throughout the NRCA.



Development and Redevelopment

(3) Employment

Objective: Assist local businesses to locate or expand in the project area.

Improvement Priority: Near Term to Long Term, Begin in years 1 - 25

Program Funds Assist with:

- Reducing the cost of land for business development.
- Reducing pre-development costs for commercial and industrial developers.
- Gap financing for developers to encourage new business development or expansion of existing businesses.
- Utilities and other off-site improvements to improve feasibility of business developments. (This may also use funds from non-development and redevelopment programs.)

Funding Guidelines:

- Levels of funding, and the appropriate funding mechanism, may be determined on a case-by-case basis, as proposals are brought to the Development Agency.

Priority Locations:

- Along Southeast Johnson Creek Boulevard near the intersection with 82nd Avenue.
- Commercial and industrially zoned properties throughout the NCRA.





Home Ownership Assistance Program

Objective: Encourage home ownership and attract new home owners to the area to maintain and expand the stock of affordable housing, and support a range of cost and housing types in the area.

Improvement Priority: Near Term to Long Term, Begin in years 1 - 25

Program Funds Assist with:

- Reducing interest rates on home mortgages.
- Reducing down payment costs to potential home owners.
- Reducing closing costs to potential home owners.

Funding Guidelines:

- The Development Agency may establish provisions of programs, including income and other eligibility requirements.
- Home ownership programs may be jointly managed by Clackamas County, non-profit housing organizations, and private lenders.
- Funds may be available to non-profit or private developers to construct new or renovate housing.

Priority Locations:

- Throughout the NRCA.



Property Preservation and Rehabilitation Program

Objective: Improve the appearance and housing quality of the area by helping property owners make repairs and renovations to their home, business, or rental units.

Improvement Priority: Near Term, Begin in years 1 - 10

Program Funds Assist with:

- Repairs (roofing, exterior painting, etc.) necessary to maintain property in usable condition and improve neighborhood character.
- Renovation or rehabilitation work to improve the visual appearance or overall condition of a property.
- Upgrading or installing fire sprinklers in existing multi-family dwelling units in conjunciton with other upgrades to comply with the building code.

Funding Guidelines:

- Operating provisions of programs, including eligibility requirements, loan or grant maximum amounts and terms may be established by the Development Agency.
- Programs may be subject to income or other requirements.
- Assistance may take the form of low interest loans or matching grants.
- Separate funds, terms and conditions may be established for housing and commercial property.

Priority Locations:

- Throughout the NCRA.





Parks and Open Space Program

Objective: Acquire and develop parks, open space, trails and pathways that are accessible and provide meaningful recreation opportunities to Plan area residents and workers.

Improvement Priority: Long Term, Begin in years 10 - 25

Program Funds Assist with:

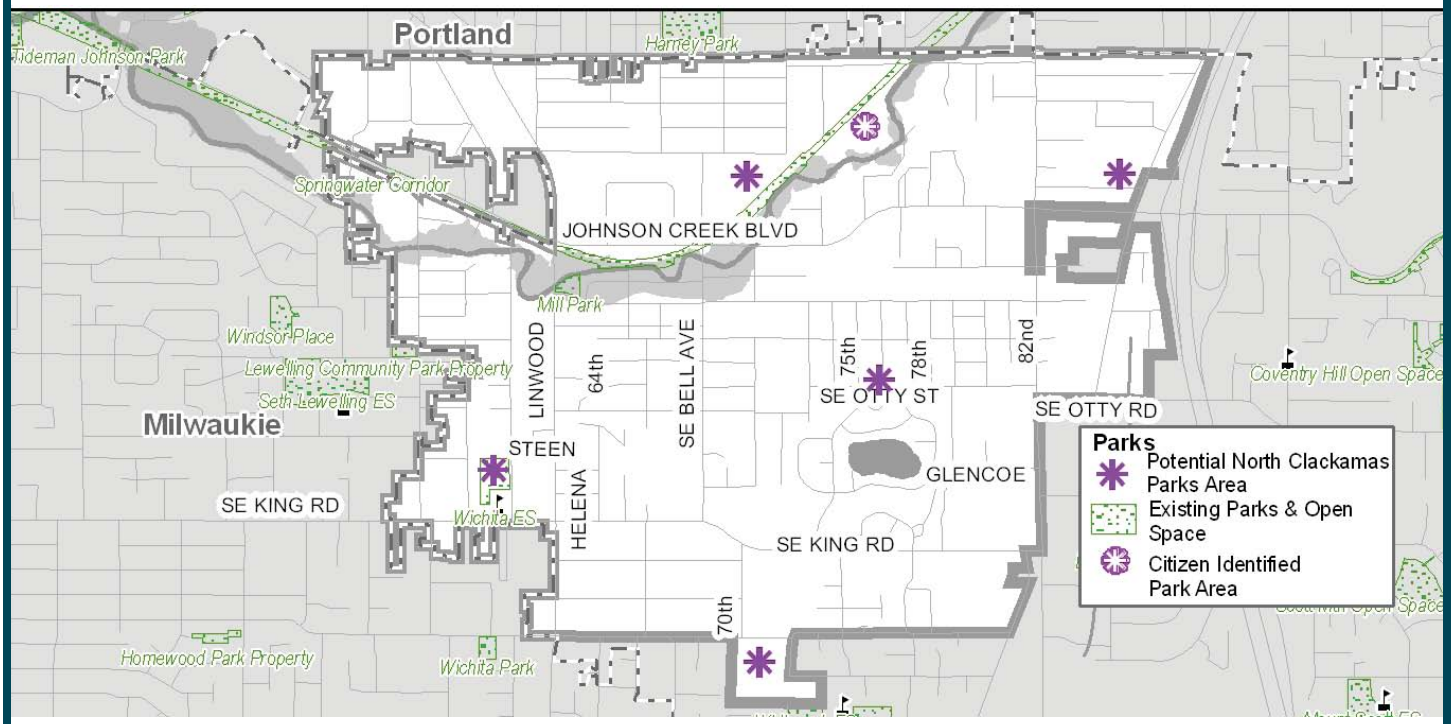
- Acquiring and developing parks.
- Acquiring right of way, design and construction of pathways or trails that enhance access to parks.

Funding Guidelines:

- Utilize funds to leverage Parks funding.

Priority Locations:

- Consistent with the Parks District Master Plan.
- Walkable or easily accessed by transit and bicycle.
- Possible locations include:
  1. Between 82nd Avenue and I-205 north of Johnson Creek Blvd.
  2. Near the Springwater Trail north of SE Alberta Ave.
  3. Near SE Otty Street.



Public Buildings and Facilities Program

Objective: Assist in the purchase or development of a public facility that benefits the neighborhood and accomplishes North Clackamas Revitalization Area Plan goals.

Improvement Priority: Near Term to Long Term, Begin in years 1 - 25

Project Funds Assist with:

- Acquiring and re-using properties within the Plan area for public neighborhood use.
- Constructing parking facilities that serve a development that is consistent with Plan goals and area zoning.

Funding Guidelines:

- Utilize funds depending on emerging redevelopment and acquisition opportunities.

Priority Locations:

- All potential locations reviewed and analyzed by the Development Agency as purchase opportunities become available.





Public Safety Improvement Program

Objective: Increase public safety.

