

CLACKAMAS COUNTY BOARD OF COUNTY COMMISSIONERS

Study Session Worksheet

Presentation Date: April 9, 2013 **Approx Start Time:** 10:30 **Approx Length:** 1 hour

Presentation Title: Clackamas Regional Center Work Program Presentation

Department: Development Agency

Presenters: Cam Gilmour, Dan Johnson and David Queener

Other Invitees: None

WHAT ACTION ARE YOU REQUESTING FROM THE BOARD?

The Clackamas Regional Center Working Group has prioritized the remaining projects within the Clackamas Town Center Urban renewal District, known as the Work Program. Does the Board accept the Work Program developed by the Clackamas Regional Center Working Group as presented or are there recommended modifications?

EXECUTIVE SUMMARY:

In April 2012, staff from the Department of Transportation and Development and the Development Agency shared information at a Board Study Session on the remaining capital construction needs within the Clackamas Regional Center and the limited amount of available funding to meet these needs. At the conclusion of this presentation, the Board concurred with staff that a discussion with the local community was warranted to collect feedback on next steps, needs assessment and project priorities. Shortly thereafter, Development Agency staff sought assistance from local businesses, citizen groups, education providers, and service districts to bring together a balanced group of representatives from the Clackamas Town Center area to develop a work program. This group is formally known as the Clackamas Regional Center (CRC) Working Group.

The Work Program would serve as a document to prioritize remaining projects identified in the Clackamas Town Center Urban Renewal District and guide the future work tasks and budget for this urban renewal area.

In October 2012 Development Agency staff presented the first phase of this work for consideration at a Board Study Session. Phase One clarified the types of projects that should be considered, identified areas of need within each project type and established evaluation criteria for project ranking. The Board concurred with the results of Phase One and directed staff to continue working with the CRC Working Group to develop a Work Program, but also reinforced the importance that any recommendations be consistent with the goals of existing plans.

The CRC Working Group held several meetings to draft and refine the Work Program prior to presenting the recommendations at an Open House in early January. The Working Group considered comments and suggestions made by community members at the Open House and made final adjustments to the Work Program. An analysis was also completed to examine the correlation between the recommended transportation projects and potential adjacent development and job creation, a primary focus of the Clackamas Town Center Urban Renewal District. See Attachment A.

The Work Program recommended by the CRC Working Group is now complete and is presented to the Board for consideration. See Attachment B.

Discussions over this year long process primarily focused on the priority of remaining projects. Importance was given to projects that would facilitate increased private development and job creation. Recently there have been discussions at the Board level concerning an “alternative view” relating to return of these dedicated funds to the overlapping taxing districts in the area. Staff has provided estimates illustrating the additional revenue available with the planned termination of the levy in June of this year and funds available to each of the taxing agencies if the Board were to decide to return the remaining funds to the agencies rather than use them to complete the projects outlined in the Clackamas Town Center Work Program. Also provided is an analysis of benefit to each of the taxing districts should the transportation projects be constructed, supporting additional growth within the Clackamas Regional Center Area. See Attachment C. There is another option of redistributing a portion of the capital construction funding identified in the Work Program towards the Community Use category. By doing so, specific projects could be developed to assist a number of the service districts within the parameters of the Clackamas Town Center Urban Renewal plan.

FINANCIAL IMPLICATIONS (current year and ongoing):

Urban renewal funds are dedicated to project priorities identified in the Work Program. Attachment D provides an assessment of available capital construction funds under consideration in the Transportation System Planning process currently underway and how they relate to the whole of the infrastructure needs for this area and a summary of the potential return on these investments.

LEGAL/POLICY REQUIREMENTS:

There are no known legal requirements that cannot be met by the options under consideration.

PUBLIC/GOVERNMENTAL PARTICIPATION:

A number of steps have been taken to offer various opportunities for public participation in the process.

- The CRC Working Group held nine meetings. Each member has been seeking input from their constituents and bringing that information back to the larger group for consideration.
- A community Open House was held on October 10th at the Clackamas Town Center, where approximately 35 citizens provided feedback on the areas of need and project priorities.
- An online survey, open from Oct. 9-20, attracted responses from more than 175 people regarding their view of the areas of need in the Clackamas Regional Center. See Attachment E.
- A second Open House was held on January 8th at the New Hope Church where approximately 120 citizens provided feedback on the recommended Work Program.
- A survey was also available at the second Open House where participants could register their support or opposition to specific elements of the Work Program. See Attachment F.
- A project page has been established on the County website where updates and meeting summaries are regularly posted.

OPTIONS:

- Accept the Work Program developed by the Clackamas Regional Center Working Group as presented.
- Modify the Work Program pending the outcome of public testimony at the April 11th Business Meeting.

RECOMMENDATION:


Staff respectfully suggests the Board modify the Work Program pending the outcome of public testimony at the April 11th Business Meeting.

ATTACHMENTS:

- Attachment A: Project and Development Correlation Maps
- Attachment B: Recommended Work Program
- Attachment C: Revenue Projections
- Attachment D: Fiscal Impact Form
- Attachment E: Online Survey Summary
- Attachment F: Open House Survey Summary

SUBMITTED BY:

Division Director/Head Approval 

Department Director/Head Approval 

County Administrator Approval _____

For information on this issue or copies of attachments, please contact
David Queener @ 503-742-4322

PROJECT / OPPORTUNITY MAPPING: WEST CRC

Development Potential

- ❖ Planned Mixed Use (PMU)
 - 1,620 Dwelling Units
 - 1,980,000 sq. ft. Office
- ❖ Regional Center Office
 - 400,000 sq. ft.

Supporting Capital Projects

- Tier One
- ❖ Southwest Connector Improvements
 - ❖ Monterey Extension – 82nd to Fuller
- Tier Two
- ❖ 82nd Ave. Boulevard Improvements
 - ❖ Sunnyside Boulevard Improvements

Estimated A/V and Job Creation

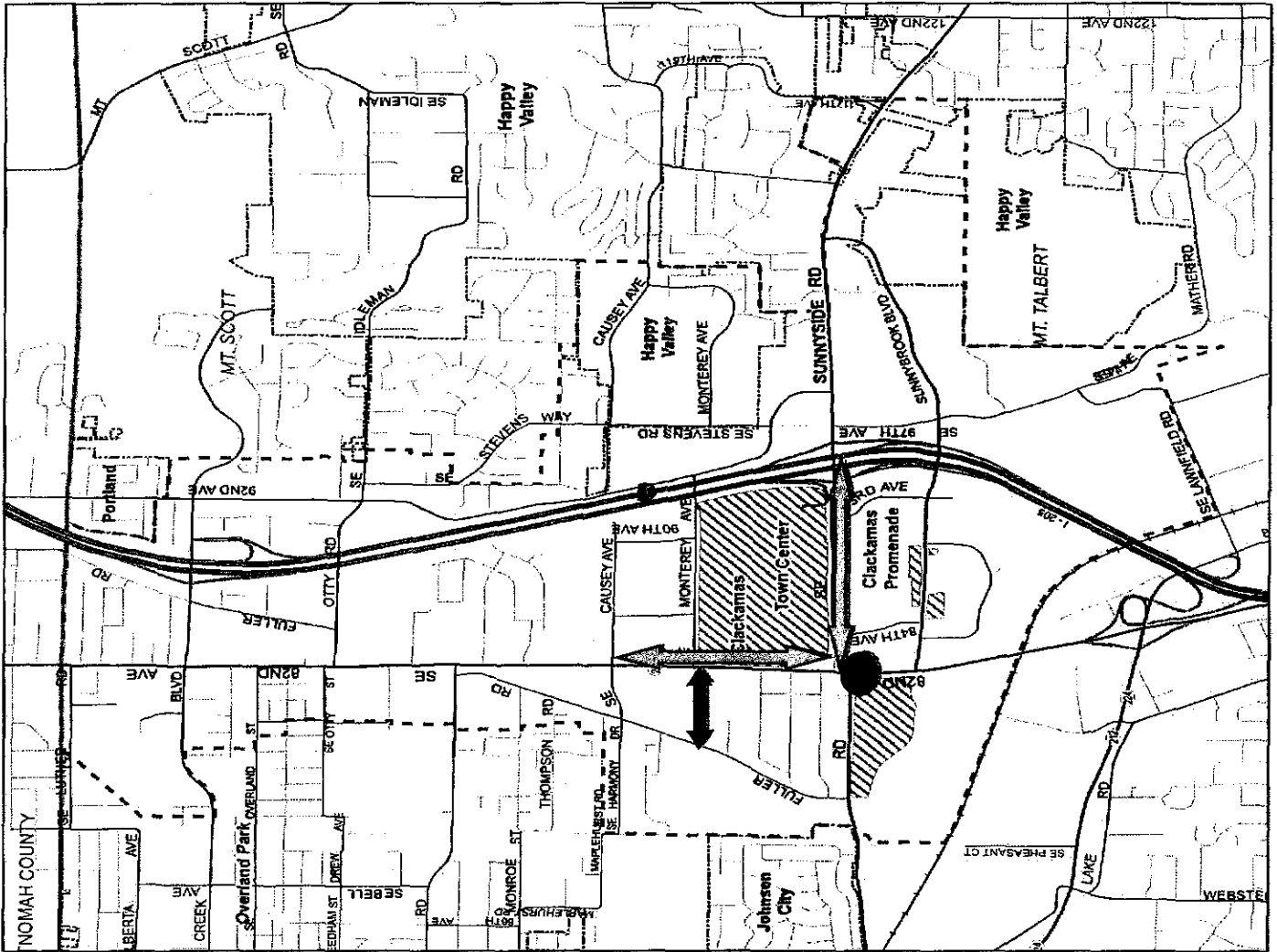
(Based on 50% of potential development realized)

- ❖ \$364,580,000 in Assessed Value
- ❖ 2,980 Permanent Jobs Created

Resulting Tax Revenue

(Based on 50% of potential development realized)

- ❖ \$6,200,000 Annual Real Property Tax
 - \$1,040,000 County Tax
- ❖ \$13,400,000 Annual Income Tax



PROJECT / OPPORTUNITY

MAPPING: EAST CRC

Development Potential

- ❖ High Density Residential
 - 895 Dwelling Units
- ❖ Regional Center Office
 - 1,250,000 sq. ft.

Supporting Capital Projects

Tier One ■

- ❖ Sunnyside–Steven Intersection Improvements
- ❖ Monterey Extension – Schumacher to Stevens
- ❖ Bike/Pedestrian Overpass at I-205

Estimated A/V and Job Creation

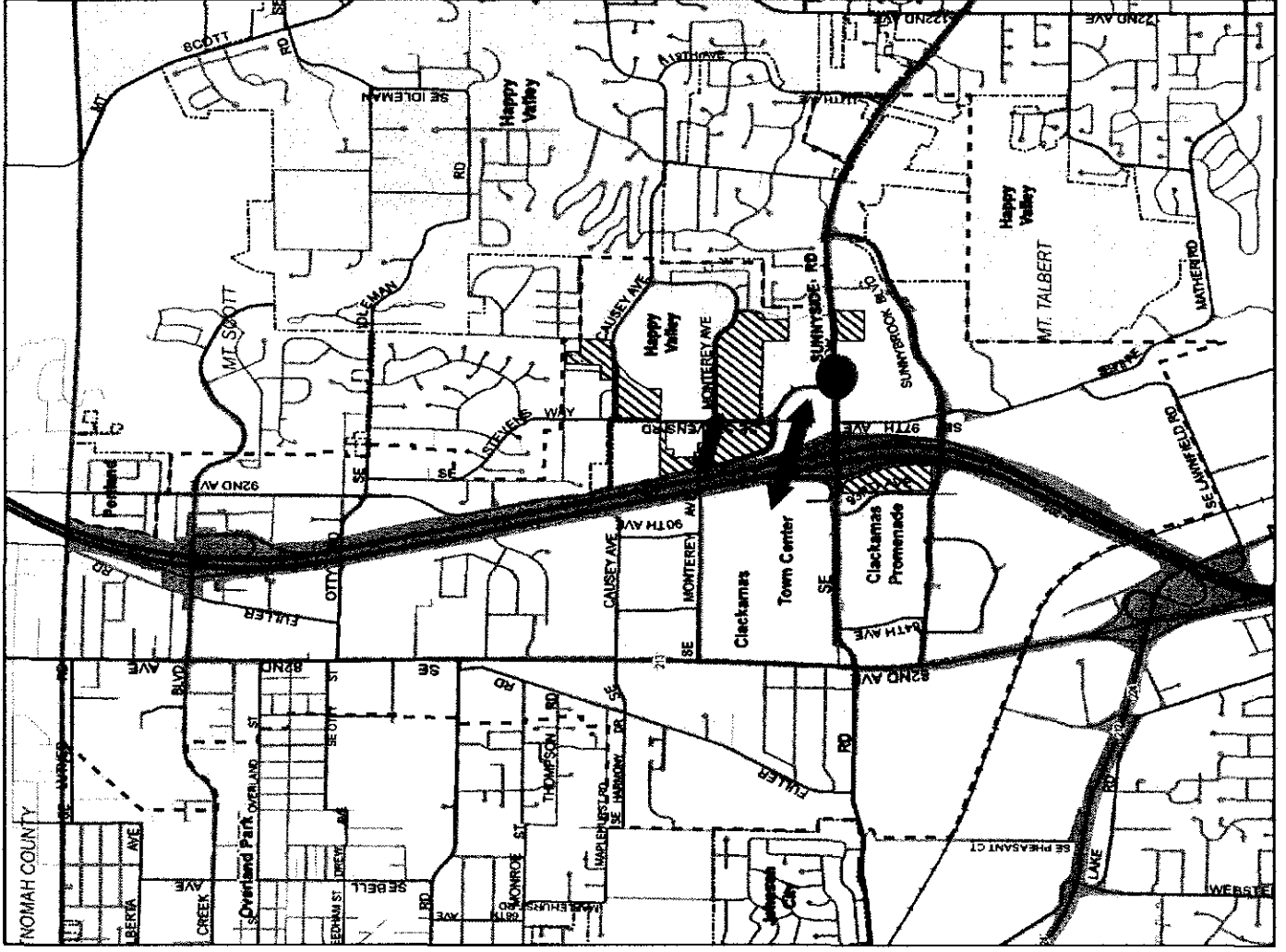
(Based on 50% of potential development realized)

- ❖ \$196,000,000 in Assessed Value
- ❖ 1560 Permanent Jobs Created

Resulting Tax Revenue

(Based on 50% of potential development realized)

- ❖ \$3,320,000 Annual Real Property Tax
 - \$556,000 County Tax
- ❖ \$7,020,000 Annual Income Tax



PROJECT / OPPORTUNITY MAPPING: NORTH CRC

Development Potential

- ❖ Fuller Road Station Area (SCMU)
 - 400 Dwelling Units
 - OR
 - 800,000 sq. ft. Office
 - OR
 - Mix of Uses

Supporting Capital Projects

- Tier One ■
 - ❖ Fuller Road Improvements - Otty to JCB
 - ❖ Otty Road Improvements - 82nd to 92nd
- Tier Two ■
 - ❖ JCB-I205 Interchange Improvements
- Tier Three ■
 - ❖ Otty Street Realignment

Estimated A/V and Job Creation

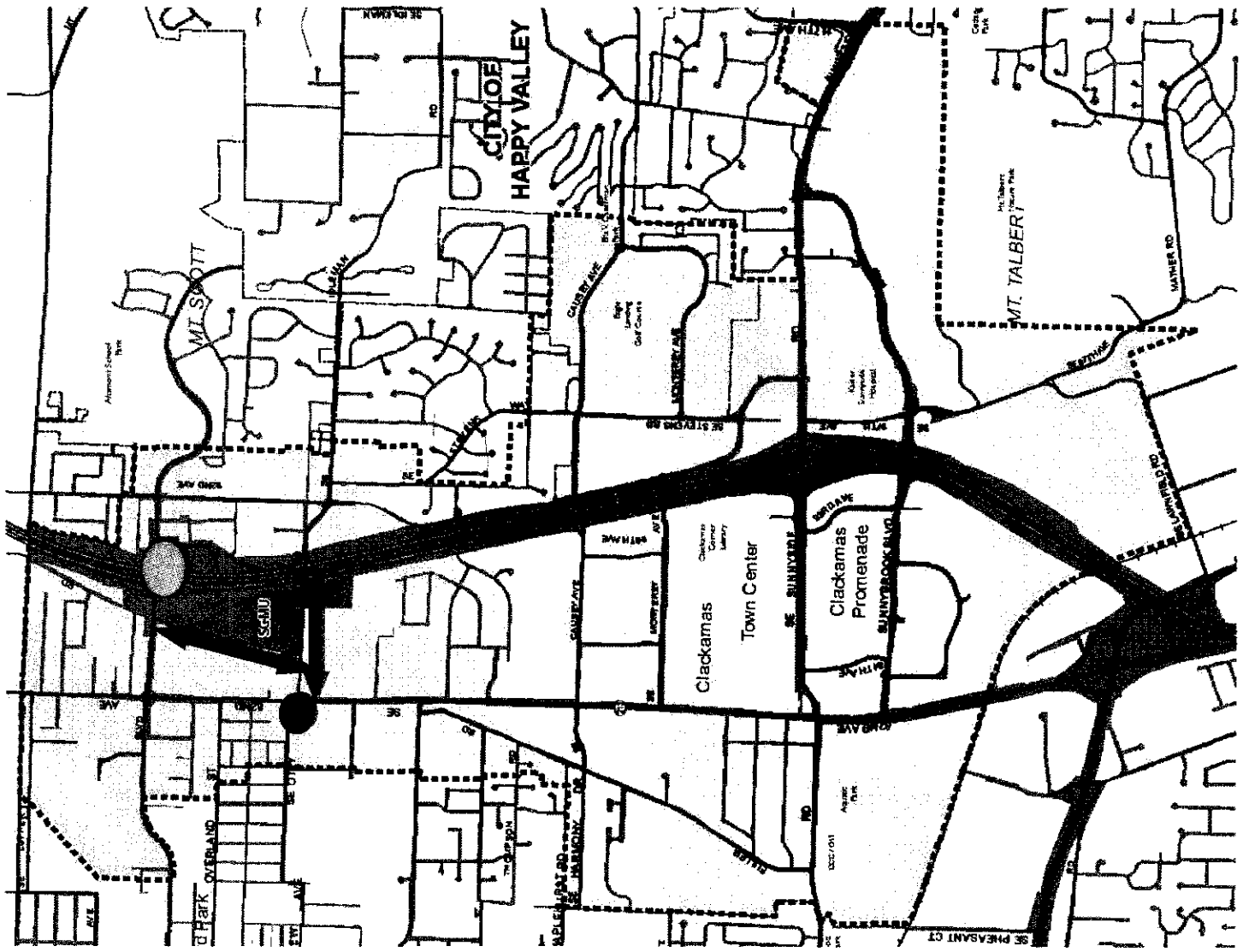
(Based on 50% of potential development realized)

- ❖ \$84,000,000 in Assessed Value
- ❖ 1,000 Permanent Jobs Created

Resulting Tax Revenue

(Based on 50% of potential development realized)

- ❖ \$1,462,000 Annual Real Property Tax
 - \$244,000 County Tax
- ❖ \$5,000,000 Annual Income Tax





CLACKAMAS TOWN CENTER URBAN RENEWAL DISTRICT
FINAL RECOMMENDED WORK PROGRAM



Clackamas County Development Agency
working in partnership with the
Clackamas Regional Center Working Group

March 2013

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INTRODUCTION

The Clackamas Town Center Urban Renewal District was established in 1980 to construct the necessary improvements to stimulate growth and job creation in the Town Center area. Since that time, 42 different projects of varying size and complexity have been completed in the area (Appendix E). These projects have fostered sizable amounts of private investment in the area, resulting in \$505 million of increased assessed value and significant job creation since the plan's adoption.

The Urban Renewal District levy is scheduled to terminate in 2013. With the planned termination of the levy, the County established a Clackamas Regional Center Working Group and began a year-long process with the community to help prioritize the remaining projects and programs to be implemented within the Clackamas Regional Center. It is an important discussion as there are significant needs in the area, but limited funds available to meet those needs through the urban renewal plan for the area.

The result of this process is this Work Program, which is consistent with adopted plans and established priorities for the area. Priority projects have been identified to complete by the end of 2018 with the remaining urban renewal funds.

GUIDING POLICIES AND PLANS

There are four existing plans in the Clackamas Regional Center area, each with its own goals and objectives (Appendix B). The CRC Working Group used these plans as guiding documents to establish the criteria by which to evaluate potential projects and programs. The four plans are:

- Clackamas Town Center Urban Renewal Plan, 1980
- Clackamas Regional Center Plan, 1998
- Harmony Community Campus Vision, 2009
- Clackamas County Strategic Plan, 2011

Though all the plans provide a framework and tools to realize the vision for the Clackamas Regional Center, development of this Work Program focused on prioritizing the remaining projects identified within the Clackamas Town Center Urban Renewal Plan.

The Clackamas County Transportation System Plan (TSP) is currently being updated through a separate and extensive process scheduled to be completed by the end of 2013. Frequent coordination and communication occurred between the two efforts to ensure consistency with both the TSP and CRC Work Program.

PUBLIC INVOLVEMENT

An effective work program must be one that results from extensive discussions with the community in which the proposed improvements are to be done. The County utilized several methods to provide community members ample opportunities to be informed of the process and provide input.

WORKING GROUP -- The County brought together community leaders, representatives from neighboring jurisdictions and local service districts, and business representatives from the Clackamas Town Center area to help guide the process and ensure the Work Program reflects the areas of need and provides the maximum benefit. The members of this Clackamas Regional Center (CRC) Working Group (Appendix A) were responsible for communicating with their constituents to get feedback on the recommended Work Program.

WEBSITE -- A web page has been maintained on the Clackamas County Department of Transportation and Development website where Working Group meeting summaries and other project related documents were posted for review and comment.

ONLINE SURVEY -- An online survey was conducted to reach out to those who might not be able to provide input by attending a specific meeting or open house. The survey focused on the areas of need and types of projects that people felt were needed in the area. Approximately 180 people participated.

OPEN HOUSES -- An open house was conducted in the Clackamas Town Center on October 10, 2012, where participants commented on the areas of need and project types. A second open house was held at the New Hope Community Church on January 8, 2013 to give people an opportunity to review and provide feedback on the recommended Work Program.

GOALS AND OBJECTIVES

While each of the four existing area plans has unique goals and objectives, the CRC Working Group identified the following common overarching goals:

- Encourage economic growth
- Foster a healthy community
- Provide safe and efficient travel options
- Improve circulation and connections for all forms of travel

EVALUATION CRITERIA

The CRC Working Group developed primary goals and evaluation criteria based on the goals and objectives outlined in the four governing plans referred to above. While there was an emphasis on the Urban Renewal Plan objectives because urban renewal is the primary source of funding, the group also sought to achieve the other plans' objectives as well. This criterion was used as a filter to rank potential projects.

The primary goals and associated evaluation criteria are as follows:

GOAL: Improve the Economic Health of the Area

Evaluation Criteria

- Creates family wage jobs
- Encourages efficient use of land
- Promotes compact development
- Improves ability for businesses to thrive
- Encourages private development of land
- Increases the assessed value of the area

GOAL: Improve the Health and Vitality of the Citizens that Live, Work and Play in the Area

Evaluation Criteria

- Provides a range of housing types and density
- Increases access to recreational opportunities
- Increases access to education and training opportunities
- Preserves and enhances natural features
- Improves physical health of citizens
- Removes blighting influences
- Improves or protects air quality
- Minimizes negative impact to private property

GOAL: Provide a Transportation Network for Vehicles, Transit, Bicycles and Pedestrians to Accommodate Current Users and Future Growth

Evaluation Criteria

- Improves regional access to the area
- Improves vehicular connectivity within the Regional Center
- Improves safety
- Improves connectivity for bicyclists and pedestrians
- Provides connectivity to regionally significant destinations

GOAL: Develop Projects that are Cost-Effective

Evaluation Criteria

- Fits within budget constraints
- Ability to leverage other funds
- Ability for long-term maintenance needs to be met
- Maximizes benefit in relation to cost

PROJECT TYPES

The Clackamas Town Center Urban Renewal Plan identifies projects or programs that should be completed in order to meet the objectives of the plan and foster a vibrant Regional Center. Those can be categorized into four types:

- Transportation Improvements (Including multi-modal)
- Drainage and Utility Improvements
- Community Facilities
- Development and Redevelopment

AREAS OF NEED

The CRC Working Group had several discussions about issues and needs within the Regional Center area and participated in a mapping exercise to identify specific needs and deficiencies based on their own experiences and knowledge of the area. These areas of need were further refined based on comments from the CRC Working Group and community at large to identify specific objectives within each project type.

A. Transportation / Street Network Projects

1. Improve east-west connectivity

- Eliminate dead-end roads
- Provide better connections to and from 82nd Ave
- Minimize out-of-direction travel
- Improve connections from east of I-205 to the Town Center area

2. Improve safety and congestion of street network

- Improve intersections to reduce congestion and queuing issues
- Provide more options / routes for people to move to and through the area

B. Multi-Modal Projects

A Clackamas Regional Center Pedestrian and Bicycle Plan was adopted in September 2012. This plan identifies and prioritizes many pedestrian/bicycle improvements needed in the area. A map showing priority routes can be found in Appendix I. A list of prioritized improvements can be found in Appendix J. The CRC Working Group agreed to use the recommendations in this plan as they set priorities.

When looking at the recommendations from the CRC Pedestrian and Bicycle Plan, the Working Group recommends improvements that:

- Provide connectivity (systems, not segments)
- Are high quality and promote usage
- Focus on connections to and from the Town Center core

C. Community Use Projects

1. Develop community gathering places within the CRC area
 - Improve or expand on existing parks, open spaces and recreational facilities
 - Develop plazas in conjunction with private developments
 - Incorporate water features, artwork and other interactive features
2. Develop gateways to the Regional Center

D. Development and Redevelopment Projects

1. Facilitate multi-use development
 - Leverage private investment
 - Stimulate job creation
 - Reduce auto related trips
2. Stimulate low and moderate housing development
 - Provide a diversified housing stock
3. Develop a façade or property beautification program
 - Focus on a specific area to maximize impact
 - Be inclusive and encourage participation
 - Be easily understood and accessible for potential participants

POTENTIAL PROJECTS

Because the primary source of funding is urban renewal, the CRC Working Group recommended that only projects consistent with the objectives of the Urban Renewal Plan and within the urban renewal district boundary be considered for funding and inclusion in the Work Program. The following projects meet those criteria.

TRANSPORTATION- STREET NETWORK	
Monterey Extensions	New 2-lane extension from 82 nd to Fuller Road
	New 2-lane extension from Schumacher to Stevens
Boyer Drive	New 2-lane extension from 82 nd to Fuller Road
Otty Street Realignment	Realign Otty St. with Otty Rd at 82 nd
Otty Road	82 nd to 92 nd - widen; add turn lanes, sidewalks, on-street parking, central median and landscaping
Fuller Road	Otty to Johnson Creek Blvd. - widen street; add turn lanes, sidewalks, on-street parking, central median and landscaping
Harmony Road	Improvements to accommodate existing and future traffic volumes, and multi-modal travel
Southgate and Sunnyside	Road closures to westbound through traffic at 80th Ave. to help reduce traffic impacts.
Sunnyside Road	Roadway and pedestrian improvements necessary to assure efficient circulation

82 nd Ave/Johnson Creek Blvd. Intersection	Extend westbound left turn queue storage, rebuild median, increase storage from 200 ft to 350 ft minimum.
82 nd Ave	Widen to 7 lanes with boulevard from Sunnyside Rd to Sunnybrook Blvd
	Add second southbound left turn lane at 82 nd Ave & Johnson Creek Blvd intersection
	Widen to 5 lanes + bike lanes from Johnson Creek Blvd to Causey Ave.