Improvement Priority: Near Term to Long Term, Begin in years 1 - 25

Project Funds Assist with:

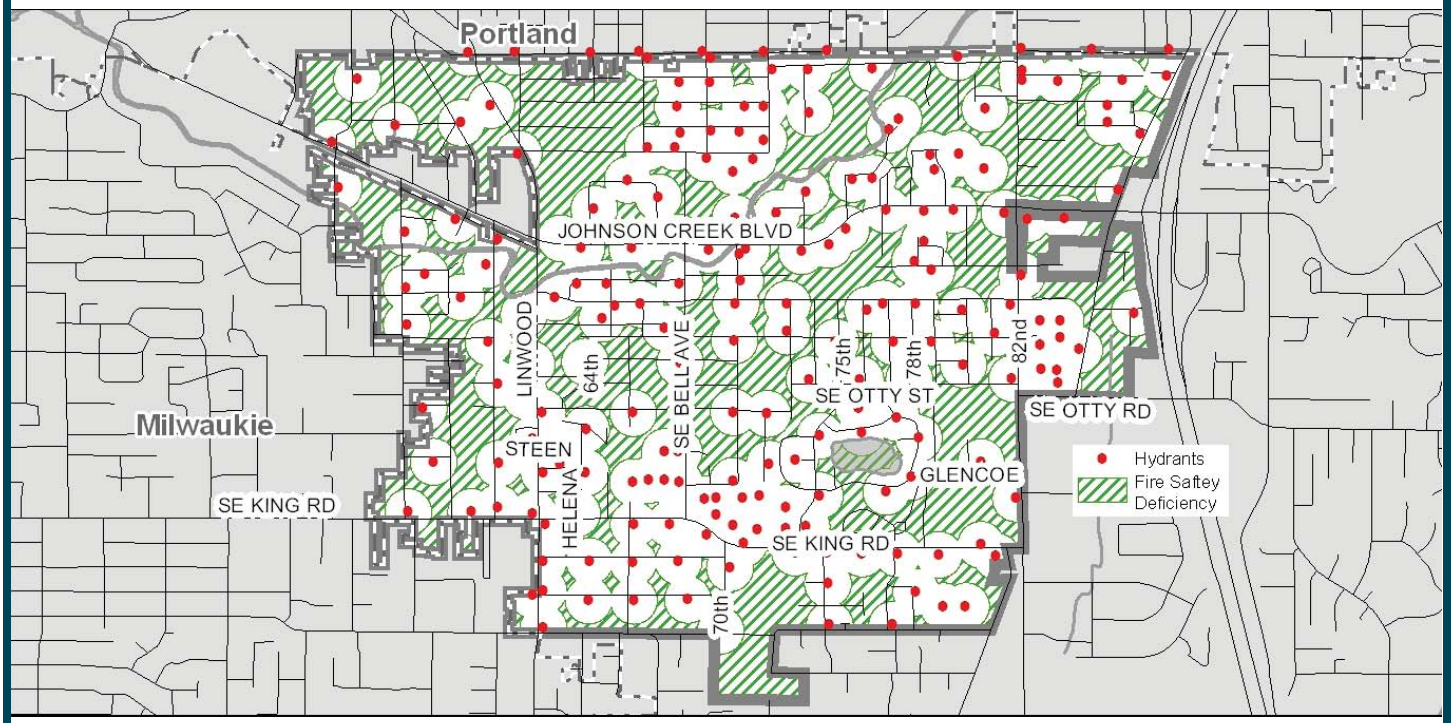
- Placing fire hydrants in required locations.
- Incentives for fire sprinkler installation.
- Cleaning up contaminated properties.
- Establishing a new neighborhood fire and/or emergency services sub-station within the Plan area.

Funding Guidelines:

- Utilize funds to leverage system upgrades by local water providers.
- Require recipients to ensure property address is visible from street to assist with response times.

Priority Locations:

- Coordinate fire hydrant placement with water line, sewer line and street improvements.
- Emergency services sub-station located with input of neighborhood and the department responsible for long-term maintenance and operations of the facility.
- Coordinate emergency services sub-station location with Public Buildings and Facilities Program.



Property Acquisition Program

Objective: Acquire land or buildings necessary to achieve Plan goals.

Improvement Priority: Near Term to Long Term, Begin in Years 1 - 25

Program Funds Assist with:

- Acquiring properties for public or private development.

Funding Provisions:

- Levels of funding and the appropriate funding mechanism will be determined on a case-by-case basis, as proposals are brought to the Development Agency.
- Leverage non-local, Metro, state and federal funds, and/or grant money.
- Funding requests accompanied by matching funds will be given priority.

Priority Locations:

- Land or structures that are dangerous, hinder public safety, or are an "eyesore" to the neighborhood.



Transit Facilities and Alternative Transportation Program

Objective: Improve transit, pedestrian, and bicycle options and facilities to encourage use of alternative transportation.

Improvement Priority: Long Term, Begin in years 10 - 25

Project Funds Assist with:

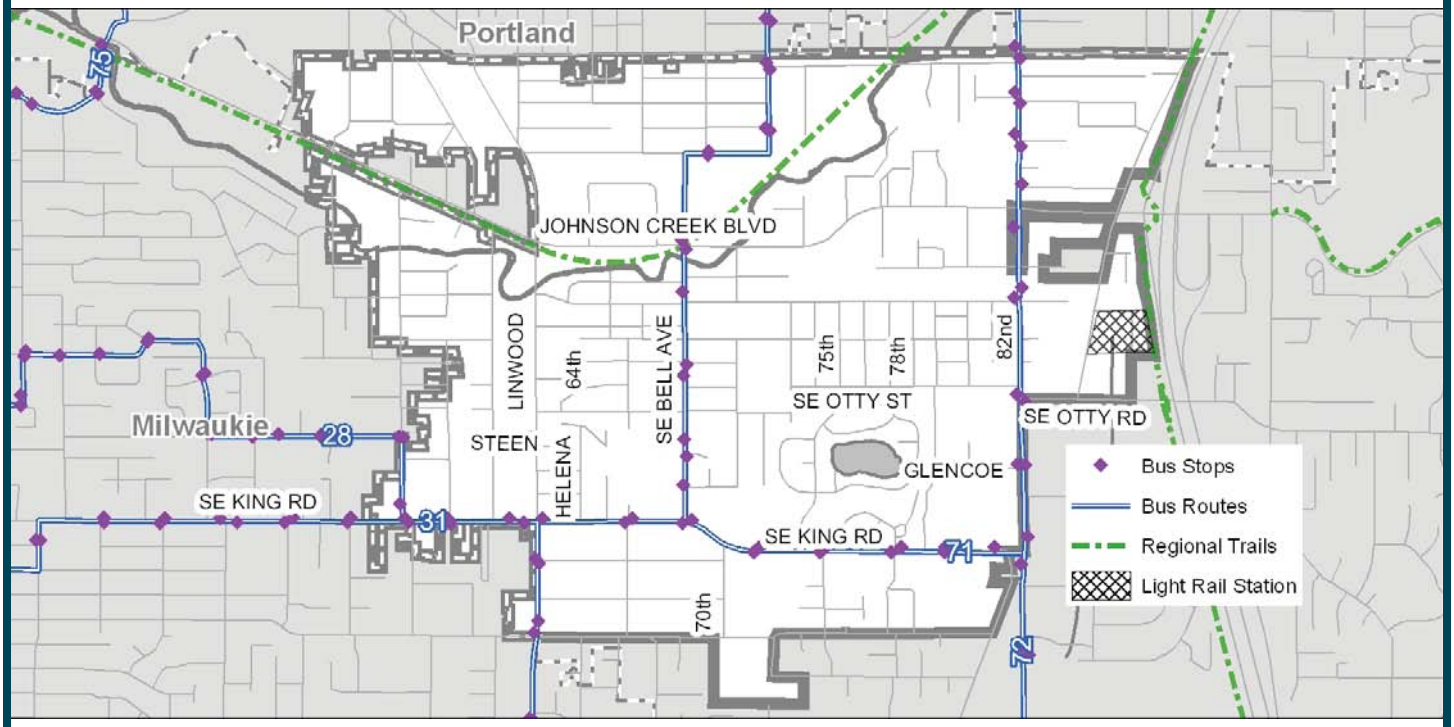
- Pedestrian connections between project area and the future light rail station.
- Bus shelters and other amenities for transit riders.
- Bike lanes on major roads within the Plan area coordinated with applicable master plans.
- Right of way necessary to make transit, pedestrian, and bike facility improvements.

Funding Guidelines:

- Utilize funds to leverage investment by TriMet, Metro, state and federal government.

Priority Locations:

- Transit routes and bus stops.
- Safe pedestrian and bicycle connection to the future light rail station.
- Pathways that connect major destinations such as shopping, parks, schools, and the future light rail station.
- Routes identified as priority by adopted master plans.



Bridge Improvement Program

Objective: Improve design deficiencies on bridges along Johnson Creek that cause flooding or other dangerous conditions.