TRANSPORTATION: BIKE AND PEDESTRIAN PROJECTS

Clackamas Regional Center Bike/Pedestrian Corridors	Provide bike and pedestrian connections in the Regional Center
CRCA Pedestrian and Bicycle Sign Plan	Way-finding system as outlined in the Clackamas Regional Center Area Pedestrian Bicycle Plan
Sunnyside Road	82 nd to 97 th - study to evaluate traffic operations, median beautification, bike lanes, parking in strategic sections, assess lane design, modify Comp Plan standard section
	Modified boulevard treatment including lane redesign, medians, beautification, curb extensions, reconstructed sidewalks, landscaping, south side bike lanes
85 th Ave	Improve with sidewalks from Causey Ave to Monterey Ave
Phillips Creek Trail	Construct trail through Town Center for access to light rail
Phillips Creek Greenway	Construct Regional Center path
Causey Ave	Widen and add bike lane from Fuller Rd to I-205
Sunnyside Ped-Bike Overpass	Construct a ped-bike overpass; location TBD
I-205 Ped-Bike Overpass	Construct a ped-bike overpass, location TBD
I-205 Multi-Use Path Connections	Complete connections from Clatsop to Mt. Scott Creek
Clackamas Regional Park Trail	Construct multi-use trail within proposed regional park
82 nd Avenue	Causey to Sunnyside Rd - boulevard treatment
	Sunnyside to Monterey - restripe for bike lanes
	Sunnyside north to County line - add bike lanes
	I-205 north to Sunnyside Rd - Add bike lanes
	I-205 north to Sunnyside Rd - Add sidewalks
	Clatsop to Monterey -- multi-modal: widen to add sidewalks, lighting, central median, planting strips, landscaping.
	On west side from Causey to Sunnyside -- fill in sidewalk and landscaping gaps
	On east side from King to Orchard - fill in sidewalk and landscaping gaps

COMMUNITY LIFE	
Day Care Sites	Assist in development of day care facilities in the Town Center area
Develop Public Spaces and Parks	Develop in needed areas or in conjunction with new development
DEVELOPMENT AND REDEVELOPMENT	
Facilitate Multi-Use Development	Market and feasibility analysis, public uses and facilities, and circulation improvements associated with developments
Low and Moderate income Housing Subsidy	Provide land write-downs, loans, grants and other authorized subsidies to the County Housing Authority to develop low-to-moderate income housing
Public Improvements in Conjunction with New Development	Construct necessary public improvements to help facilitate new development
CTC Master Plan Development	Construct facilities that serve the public and help to carry out the CTC Master Plan

WORK PROGRAM

The Work Program is a prioritized list of projects consistent with the overarching goals and objectives for the Clackamas Regional Center, and are located within the Clackamas Town Center Urban Renewal District, which is the primary source of funding. A draft Work Program was presented for consideration to the CRC Working Group and community at large prior to inclusion in this document.

It is important to note that this plan is considered a living document. The County will continue to meet with the CRC Working Group regularly to review project implementation and adjust the work program as needed.

TRANSPORTATION / STREET NETWORK PROJECTS

Each transportation-related project was filtered through the established evaluation criteria to provide an initial ranking of priority. The projects were then evaluated to see how many areas of need were met with the goal of implementing projects that serve multiple areas of need. Finally, they were categorized into three tiers with the first tier being the highest priority. Those projects are:

Tier One

- Monterey Extension – 82nd Ave. to Fuller Road
- Sunnyside/Stevens Intersection Improvements
- Southwest Connector Improvements
- Fuller Road Improvements – Otty to Johnson Creek Blvd.
- Otty Road Improvements – 82nd Ave. to 92nd Ave.

Tier Two

Monterey Extension – Schumacher to Stevens
Sunnyside Road – Modified Boulevard Improvements
Boulevard Improvements on 82nd – Causey to Sunnyside
Johnson Creek Blvd. – I-205 Interchange Improvements
Improve Fuller/King-82nd Intersection
Boyer Drive Extension – 82nd Ave. to Fuller Rd.

Tier Three

Extend Westbound Left Turn on Johnson Creek Blvd. at 82nd Ave.
Add Second Southbound Left Turn on 82nd Ave. at Johnson Creek Blvd.
Widen 82nd Ave. from King to Causey
Otty Street Realignment
Closures of Southgate Road and Sunnyside Street

Allocation: \$33,800,000 for Tier One projects.

A map of each transportation project can be found in Appendix G. Detailed descriptions of the projects can be found in Appendix H.

MULTI-MODAL PROJECTS

The Clackamas Regional Center Pedestrian and Bicycle Plan, adopted by the Board of County Commissioners in September 2012, was developed to create safe and efficient connections to the Regional Center's many key destinations. This was accomplished through many meetings with community members to identify deficiencies in the system. A list of key routes and recommended improvements was developed and prioritized by the community (Appendix I).

The intent is to incorporate the recommendations and priorities in the Pedestrian and Bicycle Plan into this Work Program with the goal of completing systems or routes and not just segments. The following routes are recommended for implementation as part of this Work Program:

Route 1 – Connections from Town Center Light Rail Station to Kaiser Sunnyside Hospital

Route 3 – Improvements in the mixed housing area north of the Town Center

Route 6 – Connections from the Harmony Campus to Town Center Light Rail Station

Route 7 – Complete connections from the Harmony Campus to Kaiser Sunnyside Hospital

Establish a Program to Assist with On-Site Pedestrian Improvements

Some pedestrian and bicycle improvements identified in the routes will be completed as part of the Tier One transportation/street network projects. A more detailed description of the recommended improvements within each route is in Appendix J.

Allocation: \$4,960,000

If other funding becomes available, the following two multi-modal projects could also be considered for implementation:

Install bike lanes on existing streets within the Clackamas Regional Center	\$150,000
Way-finding sign network within the Clackamas Regional Center	\$150,000

DEVELOPMENT / REDEVELOPMENT PROGRAM

A Property Enhancement Program will be developed as part of this Work Program. The program will provide incentives for business owners within the Regional Center area to upgrade the appearance of their property, such as building façade or landscaping improvements. The details of the plan will be developed in consultation with the CRC Working Group in 2013. Willing participants will be able to utilize the program in 2014.

Allocation: \$750,000

COMMUNITY USE PROJECTS AND PROGRAMS

The community consistently expressed the desire for more parks and open space within the Regional Center. This could be in the form of recreational areas, natural areas, linear parks or public plazas. Two significant obstacles inhibit the ability to develop additional parks or open space: the lack of available land and the need for ongoing maintenance/operations of the improvements. This Work Program will seek partnerships with other jurisdictions, private property owners and/or developers to provide the desired improvements while fulfilling the long-term maintenance requirements.

Allocation: \$500,000 available as a match with other jurisdictions

A Public Plaza Development Program will be developed in early 2014 to provide incentives to new or existing developments with an interest in providing public plaza space within their development.

Allocation: \$250,000

Funding Allocation Summary

The initial allocation of remaining urban renewal funds for the above project types is:

Transportation/ Street Network	\$33,800,000
Multi-Modal	\$ 4,960,000
Development/Redevelopment	\$ 750,000
Community Use	\$ 750,000
<hr/> Total	<hr/> \$40,260,000

Cost estimates for construction-related projects are preliminary. As the scope of each project is refined, estimates may be adjusted. The estimates assume no other financial contribution from other jurisdictions or grants. The Development Agency will seek to leverage other funds for each project. A Tier Two project may be recommended for funding if there are cost savings through scope refinement or other financial partners on Tier One projects.

IMPLEMENTATION TIMELINE

This Work Plan will be implemented over the next six years. Transportation and multi-modal improvements will be staggered so as not to create unnecessary strain on traffic movement in the area. The programs for off-site pedestrian improvements, property enhancement and public and plaza development will be developed by early 2014 and available to willing participants shortly thereafter. A timeline of this Work Plan can be found in Appendix K.

APPENDIX A

CLACKAMAS REGIONAL CENTER WORKING GROUP MEMBERS

Member	Representation
Kaiser – Jim Gersbach	Medical
Clackamas Town Center – Dennis Curtis	Retail
Eastside Athletic Club – Jennifer Harding	Small Business
Geller Silvis & Associates – Anna Geller	Affordable Housing
Miles Fiberglass – Lori Luchak	Small Business
Thomas Joseph Dry Cleaning – Thomas Joseph	Small Business
North Clackamas Chamber – David Kelly	Chamber of Commerce
Doug Bean & Associates – Doug Bean	Leasing
Clackamas Community College – Shelly Parini	Continuing Education
Happy Valley– Jason Tuck	Adjacent City
Milwaukie– Bill Monahan	Adjacent City
North Clackamas Schools – Joe Krumm	K-12 Education
Clackamas County Fire District – Ken Horn	Public Safety
Clackamas County Sheriff – Matt Ellington	Public Safety
Cyndi Lewis-Wolfram	North Clackamas CPO
Patricia Holloway	Southgate CPO
Martha Waldemar	Sunnyside CPO

APPENDIX B

GUIDING PLANS SUMMARY

1. Clackamas Regional Center Area Design Plan

Adopted in the Clackamas Comprehensive Plan on December 23, 1998, this plan is the community design plan for the Clackamas Regional Center.

- **VISION:** Over the next 20 to 50 years the Clackamas Regional Center Area will be:
 - The dominant commercial and business center for the east Portland metropolitan area;
 - A cultural, civic and transportation center for the east Portland metropolitan area;
 - An area of diverse residential neighborhoods, commercial districts, natural features, and public attractions and spaces that serve both the local community and the region.

- **GOALS:** To achieve this vision, the Clackamas Regional Center Area Design Plan describes policies to guide decisions on land use, transportation, housing and urban design that:
 - Allow and promote compact development as a means to encourage efficient use of land, promote non-auto trips, and protect air quality.
 - Promote development patterns which use land efficiently and support transportation investments.
 - Transition towards more intensive use of land through infill and redevelopment, and phased development of infrastructure and urban design improvements.
 - Accommodate and encourage appropriate land uses in the Regional Center, along Corridors and in the Station Community.
 - Balance growth with the preservation of existing neighborhoods and affordable housing.
 - Create districts and neighborhoods.
 - Provide a range of housing types and density.
 - Provide for more efficient parking.
 - Provide or enhance public amenities such as open space, neighborhood parks, and public gathering places.
 - Preserve and enhance natural features.
 - Increase community attractions.
 - Provide attractive streetscapes.
 - Create civic spaces.
 - Create a safe and pleasant environment.
 - Incorporate design standards and guidelines that promote urban character.
 - Increase visual identity. Provide a transportation network that provides for all modes of transportation.
 - Improve circulation and connections for all modes of transportation.
 - Maintain excellent regional access.

2. Clackamas Town Center Urban Renewal District Plan

The guiding document for the Clackamas Town Center Urban Renewal plan, purpose and objectives include:

- Provide public facilities and an economic climate to encourage private investment in housing and support of the County's housing policy.
- Complement and support public improvements installed by the developer of the Clackamas Town Center Shopping Center.
- Economically support the 82nd Avenue business district.
- Provide public access to, and recreational use of, open space retained within the Development Area.
- Eliminate blighting influences, such as traffic congestion, poor storm drainage, substandard and/or obsolete buildings, nonconforming land uses, lack of public recreation areas, and underutilized land.
- Modify the street system to provide for safe and efficient traffic circulation in and around the Development Area.
- Install or improve public facilities, such as transit improvements, streets, curbs, sidewalks, and street lighting where necessary to provide both short- and long-range mobility and safety needs of the Development Area.
- Rehabilitate and conserve properties compatible with this Plan.
- Develop economically sound residential, commercial, industrial, and recreational facilities that satisfy the principles of good urban design and are mutually supportive and compatible with the surrounding area.
- Develop and encourage private development of land in the Development Area in an efficient and timely manner.
- Create new taxable value to reduce the long-term tax burdens of County residents and other taxpayers.

3. Clackamas County Strategic Plan, 2011-2016

Adopted in 2011, this plan highlights the Vision, Mission, Principles, and Areas of Focus for the Clackamas County Board of County Commissioners over the next five years.

- **VISION:** Urban, suburban, rural and wild: opportunities for all
- **MISSION:** Provide active and responsible leadership through focused investments, innovative partnerships, and citizen empowerment to create healthy, safe, and sustainable communities.

- **PRINCIPLES:**
 - Focus on jobs and a vibrant economy for all communities
 - Keep vulnerable residents safe and healthy
 - Foster a culture of trust, communication, diversity, and innovation

- **AREAS OF FOCUS:**
 - Keep our residents safe, healthy and secure
 - Create a network of vibrant communities
 - Provide financial stability and leadership

4. Harmony Community Campus Vision

A two phased focused community effort initiated jointly by Clackamas Community College, North Clackamas Parks and Recreation District, Clackamas County Development Agency, and Clackamas County to develop a unified vision and plan for the future of a 100-acre site at Harmony Road, Sunnybrook Boulevard and 82nd Avenue.

- **VISION:** The Harmony Community Campus is a model for sustaining the vitality of the economy, environment and community in Clackamas County and the Region.

- **PURPOSE:** To increase opportunities for community members to learn, enhance health and fitness, observe and enjoy nature and gather together.

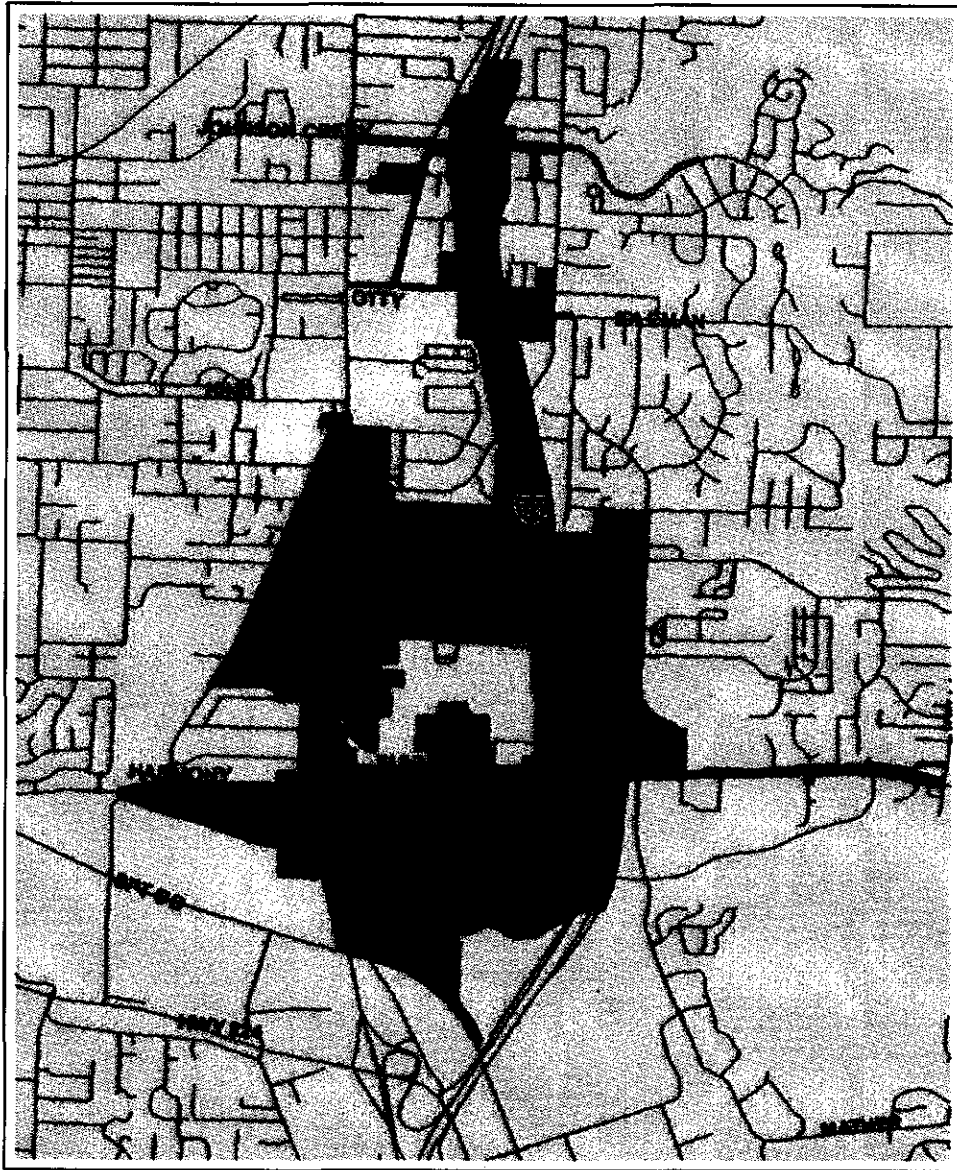
- **MISSION:** The Harmony Community Campus will be a model for a healthy economy, incorporating a variety of educational opportunities, alternative energy uses and green development practices. It will provide resource protection, conservation and alternative transportation, and will enhance natural habitats and the ecology of the area. People will be encouraged to use public transportation, bicycles, walk or carpool to access the area.

- **GUIDING PRINCIPLES:**

<p><i>What we do:</i></p> <ul style="list-style-type: none"> Provide Lifelong Learning Demonstrate Sustainability Ensure Environmental Stewardship Support Economic Development Engagement Promote Healthy Living 	<p><i>How we do it:</i></p> <ul style="list-style-type: none"> Ensure Transportation Choices and Accessibility Utilize Smart Growth Principles Demonstrate Shared Leadership and Responsibility Model Collaboration, Cooperation, and Civic
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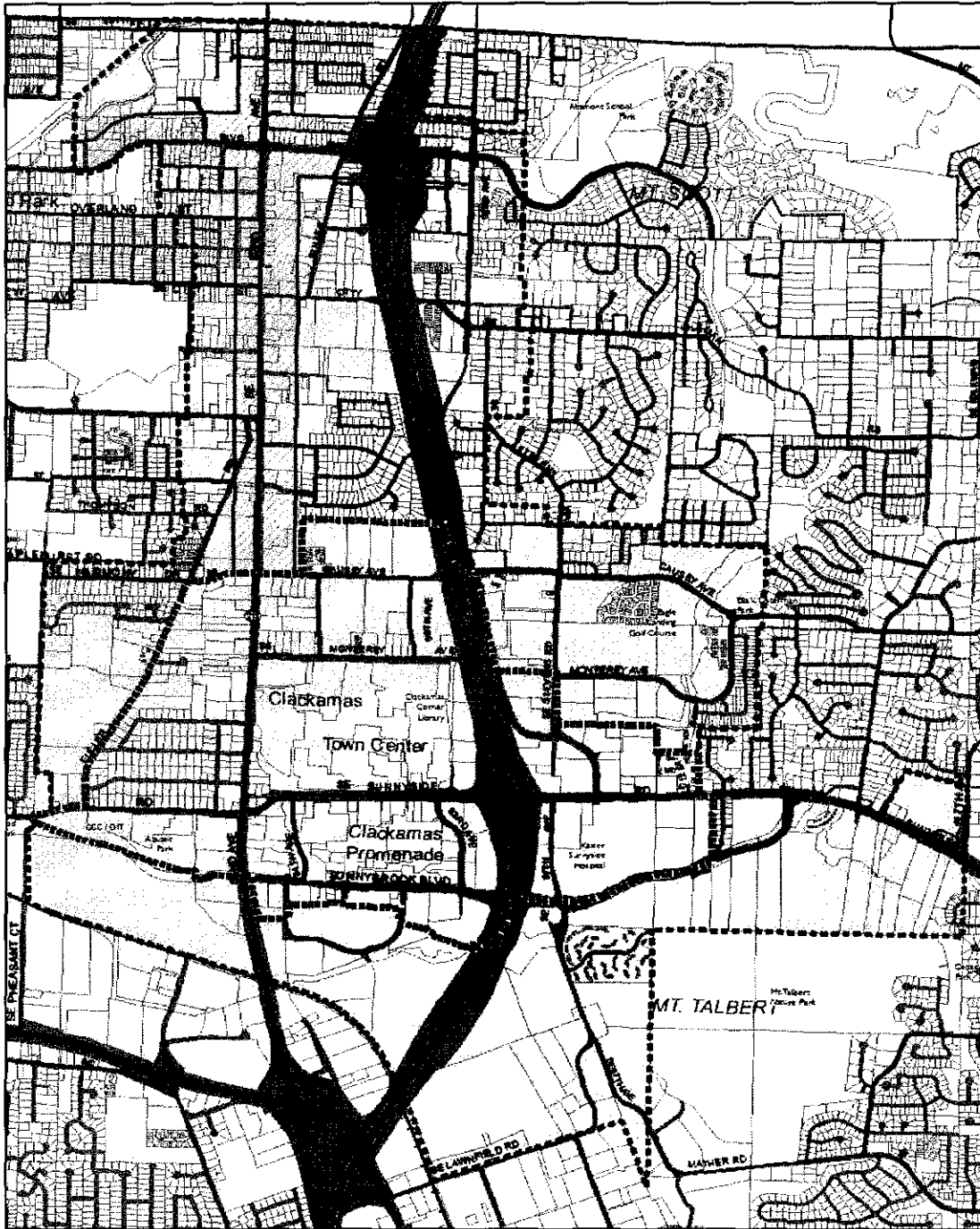
APPENDIX C

CLACKAMAS TOWN CENTER URBAN RENEWAL DISTRICT BOUNDARY MAP



APPENDIX D

CLACKAMAS REGIONAL CENTER AREA MAP



APPENDIX E

CLACKAMAS TOWN CENTER URBAN RENEWAL DISTRICT COMPLETED PROJECTS

Project	Project Description	Year Complete
Transportation Improvements		
Stevens/Sunnyside Realignment	Realignment of Stevens Rd to intersect with Sunnyside Rd. at the entrance to Kaiser Hospital	1982
Causey Extension	Extension of Causey west of 82 nd Ave. to Fuller Rd.	1983
Monterey & Causey Connections	Full improvement of Monterey & Causey and connections between Monterey & Causey	1984
84 th , 86 th and 90 th Street Improvements	Constructed improvements to facilitate better access and circulation in the Town Center area	1984
Sunnybrook Blvd.	Full improvements between 84 th & 93 rd south of Clackamas Promenade	1986
Sunnyside Rd/Harmony Rd re-alignment	Previously offset intersection realigned at 82 nd Ave.	1987
93 rd Avenue Realignment	Reconstruction to facilitate better access and circulation in the Town Center area	1987
82 nd Ave Improvements	Construction of street and storm drainage improvements	1988
Boyer Road	Constructed street improvements from 82 nd to 85 th Ave.	1988
Johnson Creek Blvd./I-205 Interchange	Partnered on construction of new I-205 Interchange at Johnson Creek Blvd	1990
Monterey Overpass & I-205 Frontage Rd.	New overpass and 6,000 ft. frontage road	2001
Stevens Road Widening	Part of Monterey Overpass/I-205 Frontage Rd. project	2001
Sunnybrook East Extension	Partnered in extension of Sunnybrook Ave. east to connect with Sunnyside at 108 th Ave.	2002
Causey Extension	Extension of improvements to Causey Ave. from I-205 to Stevens Rd.	2003
Sunnybrook Split Diamond Interchange	New interchange at I-205 and Sunnybrook Blvd	2003
Sunnyside Widening Project Phase I	Road widened to 5 lanes from I-205 to 108 th , then to 7 lanes from 108 th to 122 nd	2004
TriMet Green Line	Provided local match for extension of light rail from Gateway to the Town Center Mall	2009
Monterey Ave. Widening and Improvements	Reconstruction of Monterey from 82 nd Ave. to I-205 to Main Street standards to accommodate increased traffic generated by the redevelopment of the Town Center	2009
Pedestrian-Bikeways	Pedestrian and bicycle improvements incorporated into plans of most CTC area road projects	1980 - 2009

Drainage and Utility Improvements		
Flood Control Facility - 84 th & Ambler	Storm water detention facility to handle increased run-off in the Phillips Creek Basin	1987
Water Pump and Mainline	Assisted with a new Clackamas Water District Storage Reservoir at 92 nd & Otty	1999

Community Facilities		
Branch Library at Clackamas Town Center	Partial funding for establishment of branch library in the Town Center area	1981
Fuller Rd. Fire Station	Assist with construction of new fire station to serve the expanding Town Center area	1984
Ickes & Harmony School Noise Mitigation	Completed in connection with Harmony widening (82 nd to Fuller)	1987
CCC/OIT	Joint CCC/OIT campus for an educational/industrial training and employment/business center	1988
Stevens Road Site Improvements and Excess Property Purchase	Purchased ROW from NCS12 for extension of Causey from I-205 to Stevens. Donated excess property to FD1 for new fire station. Three-party development agreement	1990
North Clackamas Regional Park/Swim Center Land Acquisition	Property acquired for swim center facility and additional land to the south for public parks and recreational facilities	1991
Ickes/Harmony Schools Acquisition	CCC/OIT Campus (80,000 sq. ft.)	1991
Joint Use Community College & Sheriffs Facility Land Acquisition	Assist with construction of a joint Sheriff's precinct and Law Enforcement Training Center on Agency-owned land	1999
Sunnybrook Service Center / Brooks Building	Assist with construction of a 4-story, 73,340-square-foot office building for use as the County Development Services building.	1999
Causey Fire Station	3-party development agreement (D.A., School District, Fire District)	2003

Development and Redevelopment		
Clackamas Promenade	Development agreement for Promenade shopping area; land acquisition that facilitated Agency's development of Sunnybrook Blvd.	1993
Sisters of Providence Medical Center	Development agreement for a 34,000-sq.-ft. medical office building	1995
Marriott Courtyard Hotel	Development agreement for a 75,000-sq.-ft. 4-story hotel (136 rooms)	1998
Monarch Phase I Office Building	Development agreement for a 76,000-sq.-ft. Class A office building	1999
Sunnybrook Office Building (Specht)	Development agreement for a 103,000-sq.-ft. Class A office building	2000
Battin Elementary School Acquisition	Clackamas Crossing Development Agreement/Shopping Center (317,104 sq ft)	2001

Mt. Scott Medical Office Building	Development agreement facilitating development of medical office building (39,700 sq. ft) at 92 nd & Johnson Creek Blvd.	2002
Monterey Medical Office Building	Development agreement facilitating development of medical office building at 84 th & Monterey; 36,000 sq. ft.	2005
Mt. Scott Medical Office Building 2	Development agreement facilitating development of a 53,000-sq-ft. medical office building on 92 nd	2009
Clackamas Town Center Expansion	Development agreement facilitating Mall Expansion including 245,00 sq ft. of new retail and entertainment space	2009
Monarch Future Phases	Subsequent phases totaling approximately 200,000 sq. ft. of office/retail	Pending

Throughout the life of the Urban Renewal District, there has been a concerted effort to leverage other funds for projects. The level of urban renewal funds used toward the total cost of these completed projects varies.