Improvement Priority: Long Term, Begin in Years 10 - 25

Program Funds Assist with:

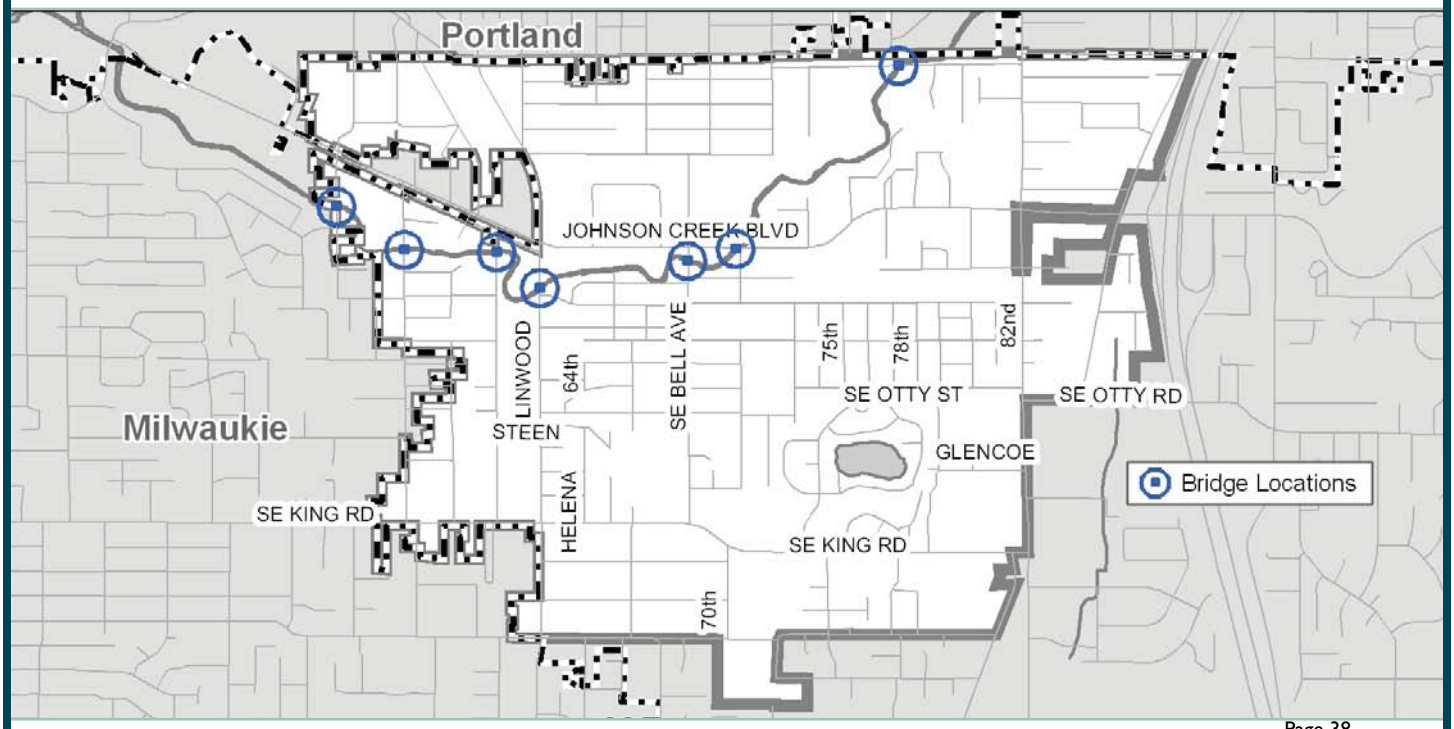
- Improving design deficiencies on bridges along Johnson Creek that cause flooding or other dangerous conditions.

Funding Guidelines:

- Leverage non-local, Metro, state and federal funds, and/or grant money.

Priority Locations:

- Bridges along Johnson Creek within the North Clackamas Revitalization Area.



Appendix

Appendix 1 – Newsletter

You're Invited to Help Plan Projects for the *North Clackamas Revitalization Area!*

Opportunities for Citizen Input

In December 2005 the Clackamas County Board of Commissioners held the first hearing on a proposed 1,008-acre urban renewal district in the northern portion of Clackamas County (see project area map, inside) now called the *North Clackamas Revitalization Area* (NCRA).

The NCRA proposal came about in response to a July 2005 request from the Board of Commissioners to establish a new urban renewal district in the Overland Park area to support continued development of affordable, mixed-use, residential neighborhoods.

The plan was developed, reviewed and approved by a 12-member Technical Advisory Committee and a 13-member Citizens Advisory Committee with input from more than 200 members of the public who attended one or more of the five public meetings and open house. You can see the Plan and other information about the proposed revitalization area at www.co.clackamas.or.us/dtd/da/info/da_northclack.htm or by calling 503-353-4326.

The ***next step*** is to define projects to ensure implementation of the Vision and Guiding Principles. **This requires your help!** In February and March you will have many chances to help define and prioritize the projects that will be included in the Plan. These opportunities are described inside. After this step is completed, the Board of Commissioners is scheduled to hold a second hearing and take action on the proposed NCRA Urban Renewal Plan on **April 27, 2006.**

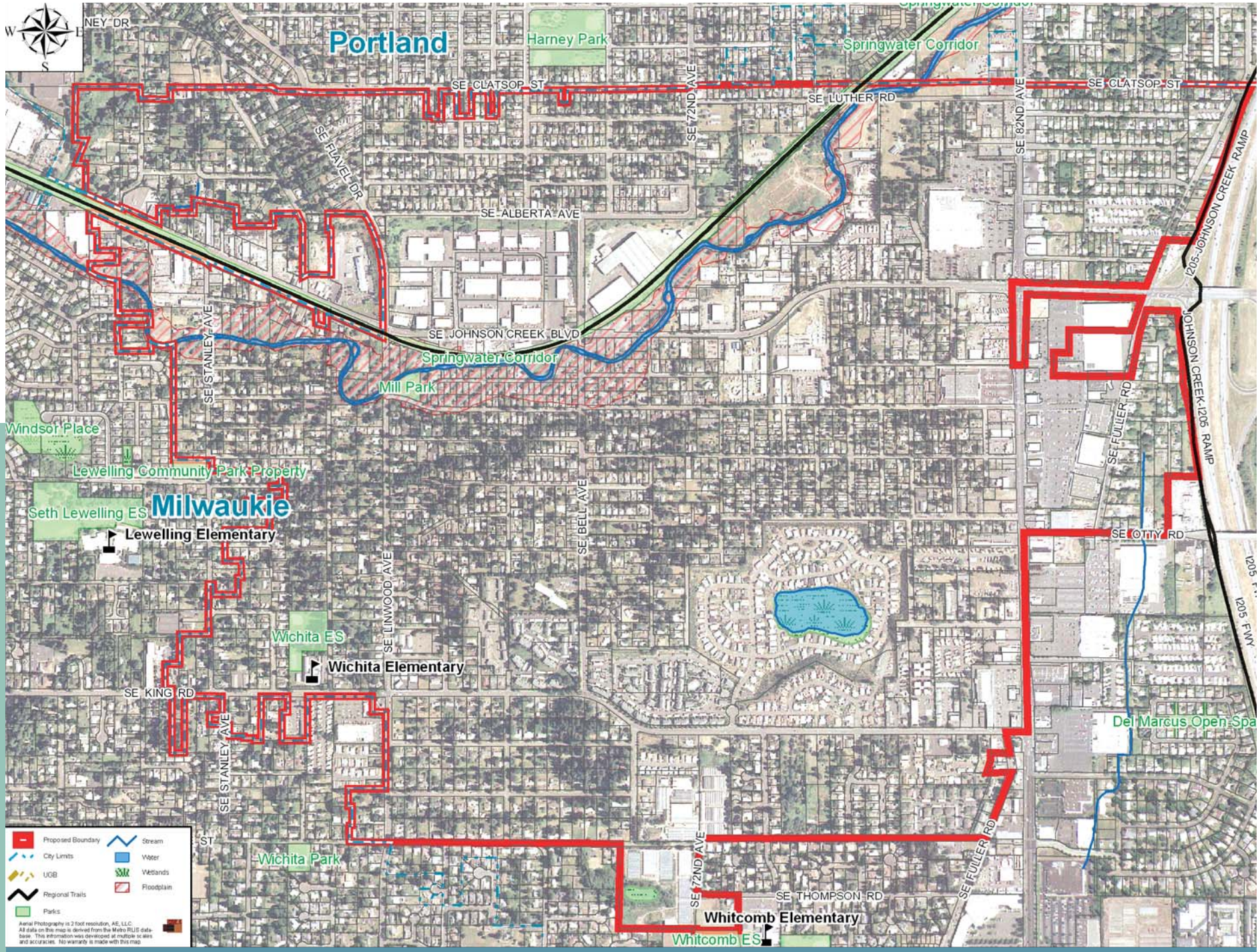
NCRA Vision: North Clackamas as a safe, clean, and affordable, mixed-use neighborhood that provides retail, economic, education, transportation, and recreational opportunities, and a sense of identity and place for its diverse citizenry.