TRANSPORTATION / STREET NETWORK EVALUATION SUMMARY

Each potential project was evaluated against the established criteria listed on page 3 of this document. The numbers reflected below are based on a 1-5 ranking with a score of 5 meaning it meets the evaluation criteria entirely. There is also a desire to move projects forward that provide multiple benefits. Therefore, each was evaluated to determine the areas of need addressed and the number of multi-modal improvements included.

	In Close Proximity to CRC Core Area?	EVALUATION CRITERIA				Overall Evaluation Criteria Score	ADDRESSES THE FOLLOWING AREAS OF NEED				# of Identified Bike/Ped Improve. Included	
		Improve Economic Health	Improve Physical Health	Provide Transp. Network for All Users	Cost Effective		Connectivity	Capacity or Congestion Relief	Safety	Multi-Modal		
Tier One												
Southwest Connector Improvements	Yes	3.7	3.6	4.8	4.0	4.0	J	J	J	J	8	
Monterey Extension - 82nd to Fuller	Yes	4.2	2.8	4.4	4.0	3.8	J	J	J	J	1	
Sunnyside / Stevens Intersection Improvements	Yes	4.3	3.0	4.2	3.3	3.7	J	J	J	J	0	
City Road Improvements - 82nd to 92nd	No	4.0	2.9	3.8	4.0	3.7	J	J	J	J	0	
Fuller Road Improvements - City to Johnson Creek	No	4.2	2.8	3.8	4.0	3.7	J	J	J	J	0	
Monterey Extension - Schumacher to Stevens	Yes	4.3	3.0	4.6	3.0	3.7	J	J	J	J	0	
Tier Two												
JCB / I-205 Interchange Improvements	No	3.7	3.0	3.4	3.5	3.4	J	J	J	J	0	
Sunnyside Road - Modified Boulevard Improvements	Yes	2.8	3.0	4.2	3.3	3.3	J	J	J	J	6	
Boulevard Improvements on 82nd - Causey to Sunnyside	Yes	3.0	2.9	3.2	3.3	3.1	J	J	J	J	5	
Extend Westbound Left Turn on JCB at 82nd	No	1.7	2.5	3.6	4.8	3.1	J	J	J	J	0	
Improve Fuller / King / 82nd Intersection	No	2.0	2.8	2.8	4.5	3.0	J	J	J	J	0	
Tier Three												
Add Second Southbound Left Turn on 82nd at JCB	No	1.7	2.5	3.6	3.8	2.9	J	J	J	J	0	
Widen 82nd from King to Causey	Yes	2.2	2.8	3.8	2.5	2.8	J	J	J	J	0	
Boyer Drive Extension - 82nd to Fuller	No	2.8	2.4	3.2	2.8	2.8	J	J	J	J	0	
City Street Realignment	No	2.3	1.5	3.0	3.0	2.5	J	J	J	J	0	
Southgate / Sunnyside Closures	Yes	1.2	2.1	2.4	3.0	2.2	J	J	J	J	0	

indicates top 5 ranking

TIER ONE IMPROVEMENTS



- 1 Monterey Extension - 82nd - Fuller
- 2 Sunnyside - Stevens Intersection Improvements
- 3 Southwest Connector Improvements
- 4 Fuller Road Improvements - Otty to Johnson Creek
- 5 Otty Road Improvements - 82nd - 92nd
- 6 Monterey Extension - Schumacher to Stevens

TIER TWO IMPROVEMENTS



- 1 Sunnyside Road - Modified Boulevard Improvements
- 2 Boulevard Improvements on 82nd - Causey to Sunnyside
- 3 JCBA-205 Interchange Improvements
- 4 Improve Fuller/King Intersection
- 5 Boyer Drive Extension - 82nd to Fuller

TIER THREE IMPROVEMENTS



- 1 Extend Westbound Left Turn on JCB at 82nd
- 2 Add Second Southbound Left Turn on 82nd at JCB
- 3 Widen 82nd from King to Causey
- 4 Otty Street Realignment
- 5 Southgate/Sunnyside Street Closures

APPENDIX H

**CLACKAMAS REGIONAL CENTER
TRANSPORTATION / STREET NETWORK
PROJECT DESCRIPTIONS**

MONTEREY EXTENSION – 82ND TO FULLER

PROJECT JUSTIFICATION

The area lacks effective east-west connectivity for vehicles, pedestrians and bicyclists. This creates out-of-direction travel resulting in additional congestion on other streets and reduces overall safety of the street network. This project creates an alternative connection west from the Town Center area to Fuller Road. It is specifically identified in the CTC Urban Renewal Plan and is within the Urban Renewal District boundary.

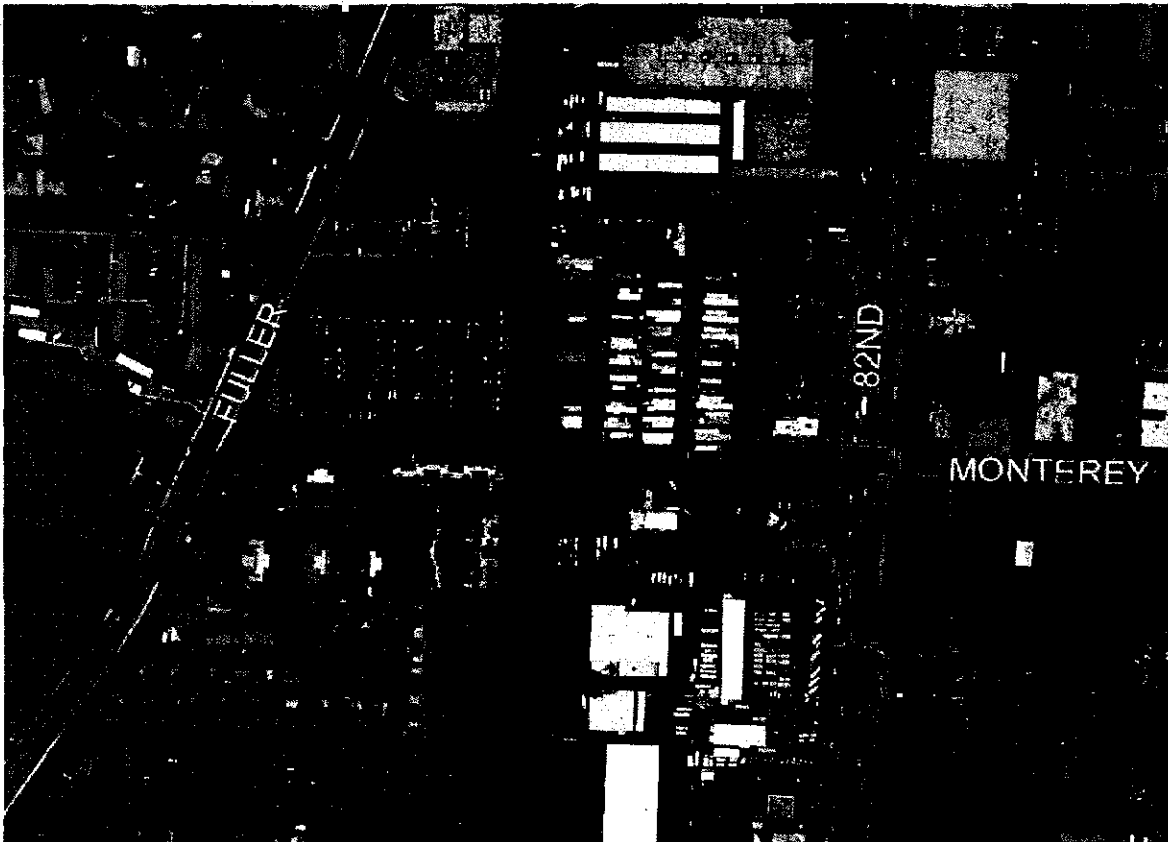
PROJECT DESCRIPTION

This project will construct a new 2 or 3 lane road approximately 1,200 feet in length with bike lanes, sidewalks and street lighting. Signal modifications will be required at 82nd Avenue. The project also includes a small bridge over Phillips Creek.

PROJECT PRIORITY Tier 1 ANTICIPATED COMPLETION Spring 2014

ESTIMATED COST \$7,200,000 OTHER POTENTIAL FUNDING ? Yes

ADJACENT DEVELOPMENT POTENTIAL ? Yes



SUNNYSIDE – STEVENS INTERSECTION IMPROVEMENTS

PROJECT JUSTIFICATION

The intersection at Stevens Road and Sunnyside experiences frequent queuing and congestion issues as it serves as a primary access into Kaiser as well as a primary north-south travel option on Stevens serving the Eagle Landing development.

PROJECT DESCRIPTION

A traffic analysis is needed to determine appropriate measures to mitigate existing traffic issues. Based on that analysis, improvements could include additional turn lanes, turn lane extensions for increased storage or signal timing modifications.

PROJECT PRIORITY Tier 1 ANTICIPATED COMPLETION Winter 2015

ESTIMATED COST \$2,000,000 OTHER POTENTIAL FUNDING ? No

ADJACENT DEVELOPMENT POTENTIAL ? Yes



SOUTHWEST CONNECTOR IMPROVEMENTS

PROJECT JUSTIFICATION

The Harmony Road/Sunnyside Road/82nd Avenue area experiences significant congestion and out-of-direction travel, which increases safety concerns. These streets serve the important regional destinations of the Clackamas Community College Campus and North Clackamas Aquatic Center. The ability of the college to develop its master plan is dependent on improvements to the street network in the area.

PROJECT DESCRIPTION

Potential projects are currently being evaluated through the Transportation System Plan update process. The results of that analysis will determine which projects should move forward for consideration. The focus is on projects that improve the safety and mobility of motorists, pedestrians and cyclists in this area.

PROJECT PRIORITY Tier 1 ANTICIPATED COMPLETION Spring 2017

ESTIMATED COST \$15,000,000 OTHER POTENTIAL FUNDING ? Yes

ADJACENT DEVELOPMENT POTENTIAL ? Yes



FULLER ROAD IMPROVEMENTS – OTTY TO JOHNSON CREEK

PROJECT JUSTIFICATION

The Fuller Road Station Area Plan outlines development opportunities surrounding the light rail station. In order for that development to move forward, certain infrastructure improvements need to be completed. Portions of Fuller Road in front of the Park and Ride have been improved to the desired standard. Improvements to the remaining roadway will make adjacent properties to the east ready for development.

PROJECT DESCRIPTION

This project would widen the roadway, add turn lanes, landscaping, lighting, on-street parking, sidewalks and bike lanes to match improvements at the Park and Ride. The total length is approximately 1,300 feet.

PROJECT PRIORITY Tier 1 ANTICIPATED COMPLETION Spring 2018

ESTIMATED COST \$4,000,000 OTHER POTENTIAL FUNDING ? Yes

ADJACENT DEVELOPMENT POTENTIAL ? Yes



MONTEREY EXTENSION – SCHUMACHER TO STEVENS

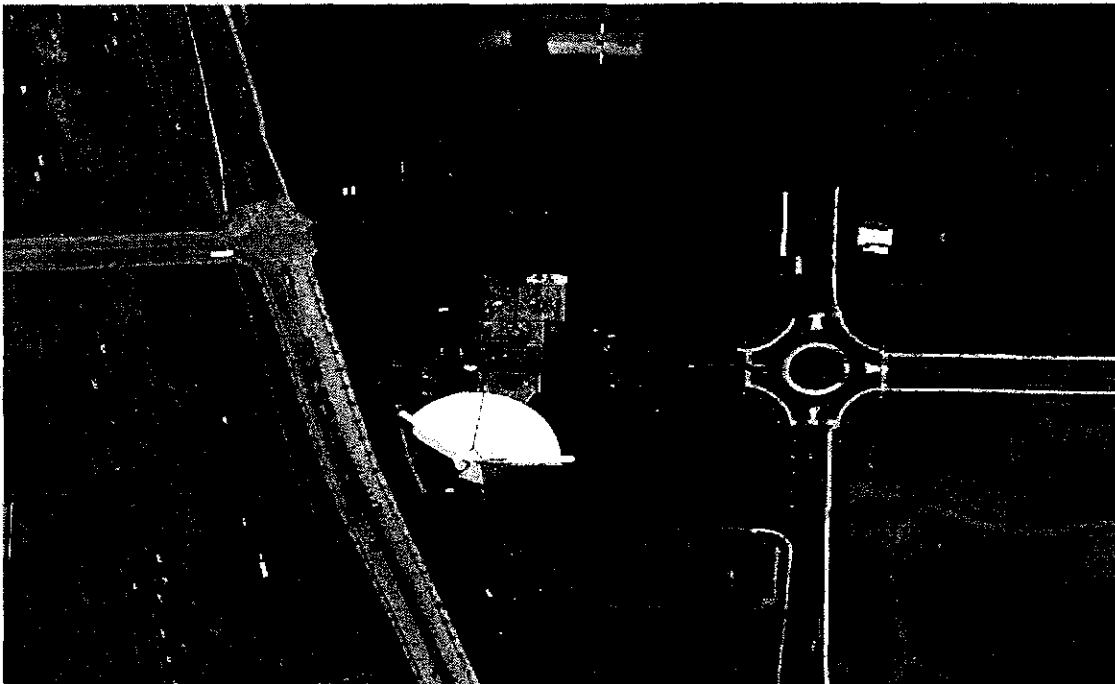
PROJECT JUSTIFICATION

The area lacks effective east-west connectivity for vehicles, pedestrians and bicyclists. This creates additional congestion on other streets and reduces overall safety of the street network. This project will provide a more direct connection from the Eagle Landing development to the Town Center and Max Green Line transit stop. It is consistent with the goals outlined in the CTC Urban Renewal Plan and is within the Urban Renewal District boundary.

PROJECT DESCRIPTION

A feasibility study was completed in 2005 to analyze potential alignments to connect Schumacher Road to Stevens Road at Monterey Boulevard. The study had to also consider impacts to adjacent properties, the New Hope Church and a funeral home and cemetery. At a minimum, the project would construct a two-lane roadway with a sidewalk on one side. Several variables affect what ultimately could be constructed.

<u>PROJECT PRIORITY</u>	Tier 1	<u>ANTICIPATED COMPLETION</u>	TBD
<u>ESTIMATED COST</u>	\$6,600,000	<u>OTHER POTENTIAL FUNDING ?</u>	Yes
<u>ADJACENT DEVELOPMENT POTENTIAL ?</u>	Yes		



Note: It is highly probable this will be constructed as part of the Eagle Landing development.

OTTY ROAD IMPROVEMENTS – 82ND AVE. TO 92ND AVE.

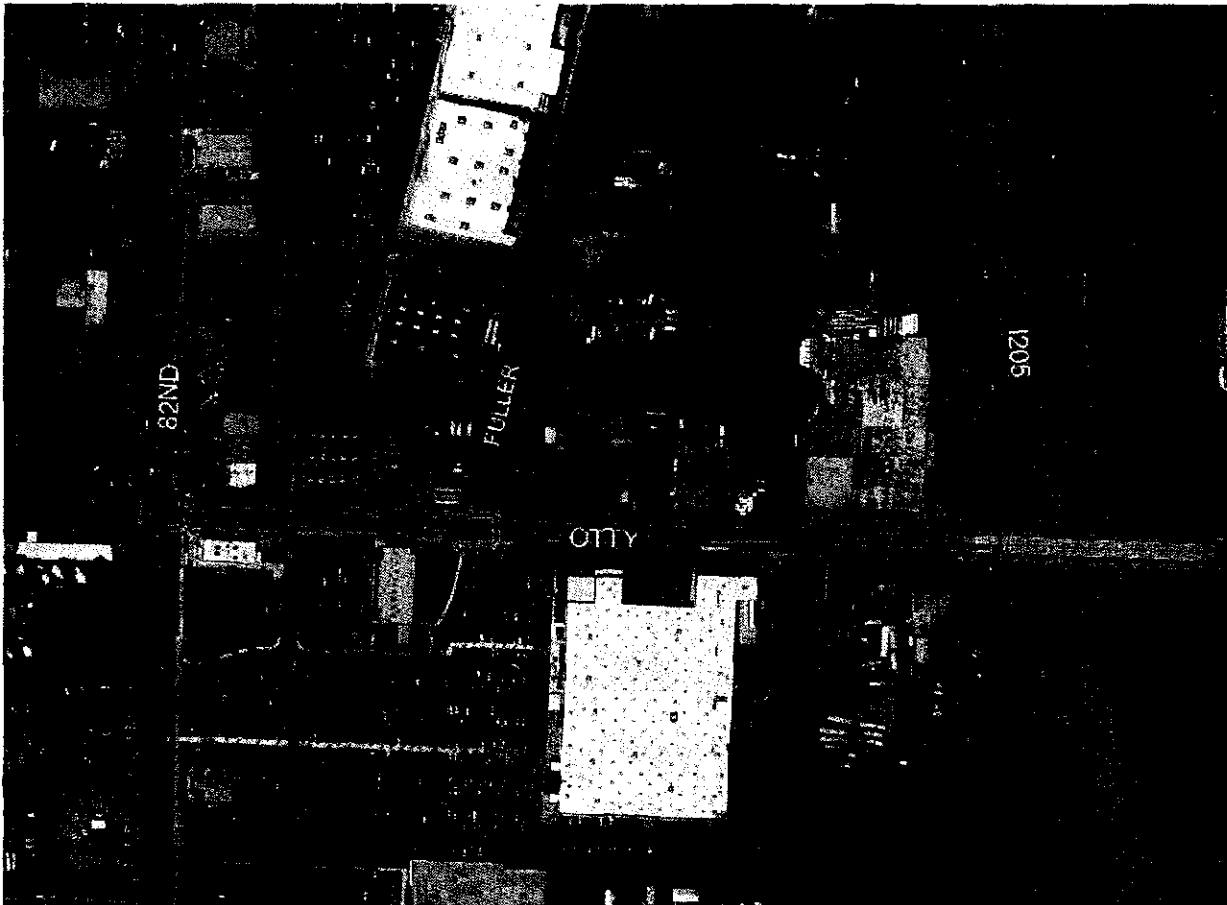
PROJECT JUSTIFICATION

The Fuller Road Station Area Plan outlines development opportunities surrounding the light rail station. In order for that development to move forward, certain infrastructure improvements need to be completed. Otty Road is one of two access points to the Fuller Road Station area and redevelopment opportunities exist on Otty Road.

PROJECT DESCRIPTION

This project would widen the roadway, add turn lanes, landscaping, on-street parking, and a sidewalk and bike lane on the north side. The total length is approximately 1,300 feet.

<u>PROJECT PRIORITY</u>	Tier 1	<u>ANTICIPATED COMPLETION</u>	TBD
<u>ESTIMATED COST</u>	\$5,000,000	<u>OTHER POTENTIAL FUNDING ?</u>	Yes
<u>ADJACENT DEVELOPMENT POTENTIAL ?</u>	Yes		



SUNNYSIDE ROAD BOULEVARD IMPROVEMENTS

PROJECT JUSTIFICATION

Portions of Sunnyside Road between 82nd and 97th Avenue are not constructed to County Boulevard standards. There are areas where there are no bike lanes and sidewalk widths are minimal.

PROJECT DESCRIPTION

This project would conduct an analysis of traffic operations, travel lane design, and opportunities for pedestrian and bicycle improvements. Feasible alternatives would be constructed from 82nd Avenue to 97th Avenue.

PROJECT PRIORITY Tier 2 ANTICIPATED COMPLETION TBD

ESTIMATED COST \$3,000,000 OTHER POTENTIAL FUNDING ? No

ADJACENT DEVELOPMENT POTENTIAL ? No



82ND AVE. BOULEVARD TREATMENT FROM CAUSEY TO SUNNYSIDE

PROJECT JUSTIFICATION

This section of 82nd Avenue lacks the amenities included in the Clackamas Regional Center Design Plan for boulevards. Improvements are needed to upgrade the appearance and improve safety for pedestrians and cyclists.

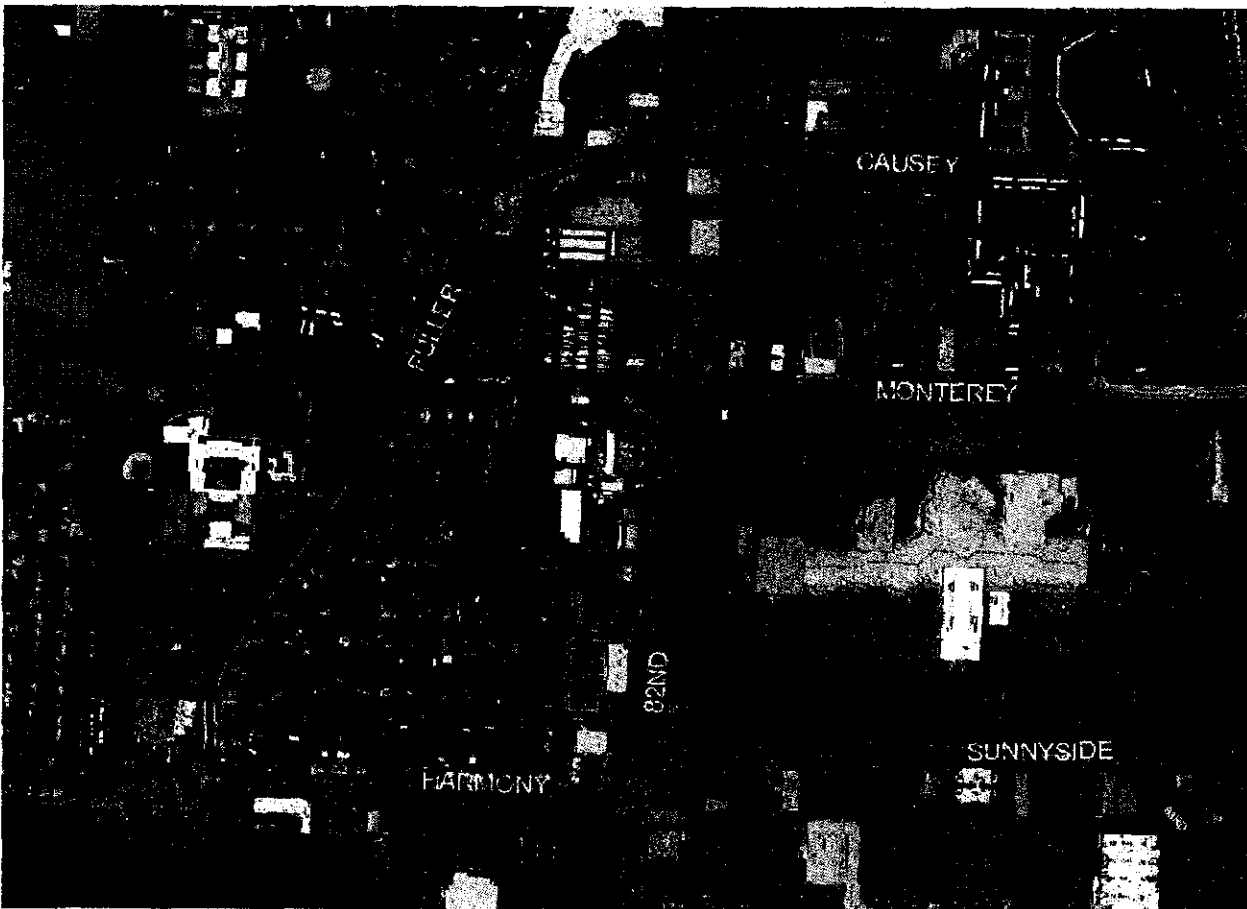
PROJECT DESCRIPTION

This project would construct boulevard improvements on 82nd Avenue between Causey and Sunnyside, including wider sidewalks, street lighting, landscaping, street trees, bike lanes and a central median. 82nd Avenue is under ODOT jurisdiction so proposed improvements would need ODOT's approval.

PROJECT PRIORITY Tier 2 ANTICIPATED COMPLETION TBD

ESTIMATED COST \$5,500,000 OTHER POTENTIAL FUNDING ? No

ADJACENT DEVELOPMENT POTENTIAL ? Yes



JOHNSON CREEK BLVD AND I-205 INTERCHANGE IMPROVEMENTS

PROJECT JUSTIFICATION

The I-205 and Johnson Creek Boulevard interchange is a significant entrance and exit point for travelers to and from the Clackamas Regional Center. It is also the nearest on-off ramp to the Fuller Road Station Area. An improvement to this facility is necessary in order to redevelop the Fuller Road area to its greatest potential.

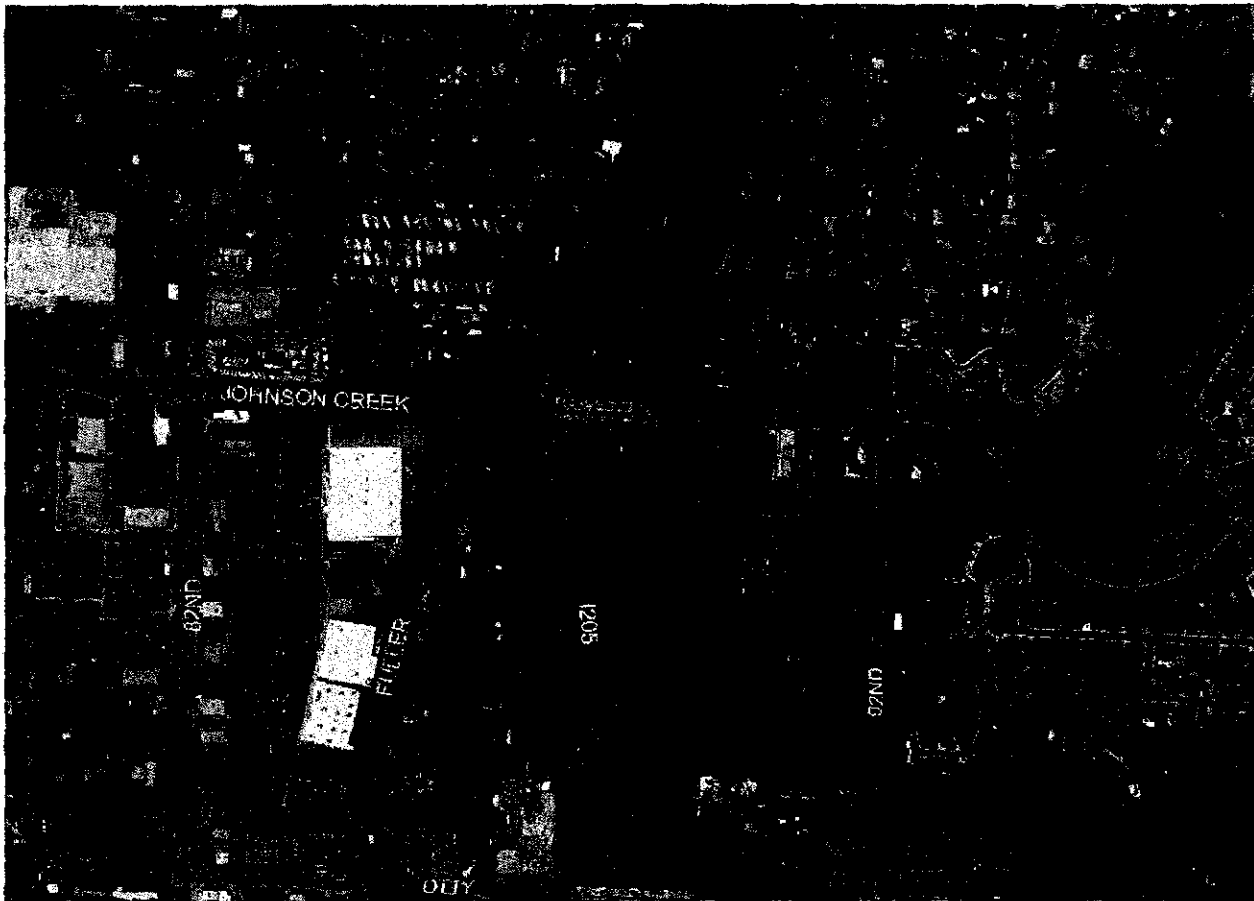
PROJECT DESCRIPTION

Project would construct improvements based on a traffic analysis that could include an additional loop ramp, northbound on-ramp and a realignment of the southbound off-ramp.