NCRA Guiding Principles:

- **Improved public health and safety**
- **Increased property and yard maintenance**
- **Stable base of residents who remain in the plan area over time**
- **A mix of affordable housing types**
- **An improved neighborhood image/reputation**
- **Thoughtfully located businesses that cater to the needs of area residents**
- **An improved natural environment**
- **Positive recreational opportunities for youth**
- **Access to education and social services**
- **Make public improvements necessary to stimulate investment in the Plan area**

Nine project categories have been established:

- **preservation and rehabilitation**
- **street, curb, and sidewalk improvements**
- **development and redevelopment**
- **streetscape and neighborhood beautification**
- **public parks and open spaces**
- **public buildings and facilities**
- **land acquisition**
- **plan administration**
- **public utilities**



North Clackamas Revitalization Area Boundary



One-on-One and Small Group Discussions February 20 - 24

From February 20 – 24 you are invited to provide input into priorities and projects in an informal one-on-one or small group setting. Discussions will be conducted by the County's consultant, Otak. *Anyone* interested in the NCRA can schedule a discussion time by contacting **Michelle Stephens at (503) 699-2485 or by email at michelle.stephens@otak.com.** Discussion times and locations will be arranged to meet your schedule. Interviews can even be conducted over the phone!



Open House: Define and Prioritize Projects February 28

An open house will be held on **February 28, from 5:30-7:30 pm in the auditorium of the Sunnybrook Service Center (9101 SE Sunnybrook Blvd., Clackamas)** to focus on **defining and prioritizing** the projects and their locations. Your involvement is needed to ensure that the projects you care about are considered. Children are welcome to attend as there will be an opportunity for them to also provide input on projects.



Open House: Review Project List March 22

The second open house will be held on **March 22, from 5:30-7:30 pm in the auditorium of the Sunnybrook Service Center (9101 SE Sunnybrook Blvd., Clackamas).** This will be an opportunity for you to **review** the project list, priorities, locations, and implementation timeline before the draft plan is published on April 7. Again, children are welcome to attend and will be given a special opportunity to provide their input.



More Opportunities for Input

You can submit comments or questions about the project to Barbara Cartmill, Project Manager, by phone at (503) 353-4326 or by email at Barbc@co.clackamas.or.us.

Project information and a comment form are on the project webpage: www.co.clackamas.or.us/dtd/da/info/da_northclack.htm or can be picked up at the Development Agency Office on the 4th floor of the Sunnybrook Service Center, 9101 SE Sunnybrook Boulevard, Clackamas.

Important Dates!!

February 20 - 24 Individual and Small Group Discussions

Call Michelle at 503-699-2485 today to schedule your appointment!!

February 28 Open House **5:30 - 7:30 pm**

Sunnybrook Service Center - Auditorium, 9101 SE Sunnybrook Blvd., Clackamas

March 22 Open House **5:30 - 7:30 pm**

Sunnybrook Service Center - Auditorium, 9101 SE Sunnybrook Blvd., Clackamas

April 27 Board of Commissioners Hearing **10 am** Public Services Building - 4th floor, 2051 Kaen Road, **Oregon City**

Clackamas County
Development Agency
9101 SE Sunnybrook Blvd.
Clackamas, OR 97015

Contact Us for More Information:
www.co.clackamas.or.us/dtd/da/info/da_northclack.htm
Project Manager: *Barbara Cartmill*
(503) 353-4326 or email Barbc@co.clackamas.or.us

Appendix 2 – Project Update

Proposed North Clackamas Revitalization Area

Project Update

March 2006

Throughout February, more than 80 individuals and organizations in the proposed North Clackamas Revitalization Area (NCRA) talked with us about potential NCRA projects, priorities, descriptions, and locations. We received comments by email and phone, through a series of stakeholder interviews, and at an open house held on February 28th. We reviewed the input and then developed a Draft Project Priority List with projects identified as either beginning in the near-term (1-10 years) or in the long-term (10 + years).

Your Input is Needed!

The Draft Project Priority List is still a ***Draft***. Your help is needed to verify project priorities and suggest specific locations for the improvements. We need this information to recommend to the Clackamas County Board of Commissioners priority projects and where those projects are first accomplished.

A **Draft Project Priority List - Comment Form** is on the back of this *Project Update* and at www.co.clackamas.or.us/dtd/da/info/da_northclack.htm. Please review the draft list and tell us the specific project locations that you believe are the most important. We need your responses by March 31st. Once you have completed the Comment Form, either return it by mail to:

Barbara Cartmill, Project Manager
Clackamas County Development Agency
9101 SE Sunnybrook Blvd.,
Clackamas, OR 97015

Or fax it to:
Barbara Cartmill, Project Manager
503-353-4272.

Or email comments to: Barbc@co.clackamas.or.us



A **Project Priorities Open House** was held on Wednesday, March 22nd, at the Sunnybrook Service Center. The open house focused on the Draft Project Priority List. The Draft *Design Plan Project Priorities and Descriptions* was available for review, and participants were asked to discuss their priorities for the area. Development Agency staff and consultants were there to answer questions about the proposed NCRA, including potential projects, project funding, and Plan adoption and implementation.

By April 15th, the *Design Plan Project Priorities and Descriptions* will be posted to the project webpage (www.co.clackamas.or.us/dtd/da/info/da_northclack.htm) for additional public review.

On **April 27th, at 10:00 am** the *Design Plan Project Priorities and Descriptions*, as well as the proposed *North Clackamas Revitalization Area Plan*, and Report will be presented to the Board of County Commissioners for review and action. This will take place on the 4th floor of the Clackamas County Public Services Building, located at 2051 Kaen Road, Oregon City. The public is welcome to attend.

Draft Project Priority List – Comment Form

Please review the ***Draft*** Project Priority List below in the column on the left. In the column on the right, please write exactly **where** you would like to have projects completed (use additional sheets if necessary) or indicate if you would take advantage of the improvement program. Your input will be considered in determining the project priorities and locations.

Near-Term Projects (begin in 1-10 years)	Please identify specific **locations** (i.e., 70th between Jack and Monroe)
Street and Streetscape Improvement Programs: Improve public safety by addressing design deficiencies on local streets, and adding street illumination, pathways, landscaping, and signage.	
Development and Redevelopment Program: Assist with the development or redevelopment of land or buildings including fire sprinkler installation.	
Preservation, Rehabilitation and Home Owner Programs: Assist property owners with purchase, repairs, clean-up of contaminated properties, and preservation and/or rehabilitation of existing structures.	**Would you take advantage of this program?** Yes ☐ No ☐ Don't know ☐
Sewer Connection (Public Utilities) Program: Help reduce the cost of connection to sewer service for affected residents and property owners.	**Would you take advantage of this program?** Yes ☐ No ☐ Don't know ☐

Long-Term Projects (begin in 10 + years)	Please identify specific **locations** (i.e., 70th between Jack and Monroe)
Parks Improvement Program: Acquire and develop parks; acquire right-of-way, and design and construct pathways or trails to enhance access to parks.	
Public Buildings and Facility Program: Acquire and re-develop properties in the plan area for public neighborhood use.	
Transit Facilities and Alternative Transportation Program: Improve pedestrian connections and amenities in project area, add bus shelters and bike lanes where needed.	
Public Safety (Fire Hydrant) Program: Upgrade water lines to allow placement of fire hydrants and adequate water flow for fire protection.	
Bridge Improvement Program: Improve bridges along Johnson Creek.	
Others: Please Specify.	

Please return to: Barbara Cartmill, Project Manager, Clackamas County Development Agency, 9101 SE Sunnybrook Blvd., Clackamas, OR 97015, or by fax: 503-353-4272 or by email to: Barbc@co.clackamas.or.us. Please submit your completed Comment Form by **March 31st, 2006**. Thank you for your interest and participation!

Appendix 3 – Stakeholder Input

Table 1 Summary of Preliminary Survey Results

Note: Table is sorted by average score, from highest (5) to lowest (1).