PROJECT PRIORITY Tier 2 ANTICIPATED COMPLETION TBD

ESTIMATED COST \$14,500,000 OTHER POTENTIAL FUNDING ? No

ADJACENT DEVELOPMENT POTENTIAL ? Yes



FULLER / KING / 82ND AVE. INTERSECTION IMPROVEMENTS

PROJECT JUSTIFICATION

The intersections of Fuller/King and King/82nd are only about 100 feet apart. This close proximity creates significant safety and congestion issues. Vehicles traveling eastbound on King are often queued past the Fuller Road intersection, which makes left turns from King to Fuller very difficult.

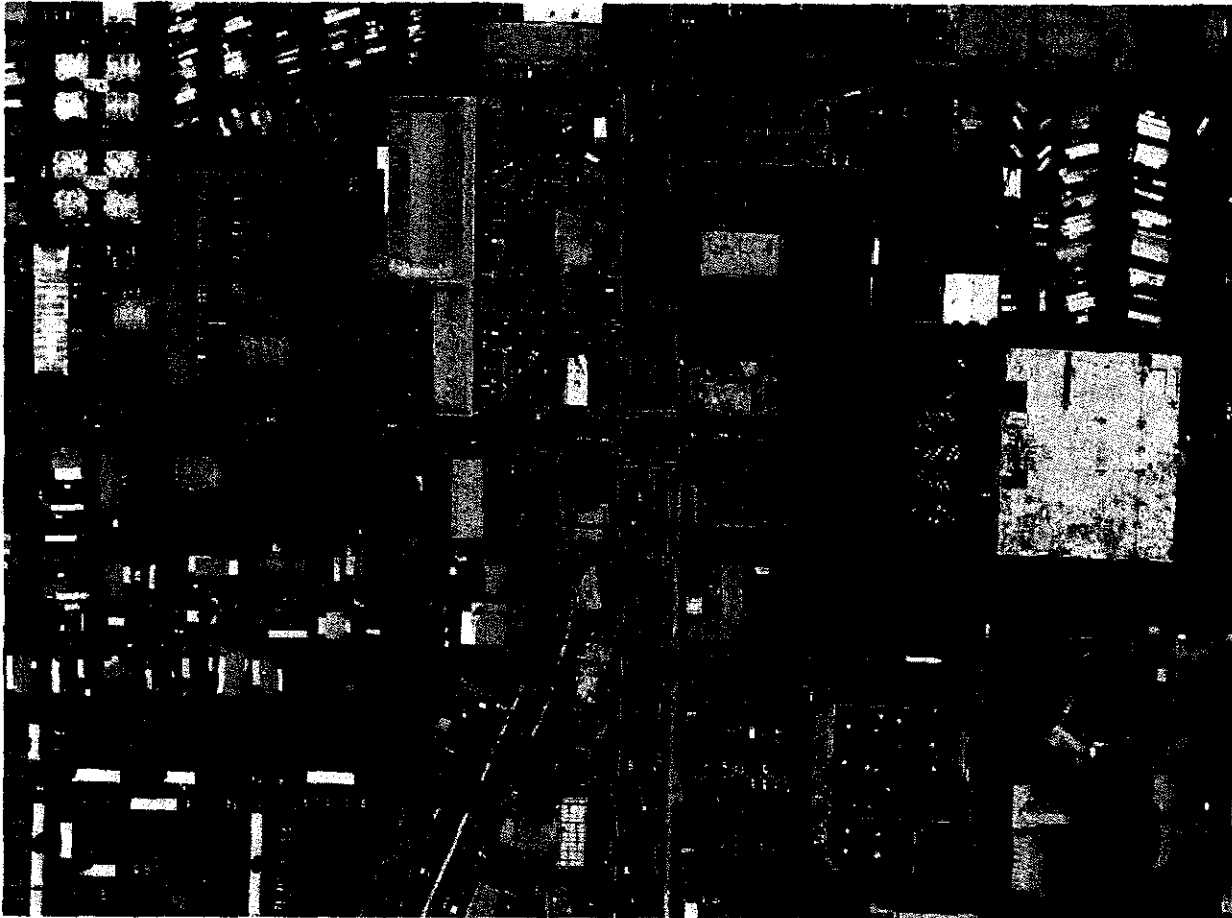
PROJECT DESCRIPTION

This project would disconnect Fuller at King and construct a cul-de-sac or hammerhead. The Boyer Road extension project would likely need to be constructed simultaneously in order to provide adequate access to residences and businesses in the area.

PROJECT PRIORITY Tier 2 ANTICIPATED COMPLETION TBD

ESTIMATED COST \$255,000 OTHER POTENTIAL FUNDING ? Yes

ADJACENT DEVELOPMENT POTENTIAL ? No



BOYER DRIVE EXTENSION – 82ND AVE. TO FULLER

PROJECT JUSTIFICATION

If Fuller Road is closed at King Road, there will be no direct access to this area from 82nd Avenue. Providing an extension will maintain direct access and improve east-west connectivity in the area. This project is specifically identified in the Urban Renewal Plan.

PROJECT DESCRIPTION

This project will construct a two-lane roadway extension approximately 250 feet in length with new sidewalks at Boyer Drive between 82nd Avenue and Fuller Road. Significant right-of-way acquisition will be required that impact two businesses on 82nd and one office building on Fuller Road.

PROJECT PRIORITY Tier 2 ANTICIPATED COMPLETION TBD

ESTIMATED COST \$3,700,000 OTHER POTENTIAL FUNDING ? No

ADJACENT DEVELOPMENT POTENTIAL ? No



JOHNSON CREEK BLVD WESTBOUND LEFT TURN LANE EXTENSION AT 82ND

PROJECT JUSTIFICATION

Vehicles currently traveling westbound on Johnson Creek Boulevard and turning left onto 82nd Avenue experience significant queuing.

PROJECT DESCRIPTION

This project would extend the southbound left turn lane on Johnson Creek Boulevard at 82nd Avenue to increase storage space from 200 feet to 350 feet minimum, which will improve movement through the intersection.

PROJECT PRIORITY Tier 3 ANTICIPATED COMPLETION TBD

ESTIMATED COST \$50,000 OTHER POTENTIAL FUNDING ? No

ADJACENT DEVELOPMENT POTENTIAL ? No



SECOND SOUTHBOUND LEFT TURN LANE ON 82ND AVE. AT JOHNSON CREEK BLVD

PROJECT JUSTIFICATION

Vehicles currently traveling southbound on 82nd Avenue and turning left onto Johnson Creek Boulevard experience significant queuing, and this is a high crash location.

PROJECT DESCRIPTION

This project would add a second southbound left turn lane on 82nd Avenue at Johnson Creek Boulevard, thus increasing the queuing space and improving movement through the intersection.

PROJECT PRIORITY Tier 3 **ANTICIPATED COMPLETION** TBD

ESTIMATED COST \$330,000 **OTHER POTENTIAL FUNDING ?** No

ADJACENT DEVELOPMENT POTENTIAL ? No



82ND AVE. WIDENING FROM KING TO CAUSEY

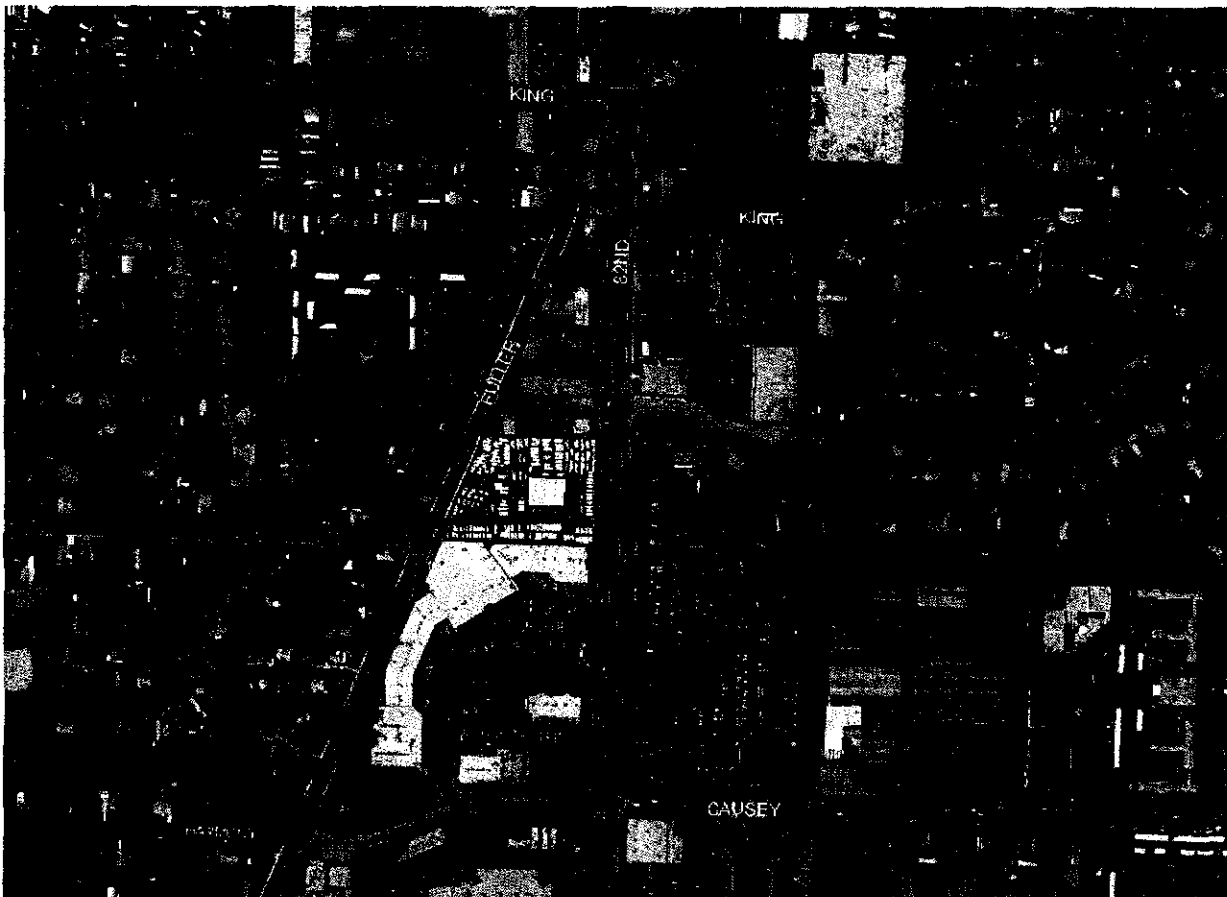
PROJECT JUSTIFICATION

82nd Avenue from Clatsop Street south to Monterey Avenue lacks adequate sidewalks, lighting, landscaping and bike lanes. While improvements are needed in several locations along this corridor, only those needed between King and Causey can be completed with this project as the remainder are outside the Urban Renewal District.

PROJECT DESCRIPTION

This project would widen 82nd Avenue between King Road and Monterey Avenue to provide continuous sidewalks, landscaping strips, lighting and bike lanes. 82nd Avenue is under ODOT jurisdiction so proposed improvements would need ODOT's approval.

<u>PROJECT PRIORITY</u>	Tier 3	<u>ANTICIPATED COMPLETION</u>	TBD
<u>ESTIMATED COST</u>	\$17,500,000	<u>OTHER POTENTIAL FUNDING ?</u>	No
<u>ADJACENT DEVELOPMENT POTENTIAL ?</u>	Yes		



OTTY STREET REALIGNMENT

PROJECT JUSTIFICATION

Improved east-west connectivity is needed to provide people with options to move through the area and to reduce congestion on other roads. Skewed intersections create unsafe turning movements. A majority of the needed improvements are within the North Clackamas Revitalization Area Urban Renewal District.

PROJECT DESCRIPTION

This project would realign Otty Street on the west side of 82nd Avenue with Otty Road on the east side. This will require property acquisition on Otty Street.

PROJECT PRIORITY Tier 3 ANTICIPATED COMPLETION TBD

ESTIMATED COST \$1,600,000 OTHER POTENTIAL FUNDING ? Yes

ADJACENT DEVELOPMENT POTENTIAL ? Yes



SOUTHGATE AND SUNNYSIDE STREET CLOSURES

PROJECT JUSTIFICATION

The residential area west of 82nd Avenue and north of Harmony Road is impacted by heavy "shortcut" traffic traveling west to Harmony and Fuller Road. Closure of Southgate and Sunnyside Street will reduce this conflict. This is a project specifically identified in the Urban Renewal Plan.

PROJECT DESCRIPTION

The project would close Southgate and Sunnyside Street to westbound through traffic at 80th Avenue. Modifications would allow for eastbound travel.