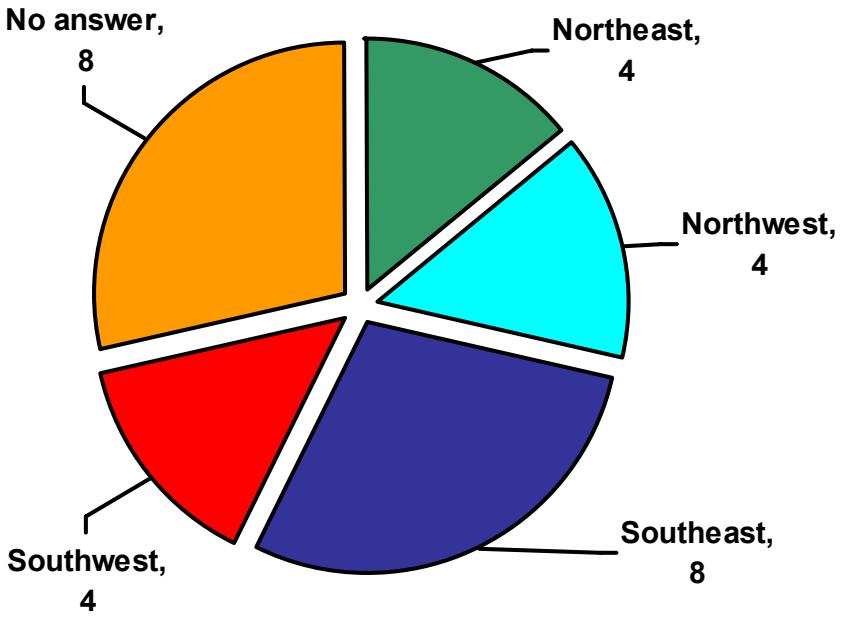
Project Improvement	Number of Responses	Average Score*
g. Assist in reducing the cost of connection to sewer service	26	4.27
p. Removal of dangerous buildings	28	4.25
u. Assistance to homeowners for repairs	27	4.00
q. Assist in clean-up of contaminated properties	26	3.96
k. Assist in improving physical appearance of the area	26	3.88
t. Assistance to preserve and/or rehabilitate existing structures	27	3.81
v. Assistance to 1st time home buyers	25	3.68
e. Rebuild existing unpaved streets to County Standards	26	3.54
w. Assistance to rental property owners for repairs	25	3.52
j. Streetscape improvements (i.e. decorative pavers, street lighting, street trees, signs, etc.)	27	3.52
h. Assist in funding technical studies of providing sewer service to Plan area.	25	3.44
o. Placement of fire hydrants in required locations	24	3.33
m. Improve pedestrian connections between project area and future light rail station	25	3.12
l. Bus shelters and other amenities for transit riders	24	3.08
s. Acquire and re-use of surplus school or other public buildings for public/neighborhood use.	25	2.96
n. Bike lanes on major roads within Plan area	24	2.79
r. Provide incentives for fire sprinkler installation	20	2.65
f. Improve bridges along Johnson Creek	22	2.64
x. Provide technical and/or financial assistance to developers of housing that achieves Plan goals.	21	2.43
i. Assist in mitigating flood impacts	22	2.36
a. Acquire and develop a new park between 82nd Ave. and I-205, north of Johnson Creek Blvd.	25	2.36
d. Make improvements to Mill Park	26	2.23
b. Acquire and develop a new park north of Springwater Trail, and SE Alberta Ave.	25	2.16
c. Acquire and develop a new park near SE Otty Road	25	2.16

* Scores range from 1 (lowest priority) to 5 (highest priority)

Survey Respondent Location

Additional input from the public, project staff, and renewal district consultant will help us refine and detail recommended levels of public investment to move forward with plan implementation. We look forward to discussing these preliminary results with you and including additional public feedback from the 28 February 2006 open house.

Table 2 Summary of Survey Respondent Location by Quadrant



Of the twenty eight (28) respondents, twenty (20) provided a location within the NCURD where they live, work, or own a business. Of those who provide a location on the survey, forty percent (40%) of the respondents are located in Quadrant 4, south of Overland and east of Bell Road. The remaining three quadrants were equally represented: twenty percent (20%) in Quadrant 1, north of Overland and east of Bell Road; twenty percent (20%) in Quadrant 2, north of Overland and west of Bell Road; and twenty percent (20%) in Quadrant 3, south of Overland and west of Bell Road.

Stakeholder Interview Participants

Mike Starzec
Terry and Yvonne Geise
Cliff Wilson
Jim Harris
Norbert Loske
Dee Lewitz
Valerie Gage
Alyssa Starelli
Jeff Rieger
Tim Soper
Mr. Brandstetter
Heather Andrews
Kathleen Gentry
Michelle (did not provide last name)
Bill and Nami Koida (email comments only)
Dan Bauer (email comments only)
15 Members of the Overland Park Neighborhood Watch
Clackamas Fire District # 1

Scott Weninger, *Deputy Chief/Fire Marshal*
Kyle Gorman, *Executive Officer*
Mace Childs, *Deputy Fire Marshal*

Proposed North Clackamas Revitalization Area Plan
Project Priorities Survey

It is important for us to know your opinion about *possible projects* in the Plan area. The projects listed below were identified and recommended by the Citizen Advisory Committee and the Technical Advisory Committee as part of developing the plan for the proposed urban renewal area, and have been reviewed by the Board of County Commissioners (BCC). **Please prioritize the possible projects as least important (1) to most important (5) to you.** If you have "no opinion", mark "0". Please use the **other side** to write comments regarding specific projects. Your input will be taken into consideration in the development of the design plan for the proposed new urban renewal area along with other factors such as local regulations and available funds. The final plan will be acted on by the BCC.

	Plan Issues	No Opinion	Least Important >>				Most Important
Parks	a. Acquire and develop a new park between 82nd Ave. and I-205, north of Johnson Creek Blvd.	0	1	2	3	4	5
	b. Acquire and develop a new park north of Springwater Trail, and SE Alberta Ave.	0	1	2	3	4	5
	c. Acquire and develop a new park near SE Otty Road	0	1	2	3	4	5
	d. Make improvements to Mill Park	0	1	2	3	4	5
Streets and Public Facilities	e. Rebuild existing unpaved streets to County Standards	0	1	2	3	4	5
	f. Improve bridges along Johnson Creek	0	1	2	3	4	5
	g. Assist in reducing the cost of connection to sewer service.	0	1	2	3	4	5
	h. Assist in funding technical studies of providing sewer service to Plan area.	0	1	2	3	4	5
	i. Assist in mitigating flood impacts	0	1	2	3	4	5
	j. Streetscape improvements (i.e. decorative pavers, street lighting, street trees, signs, etc.)	0	1	2	3	4	5
	k. Assist in improving physical appearance of the area	0	1	2	3	4	5
	l. Bus shelters and other amenities for transit riders	0	1	2	3	4	5
	m. Improve pedestrian connections between project area and future light rail station	0	1	2	3	4	5
	n. Bike lanes on major roads within Plan area	0	1	2	3	4	5
	o. Placement of fire hydrants in required locations	0	1	2	3	4	5
Buildings and Developments	p. Removal of dangerous buildings	0	1	2	3	4	5
	q. Assist in clean-up of contaminated properties	0	1	2	3	4	5
	r. Provide incentives for fire sprinkler installation	0	1	2	3	4	5
	s. Acquire and re-use of surplus school or other public buildings for public/neighborhood use.	0	1	2	3	4	5
	t. Assistance to preserve and/or rehabilitate existing structures	0	1	2	3	4	5
	u. Assistance to homeowners for repairs	0	1	2	3	4	5
	v. Assistance to 1st time home buyers	0	1	2	3	4	5
	w. Assistance to rental property owners for repairs	0	1	2	3	4	5
	x. Provide technical and/or financial assistance to developers of housing that achieves Plan goals.	0	1	2	3	4	5
	y. Other (please specify):	0	1	2	3	4	5
	z. Other (please specify):	0	1	2	3	4	5

Please let us know any specific comments or preferences you have on future projects in the area.

If you live, work or own a business in the area, please indicate where:

A. North of Overland and east of Bell Road
B. North of Overland and west of Bell Road
C. South of Overland and east of Bell Road
D. South of Overland and west of Bell Road

As part of our effort to prioritize, define and locate future projects, our consultant, Otak, is conducting informal one-on-one and small group discussions **February 20 – 24.** Anyone interested can **schedule** a discussion time by contacting Michelle Stephens at (503) 699-2485 or michelle.stephens@otak.com.

In addition to the discussions, you are invited to attend the open houses. The first, on **February 28th**, will focus on **defining and prioritizing projects**. The second, on **March 22nd**, will focus on a **review** of the proposed project list, priorities, and locations. Both open houses will be held from **5:30 to 7:30 pm at the Sunnybrook Service Center (9101 SE Sunnybrook Blvd., Clackamas).** If you have questions or need information, contact Barbara Cartmill, Project Manager, at (503) 353-4326 or Barbc@co.clackamas.or.us, or visit the project webpage at: www.co.clackamas.or.us/dtd/da/info/da_northclack.htm.

Please submit comments by **February 24, 2006**

To: Barbara Cartmill, Project Manager,
North Clackamas Urban Renewal Plan, Clackamas County Development Agency
9101 SE Sunnybrook Blvd., Clackamas, OR 97015
Or: Barbc@co.cclackamas.or.us

Detailed Comments Received to Date

Sewers, Streets, and Public Facility Issues

- Maintain/improve existing streets that are in major disrepair.
- Try to address the gateway streets (Johnson Creek Industrial Park) through spring water corridor bike paths. These areas are frequented by transients and drug dealers.
- It would be helpful to improve the corners at Bell and Johnson Creek and Linwood Ave.
- Off of Monroe Street, it needs a connector street, does not need to be fancy.
- Not a particular street, but some are in more need than others, all streets need to be improved.
- Whichita Street is falling apart, needs repaved.
    - Sidewalks on one side.
    - Street lights would be nice, but not high priority.
- Main thoroughfares are prime candidates for beautification (Otty, Lamphier, King, Overland, etc.).
- Appearance and safety of street is our main priority.
    - High traffic.
    - School buses.
- Straightening Otty and connecting it to Drew is a good idea.
- Fix roads that are still dirt first.
- Street repairing is 3rd on our list (60th).
- Doesn't feel a need to expand and improve streets.
- Speed bumps for slowing drivers down. Sidewalks are a common sense idea.
- Encourage major streets (King Road) to be improved.
- 82nd and King should be focus – intersection on Fuller Road needs improvement on traffic flow.
- Does not want streets widened and improved.
    - Do not take 10 to 20 feet of property. If the County can find a non-invasive improvement without encroaching, willing to listen.
- Fix potholes.
- Put up signs – residential low maintenance area, County does not improve speed limit less than 20 mph.
- Streetscape improvements along arterials. Sidewalks on Needham.
- Need sidewalks on streets; such as Hazel and 72nd.
- Sidewalks are also a priority.
- Street lighting and sidewalks need fixed at 82nd and King Road.
- Portland has sidewalks and nice parks, this is important.
- Sidewalks
- Stop sign on 66th at Needham.
- Widen Needham.
- Overland Street, Lamphier Street, and Otty Street are major thoroughfares and are constantly filled with pedestrians (adults and children) cars travel very fast on these streets. These streets desperately need lights and sidewalks.
- I think the first project should be storm drains, sidewalks and street lights on Otty. This is one of the main connector streets from our neighborhood to 82nd. I see people walking to the bus stop and shopping. People are forced to walk down the road. And when it rains, the puddles cover half the road.

- Make pedestrian traffic safer – not increase.
- Sidewalks and better lighting important. Continue City of Portland "like" improvements down 72nd and then branch through area.
- Sidewalks for kids would be a big improvement.
- Parents could be more helpful with sidewalks and streetscape improvements for children's safety.
- Doesn't want to bring new people – just wants streets safe.
- Walk down to bus stops on 82nd.
- Sidewalks on Otty prepare pedestrian connections for light rail.
- Bell also needs sidewalk (Brenda Pettit dislikes).
- Overland with light cases/has traffic, could use sidewalks.
- Linwood could use sidewalks.
- People in neighborhood need more options: biking, walking, transit improvements.
- "Gateway" street is important, the one by Precision Casting (already has bike lanes) connects to 52nd.
- Need safe biking trails.
- Bike lanes on major streets only.
    - Streets are quiet; people will walk and ride in the middle of the street because of low traffic.
- Low Priority: bike lanes, and putting expensive pavers on streets is a waste of money and putting in sidewalks is an even worse waste of money.
- Overland, Lamphier, and Otty always have people walking on them.
- Add sidewalks and streetlights to straighten out Otty (straighten first).
- Lamphier connects at McDonald's and everyone walks there.
- Maintenance to bridges important, but not necessarily new ones.
- Transit shelters not huge concern, but perhaps in future. Bus riders might want this though.
- Bus stop at his property.
    - Buses have grooved his property.
    - Would be willing to grant easement for shelter.
    - Continue Portland Improvements – transit facilities.
- Aesthetically beneficial to all home owners, renters, etc., would be to put all overhead wires underground.
- Need sewer.
- Assistance to homeowners to reduce cost of hookups.
- Does not want to be connected to sewer.
- Connecting to sewer is not a priority.
- Priority one: helping homeowners pay for connection to sewer
- Number one priority is to get a sewer connection.
- If people are forced to connect to sewers the county should pay for it.
- Better streetlights.
- Sewers initially followed with street improvements in area west of 72nd near property.
- Sewers make people want to re-invest in neighborhood. Small lots make sewers important.
- In favor of sewer.
- Sliding scale for "grants" to install sewers.
- Bring numbers to compare cost of sewer to value gained to home.
- Figure out sewer connection program.
- WES Station.

- No sewer – reduce/eliminate changes to SE 70th.
- There is no need for sewer changes the existing has never been problematic. There is not a need to make any changes in Area C below. At least Eckler and SE 70th do not need this. It would also be an extreme hardship for folks in this septic area.
- Flooding area is a concern.
- Put utilities underground.
- Standing ground water is an issue.
- Flooding causes big puddles and splashing.
- Flooding/ puddles are an issue.
- Flooding does not seem to be much of a problem – anymore.

Housing and Development Issues

- Clean-up 9805 SE 66th or tear down.
- Clean-up north of Lamphier Street.
- Fix neighborhoods that are really sad.
- Get rid of boarded up homes, specifically on 82nd street.
- Area north on 82nd needs improved with bike lanes.
- "Shacks" need to go – Breeding ground for rats.
- Knock down unkempt homes.
- Housing toward 82nd is still substantial.
- People want to stay in neighborhood, but want it nicer.
- Let market handle dilapidated structures.
- Help with repairs and property clean-up.
- Cleaning up buildings/properties.
- Physical appearances show this is a depressed area, improve physical appearance.
- Property owner's assistance is a good idea.
- Encourage people to fix up their neighborhood/homes.
- Helping homeowners with rehabilitation is a good idea.
- Should use money for distressed properties.
- Rehabbing individual house – low interest and not interest loans for home owners.
- Help working class inhabitants to improve area.
- Physical improvements – "sweat equity."
- Get better "visual" of area.
- South of Johnson Creek is different, higher quality properties.
- Old bingo hall/auto wrecking area needs torn down.
- Fix blight on the corner of Alberta and 72nd.
- Incentive could be low cost loan for fire sprinklers.
- Low interest loans for home improvements.
- Matching grants are a good idea and would help the area as well as low interest loans.
- Community Center more important than sidewalks.
- Buy School! Clackamas needs money to build new schools.
- Clackamas recreation center is adequate.
- Community Center use not as important
    - Cost/Benefit would matter.
- Find ways to keep kids off drugs.
    - Community facility.
- Community Center at 72nd

- Corner of Johnson and Bell (existing building) would be good to use (as community center), but maybe best centrally located.
- Owns property at 72nd and Luther (1.8 acres)
    - Live across from this business area
    - Buildings were chicken houses (2 large and 1 small).
    - 1 building and 1 small house to come down this summer.
    - Across from mini-mart:
        - Potential uses include, light retail – Laundromat, neighborhood service. Storage units? Rolling Hills storage wants to do similar on Division.
    - Apartments across street to the North.
        - Wants to be instrumental in development of property, not just to sell.

Parks Issues

- Overland park has improved in the last five years. There is still a lot of work to be done.
- Safety first, preservation and rehab second.
- Improve the existing rather than investing in new ones.
- Priority two: develop new park. But if you do, you will need a fence to keep out dope addicts during the evening hours.

Public Safety Issues

- Safety – needs to go beyond just adding sprinklers to multifamily dwellings.
- Consider changing the survey form to broad category and add public safety. Concerned parks are too high of a priority.
- Consider adding a "public safety" station to open house 2/28.
- Keep community safe in over burdened community while keeping fire fighters safe.
- What type of in place protection can we get?
    - Can fire code help improve neighborhood?
    - WES 1200 units can connect to Lents line (in Johnson Creek).
    - Linwood to north of Johnson Creek.
    - West of Linwood can connect to Kellogg.
    - Will need to annex into sewer district.
- Street signs – addressing.
- Hydrants where there are none or substandard.
    - Less than second water main.
    - City of Milwaukie
    - Clackamas River Water
    - City of Portland.
    - Six inches is minimum for main.
    - Per minute at 500 feet each 1500.
- Current SDC does not apply to adding residential sprinklers.
- Sprinklers are high priority in area where inadequate water protection or no protection.
- Would like a new sprinkler policy for NCRD area.
- People who are poverty stricken are most "at risk" population with fires.
- Opticom "intelligent" traffic management – for fire department – upgrade GVW goes first.
    - Johnson Creek
    - 82nd
    - King Road

    - Linwood
- Traffic is an issue for emergency response personnel since it is the number one cause of injury and death.
- East to west access is poor (only Johnson Creek and King). Connect with sewer streets and pavement dollars.
- 3000 s.f.+ should be sprinkled (anything)
- "Tweener" station for ambulance or rescue annex, mixed use with other community uses should be considered if Whichita Elementary School becomes community facility.
- Curbs create parking enforcement issues.

Other Issues

- More police protection is desired.
- Enforce current zoning codes:
    - Vehicles parked on lawn.
    - Trailers uses as dwellings.
    - Knee high grass, these may clean up perception problems.
- Police activity league, partnering up with Milwaukie group. (Sherriff Roberts)
- Enforce the speed limit.
- Waiting area for school children needed
- School buses and parents block-up road unsafe if there were an accident.
- Start small paint, weatherization, face dump boxes.
- Process has not been fair and open.
    - Fundamentally object to Barb Cartmill – need a new planning director.
- No eminent domain.
- It will take a lot of dollars to get people to notice, some are ashamed of where they live.
- Get rid of carnival man down street, full of junk.
- Precision cast parts lighting issue.
- Street lights need to be night sky friendly.
- Would choose to annex to Milwaukie, Portland zoning is too strict.
- Transients a problem behind railroad tracks, near vending company at the bottom of 73rd.
- 65th and Flavel – open park, bad place to be.
- Maintain what you got.
- Real crime does not seem to be too high, no more crime than anywhere else. Not a north Portland of the 80's.
- Money should not benefit just one person, it should be spread around.
- Acquire properties around future light rail station, and then sell later.
- Eckler and Drew has a Boys home.
- Johnson Creek is 1st impression of the neighborhood.
    - Already zoned industrial.
    - Meth houses on Johnson Creek.
- Kohls may go into district.

Appendix 4 – Open House #1 Summary

Table 1 Summary of Open House # 1 Survey Results

Note: Table is sorted by average score, from highest priority (5) to lowest priority (1).

Plan Issues	Number of Responses	Average
q. Assist in clean-up of contaminated properties	27	3.96
p. Removal of dangerous buildings	28	3.89
o. Placement of fire hydrants in required locations	26	3.85
g. Assist in reducing the cost of connection to sewer service.	25	3.80
e. Rebuild existing unpaved streets to County Standards	28	3.79
k. Assist in improving physical appearance of the area	27	3.48
u. Assistance to homeowners for repairs	27	3.48
f. Improve bridges along Johnson Creek	24	3.46
j. Streetscape improvements (i.e. decorative pavers, street lighting, street trees, signs, etc.)	27	3.26
n. Bike lanes on major roads within Plan area	26	3.23
s. Acquire and re-use of surplus school or other public buildings for public/neighborhood use.	27	3.15
m. Improve pedestrian connections between project area and future light rail station	26	3.12
h. Assist in funding technical studies of providing sewer service to Plan area.	27	3.11
i. Assist in mitigating flood impacts	27	3.07
l. Bus shelters and other amenities for transit riders	27	2.96
t. Assistance to preserve and/or rehabilitate existing structures	28	2.86
v. Assistance to 1st time home buyers	24	2.83
w. Assistance to rental property owners for repairs	26	2.62
r. Provide incentives for fire sprinkler installation	25	2.60
d. Make improvements to Mill Park	24	2.46
b. Acquire and develop a new park north of Springwater Trail, and SE Alberta Ave.	22	2.45
c. Acquire and develop a new park near SE Otty Road	24	2.42
a. Acquire and develop a new park between 82nd Ave. and I-205, north of Johnson Creek Blvd.	22	2.14
x. Provide technical and/or financial assistance to developers of housing that achieves Plan goals.	26	2.00

Detailed Comments Received by Open House # 1 Participants

Sewer, Streets, and Public Facilities

- Safety on Luther Road. i.e.,: speeding, transients, no sidewalks and it's a main path, lights, and needs speed bumps before Springwater trail.
- Some streets need street lights; the neighborhoods are dark.
- Putting in sewers.
- Sidewalks are missing due to narrow streets.
- Please pave Morris Street! It's labeled as very poor. While you are at it, lay a sewer pipe underneath. I live on Johnson Creek and would hate to see an accident with an old septic system (There are lots of those on the creek!).
- Bus stop on Bell, southbound, last stop before King Road, needs a sidewalk. Westside of Bell to King Road needs lighting.
- Bus stop on King, east, next to 70th, is not safe: bushes, Euro-shop.
- 70th from Jack to Monroe – paved.
- 60th Street lights – bus riders.
- King Road needs sidewalks widened – more bark; shrubs overgrown.
- 82nd, Fuller, and King is a messy intersection; needs professional help.
- Firwood (between Wichita and Stanley) is torn up by school buses using it everyday.
- We have septic that works fine so sewers are not a priority at this time.
- Money spent on any roads should be spent here!
- I would like to see better bike and pedestrian connectors to bus routes, the Springwater corridor, and parks and schools.
    - Examples: 1. The park to develop between Bell Station and Luther along the Springwater corridor would serve a lot of people and has outstanding access. 2. Seth Lewelling Elementary access (Logus Road) is terribly inconvenient and unsafe for children. Whoops bad example since it is off the area.
- I would like to see bike lanes and sidewalks on 82nd Ave. between Johnson Creek and Clatsop.
- There is often standing water at the corner of 77th and Overland; it would be nice if that was taken care of.
- Also, there is often standing water on Otty between approximately 78th and 80th.
- Bike lanes, street lighting, sidewalks, and extra street lighting on Otty Street and Overland Street.

Parks

- Area in dire need of boys and girls club. PARKS.

Housing and Development

- Cleaning of non-buildable lots which are potential for hazards.
- I vote no on the Boys and Girls Club at Linwood and King.
- No kids area, all older adults, kids in apartments on Bluff. Build next to kid area.
- Keep the money for home owners, not commercial or big business. Why let the rich get richer.
- I would love to have the home on Queen north of 66th to have an intervention. The house has been degenerating and falling into ruin for the last 6-7 years.
- Encouragement of first time homeowners.
- 82nd is way too developed, building on building, parking lot upon parking lot. Can this chaos be better controlled or planned, as in Happy Valley?
- 9711 SE 80th Ave. and 8033 SE Lamphier are properties which have been boarded up and probably need to be demolished, also I think any demolishing of this kind should be considered very important.
- There is an abandoned house on the corner of Queen Street and SE 70th Ave. that is a true eyesore. It also has abandoned cars left in the driveway of said house. Abandoned and disintegrating dog houses in yard and no yard maintenance at all. A true disgrace to the neighborhood. Also a wood fence which is continually falling apart – the lower section of 70th Ave. is replaced and maintained by the homeowner on the opposite corner from eyesore property on 70th Ave. and Queen Street. It is the upper section on SE King Road and 70th Ave. that is not maintained.

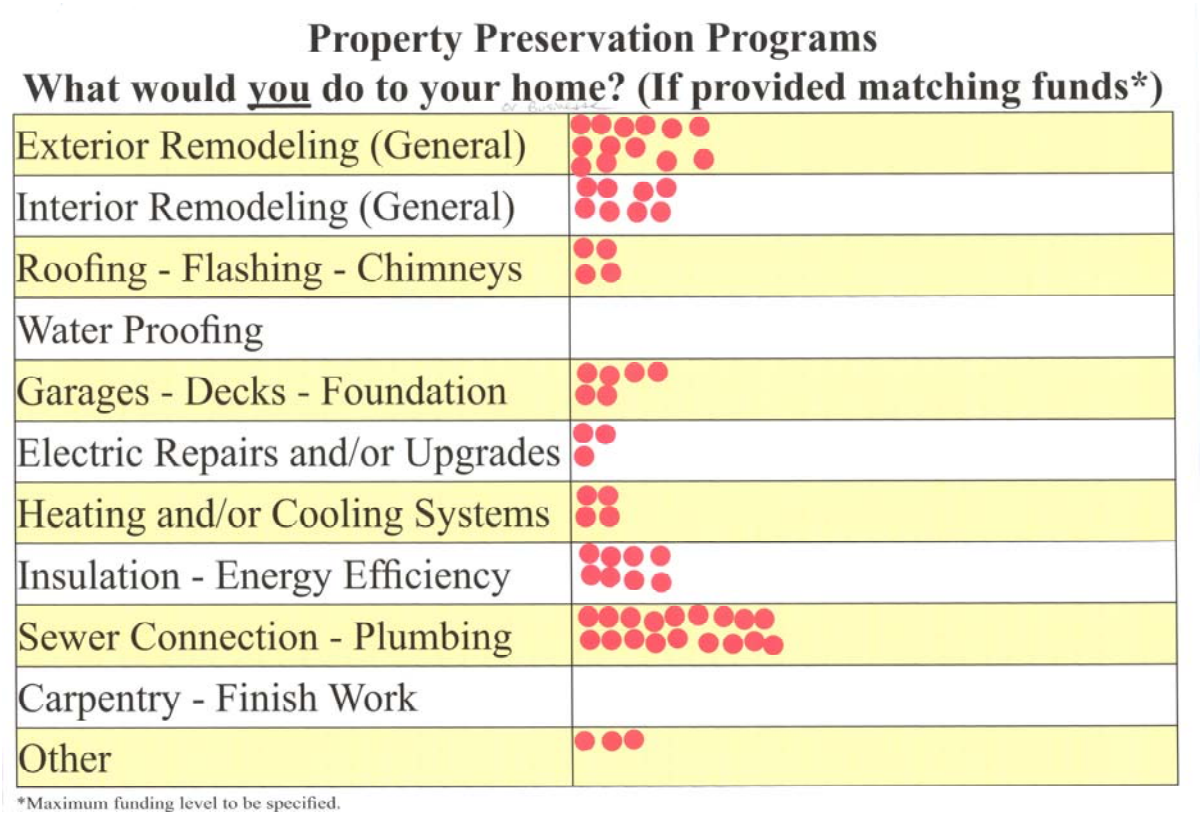
Other

- Getting rid of non-running cars in yards.
- Most of us like living on large lots (country setting) in small houses. That is why I purchased my house in the county.
- The 31 Bus needs to run service this area better. Too many express and limited buses do not stop on 31 run.
- We have lived in the area for more than twenty years. During the first 10 years, an organization, Overland Park something, provided assistance to homeowners for improvement. "Our Court" on Bell Ave. brought in people to build a first home. We were given paint for our home which we appreciated but there was no true change in the demographics. Rentals continue to be a problem. Drugs and property crime seems to be the same though I have no statistics to back me, it is based on neighborhood talk.
- Just yearly dump service (yard debris and garbage as well). As Linwood area provides help to people for getting rid of their garbage they are accumulating.
- I support the concept of the County doing what can be done to improve the functionality of an area and the appeal. The money should not be used to assist private property owners. If the infrastructure is funded and improved, than the communities will be drawn in.

Appendix 5 – Open House #2 Summary

Property Preservation Preferences

Attendees were asked to identify what property improvements they were likely to complete if matching funds were provided. The purpose of this activity was to help Development Agency staff better define property owner assistance programs, which are listed as a high priority (near term) program.



Summary of Open House # 2 Survey Results

Near-Term Projects

Street and Streetscape Improvements

- We do not have to have native only plants.
- King Rd. – Monroe – gravel portion around 80th
- Better illumination along Johnson Creek Blvd. & Fuller Rd. Consider ways to landscape that will reduce noise pollution along 205 & Johnson Creek Blvd.
- Speed bumps on Otty
- S.E. 70th Avenue between Monroe & Jack Road needs repaving because potholes abound there.
- Laurel & Hollywood – pave and improve
- Speed bumps etc., Fir Ave. and 72nd
- 79th between Otty and Glencoe needs streetlights
- Sidewalks on Linwood (also sewer would be great) between Johnson Creek Rd. & King or further . . . . Improve lighting and widen road on Johnson Creek from Bell to Fred Meyer (82nd). Too dark for traffic and pedestrians.
- Overland St., Lamphier and Otty need sidewalks and lighting because of amount of foot traffic and number of cars.
- The span from Bell to 82nd along Drew and Otty. Drew and Otty need to be straightened out. Needs sidewalks and street lights.
- Not needed.
- Bell to King on west side. Bus Stop. No sidewalk to walk on. Street light on 66th.
- Fix Johnson Creek Blvd from County line to I-205.
- 82nd and Lindy
- All east of, say 75th or 73rd. Leave us alone west of Bell!
- 82nd and King Rd. – bad intersection. Major street improvements between Johnson Creek Blvd. and King, from Linwood to 82nd.
- Hazel Place from Stanley and three blocks to the east needs improving.
- SE 55th Ave. between Johnson Creek Blvd and Firwood St. Too much traffic for the condition of this street. No sidewalks and overgrown shrubs, etc.

Development and Redevelopment Program

- 61st and Johnson Creek
- Area south of King at Fuller and 82nd
- Property on corner of Queen @ 70th. Apartments on Needham Ct.
- Not needed
- Would take advantage of rebate program for upgrades and improvements to business.
- Very close to 82nd and Johnson Creek only.
- Apts @ Linwood and Needham Ct.; abandoned house at 70th and Queen; empty lots are O.K. It's the sad houses that are problem.
- Fire damaged house – King Road East of 82nd @Fuller?

Preservation, Rehabilitation and Home Owner Programs:

Would you take advantage of this program?

Yes 13 No 4 Don't Know 4

Sewer Connection (Public Utilities) Program

Would you take advantage of this program?

Yes 8 No 5 Don't know 1

- SE 55th Ave. south of Johnson Creek Blvd.

Long-Term Projects

Parks Improvement Program

- Mill Park lighting and restrooms
- Park south of King
- Buffer to over-building throughout area – wildscape, etc.
- Not needed
- Yes – the more the merry.
- This is not high on my list.
- Only worth doing if it purchases dilapidated homes/lots.

Public Buildings and Facility Program

- Public Service Center north of King
- Purchase of Wichita when it becomes available.
- Acquire Wichita Elementary for a Community Center.
- None
- No – why?
- Low priority
- Not interested. There are plenty of facilities in the area already.

Transit Facilities and Alternative Transportation Program

- Improve bike and walking areas
- Shelters and better bike lanes – King/Fuller area
- Add bus shelters where large numbers of children wait for school buses.
- A walk bridge across 82nd to get people to and from the Transit Center.
- Bus shelters on Bell. No more bike lanes needed.
- Add bus shelters and bike lanes.
- Wichita between Johnson Creek and King. Stanley between Johnson Creek and King.
- Morris St., Firwood, and every street between Stanley and Wichita.

Public Safety (Fire Hydrant) Program

- On Monroe St.
- Necessary in all areas
- 82nd & Lindy – 8869 SE 82nd – fire hydrants.
- Not qualified to know, but yes if needed.
- Need street lights in Cornwell Neighborhood.

Bridge Improvement Program

- Clearing of creeks – need cleaning badly
- Bell, Linwood
- I understand this is already being done
- Bell St. and Wichita St. bridges.
- Yes, Bell and Johnson Creek.

Other

- Should not implement – plan is not needed.
- Would like to see more houses cleaned-up and repaired.
- Well planned new homes and apts. Near 82nd.
- Don't really think (long-term) these are that important or useful to make real improvements to the area.
- Dangerous Intersection at SE 55th and Johnson Creek Blvd. and Springwater Corridor right there