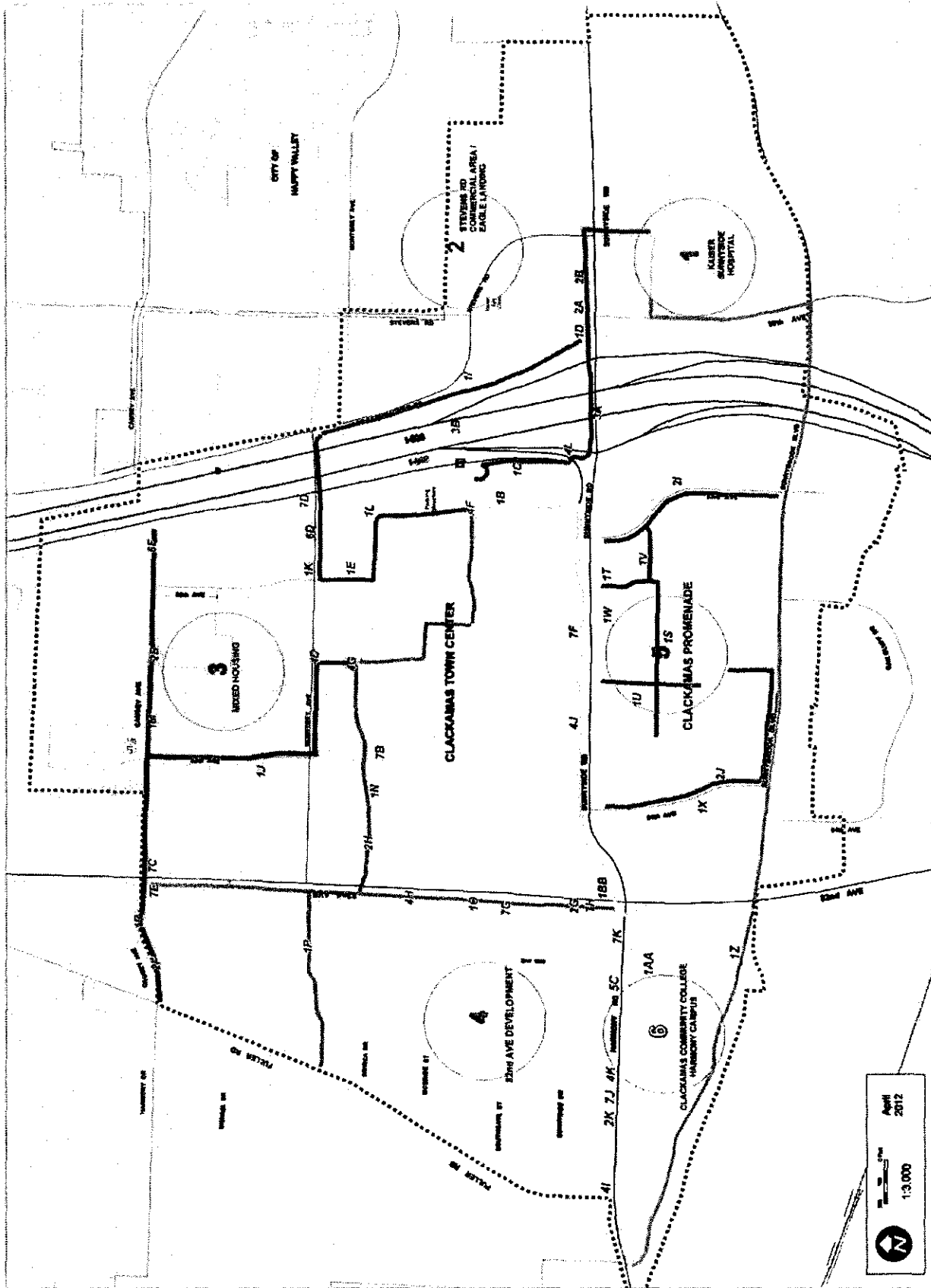
PROJECT PRIORITY Tier 3 ANTICIPATED COMPLETION TBD

ESTIMATED COST \$200,000 OTHER POTENTIAL FUNDING ? No

ADJACENT DEVELOPMENT POTENTIAL ? No



EXHIBIT I



- Routes To Developments**
- 1 Kaiser Hospital
 - 2 Eight Landing Mixed-Use Development
 - 3 Mixed Housing North of Town Center
 - 4 23rd Ave Development
 - 5 Clackamas Promenade
 - 6 Clackamas Community College/OTThysse Center
 - 7 CCC Harborway Campus Connection to Kaiser Hospital

Recommended Projects - 1A, 2B, etc

- PROJECT**
- STUDY AREA
 - DESTINATION

Clackamas Regional Center Pedestrian / Bicycle Connection Project ROUTES AND PROJECTS

North Arrow
1:3,000
April 2012

APPENDIX J

PROJECT NUMBERS HIGHLIGHTED IN YELLOW ARE RECOMMENDED FOR IMPLEMENTATION

Project No.	Project	Total Score	Estimated Cost
1D	Construct sidewalk extension/bulb to accommodate pedestrians and cyclists around signal pole at the Sunnyside Road/I-205 northbound interchange. (Needs Report 1.j.)	14.5	\$ 20,000
2A	Install "green" transition bike lane from where bike lane ends on Sunnyside Road travelling west to the I-205 overpass. (Needs Report 1.c.)	14.5	\$ 5,000
1C	Construct walkway from Max Green Line platform directly south through existing fence along north and east edges of the Clackamas Town Center southeast parking lot to the I-205 multi-use path via stairway and/or to Sunnyside Road. (Needs Report 1.a.)	14	\$ 40,000
2B	Widen Sunnyside Road to the north for a bike lane on Sunnyside Road from the I-205 northbound/Sunnyside Rd intersection to approximately 200 feet to the east. (Needs Report 1.c.)	13.5	\$ 1,000,000
4L	Traveling south on the I-205 multi-use path, install a pedestrian signal to cross the I-205 northbound/Sunnyside Rd intersection across the right turn lane (Needs Report 1.k.)	13	\$ 30,000
3A/3B	Widen I-205 overpass on Sunnyside Road for bicyclists/pedestrians. (Needs Report 1.b.) OR, construct separate bicycle/pedestrian bridge over I-205. (Needs Report 1.b.)	13	\$ 4,000,000

Total Estimated Cost for Route 1

\$ 5,095,000

Project No.	Project	Total Score	Estimated Cost
1K	Construct a pedestrian stairway with bike grooves for cyclists from the intersection of Monterey Avenue/90th Avenue to the Clackamas Town Center parking lot. (Needs Report 3.c.)	14	\$ -
1E	Construct walkway from Max Green Line transit station north to Monterey Avenue/90th Avenue through Clackamas Town Center parking lot. (Needs Report 2.a.)	11.5	\$ -
1L	Construct contiguous walkway from Max Green Line station north to strip mall/Clackamas Corner Library. (Needs Report 3.d.)	11	\$ 40,000
6D	Install bicycle signs on Monterey Avenue directing cyclists to I-205 multi-use path and/or median refuge/crossing treatment. (Needs Report 3.e.)	10	\$ 5,000
7D	Install parabolic mirror and/or signage to resolve limited sight distance issue at the intersection of the I-205 multi-use path and the path extension at Monterey Avenue. (Needs Report 3.m.)	9	\$ 2,000
1I	Analyze feasibility of constructing multi-use path from I-205 northbound/Sunnyside Road intersection north to Bob Schumacher Road. (Needs Report 2.c.)	9	\$ 150,000

Total Estimated Cost for Route 2

\$ 197,000

Project No.	Project	Total Score	Estimated Cost
2D	Install bike boulevard on Causey Avenue between 82 nd Avenue east to the I-205 multi-use path. The bike boulevard should include consideration of the following: left turn lane removal, curb extensions, raised crosswalks for traffic calming and bike sharrows. (Needs Report 3.b.)	13.5	\$ 500,000
2F	Install bike lanes on Causey Avenue between Fuller Road and 82 nd Avenue. (Needs Report 3.u.)	13.5	\$ 25,000
4D	Install crosswalk(s) where needed at Town Center access drive off of Monterey Avenue leading to the Mall Transit Center. (Needs Report 3.n.)	13	\$ 5,000
1J	Remove trees and construct separated sidewalk with landscape strip or curb tight sidewalk along part of 85 th Avenue between Causey Avenue and Monterey Avenue. (Needs Report 3.a.)	13	\$ 75,000
7C	At the intersection on 82 nd Avenue/Causey Avenue (SE and SW corners), install sidewalk ADA ramps. (Needs Report 3.h.)	11	\$ 10,000
1R	Replace/repair sidewalks on Causey Avenue west of 82 nd Avenue to standard requirement. (Needs Report 4.o.)	11	\$ 10,000
1M	Repair heaving sidewalks along Causey Avenue between 82 nd Avenue and 90 th Avenue. (Needs Report 3.g.)	10.5	\$ 10,000
6F	Remove "End Bike Route" sign at the end of the Causey Avenue cul-de-sac at the I-205 multi-use path. (Needs Report 3.s.)	10	\$ 1,000
7E	82 nd Avenue/Causey Transit Stop: install pedestrian amenities, e.g. covered shelter. (Needs Report 3.v.)	10	\$ -

Total Estimated Cost for Route 3

\$ 636,000

ROUTE 4: 82ND AVENUE DEVELOPMENT/HOUSING

ROUTE PRIORITY #5

Project No.	Project	Total Score	Estimated Cost
4F	Install pedestrian safety devices (e.g. pedestrian signal, signage) for the crosswalk at the Max Green Line Park & Ride to JC Penney. (Needs Report 3.p.)	15	\$ 30,000
4G	Install pedestrian safety devices (e.g. pedestrian signal, signage) for the crosswalks leading to the Transit Center on the north side of the mall. (Needs Report 3.r.)	13.5	\$ -
1N	Construct a pedestrian connection through the north Clackamas Town Center parking area west to 82 nd Avenue. Construct sidewalk between 82 nd Avenue access driveway and the Transit Center north of the cinema. (Needs Report 4.a.)	13.5	\$ -
1O	Construct sidewalk/landscape strip along both sides of 82 nd Avenue from Sunnyside Road north to Causey Avenue as per boulevard standard. (Needs Report 4.b.)	13	\$ 1,000,000

2G	Install bike lanes on 82 nd Avenue within the project area, if adequate right-of-way exists. If not, acquire right-of-way for bike lanes along 82 nd Avenue. (Needs Report 4.d.)	13	\$ 50,000
4H	Increase walk time at crosswalks along 82 nd Avenue within project area. (Needs Report 4.k.)	12.5	\$ -
1P	Construct east/west connector street (Monterey) with sidewalk/bike boulevard treatment between 82 nd Avenue and Fuller Road. (Needs Report 4.c.1.)	11	\$ -
7G	Install transit amenities along 82 nd Avenue within project area. (Needs Report 4.i.)	11	\$ -
7H	Analyze feasibility of decreasing number of driveways and implementing 82 nd Avenue Access Management Targets (Map X-CRC-8). (Needs Report 4.l.)	11	\$ 30,000
2H	Install bike lane on Town Center driveway (northernmost access) from 82 nd Avenue to the CTC North Mall Transit Center. (Needs Report 4.g.)	8	\$ -
7B	Upgrade sidewalks and crosswalks on the north side of the mall to ADA standards. (Needs Report 3.f.)	7	\$ -

Total Estimated Cost for Route 4

\$ 1,110,000

**ROUTE 5: CLACKAMAS PROMENADE SHOPPING CENTER
ROUTE PRIORITY #6**

Project No.	Project	Total Score	Estimated Cost
2I	Install bike lanes along 93 rd Avenue. (Needs Report 5.f.)	15	\$ 30,000
1T	Construct pedestrian connection along access drive within the Promenade from the crosswalk on Sunnyside Road at about the 9000 block (Petco). (Needs Report 5.b.)	12.5	\$ 50,000
1V	Construct an east/west connector walkway west of 93 rd Avenue along the north side of the Target store. (Needs Report 5.d.)	11	\$ 50,000
1S	Analyze feasibility of strategically locating and constructing walkways within Clackamas Promenade parking lot. (Needs Report 5.a.)	10.5	\$ 200,000
1U	Construct walkway(s) from the second driveway heading south through the Promenade Shopping Center parking lot. (Needs Report 5.c.)	10.5	\$ 90,000
2J	Install bike lanes along 84 th Avenue. (Needs Report 5.i.)	9.5	\$ 25,000
1X	Construct sidewalks along the west side of 84 th Avenue. (Sidewalks exist along east side of 84 th Avenue.) (Needs Report 5.h.)	8	\$ 130,000

Total Estimated Cost for Route 5

\$ 575,000

**ROUTE 6: CLACKAMAS COMMUNITY COLLEGE (CCC)/OREGON INSTITUTE OF TECHNOLOGY/AQUATIC CENTER
ROUTE PRIORITY #2**

Project No.	Project	Total Score	Estimated Cost
7F	Prepare traffic study to analyze feasibility of reducing travel lanes or other modifications to add pedestrian/bike improvements including landscaping on Sunnyside Road between 82 nd Avenue and I-205. (Needs Report 4.f.)	15	\$ 30,000

7J	Analyze ingress/egress to CCC Harmony Campus west of 82 nd Avenue. Consider requiring vehicles to use entrance further west at signalized intersection if traffic issue exists or require modifications to existing access ways to increase safety for pedestrians and bicyclists. (Needs Report 6.d.)	15	\$ 10,000
1BB	Extend Sunnyside Road multi-use path to the intersection of 82 nd Avenue/Harmony Road.	15	\$ 100,000
1B	Construct walkway along existing north/south street in the Clackamas Town Center southeast parking lot to Sunnyside Road. (Needs Report 1.a.)	14	\$ 80,000
1W	Repair heaving sidewalks (as per the Sunnyside Road design in Figure X-CRC-3) along south side of Sunnyside Road adjacent to Promenade and on south side of Sunnyside Road between 82 nd and I-205. (Needs Report 5.g.)	14	\$ 50,000
7K	Add and paint bike stencils along Harmony Road. (Needs Report 6.e.)	13	\$ 5,000
4K	Analyze need for additional crosswalks across Harmony Road west of 82 nd Avenue at the CCC Harmony Campus area. If needed, provide additional crosswalk(s). (Needs Report 6.l.)	13	\$ 10,000
2K	Provide safer left turn movement for cyclists from Harmony Road to the CCC Harmony Campus. (Needs Report 6.j.)	13	\$ 5,000
1AA	Construct/replace sidewalks along Harmony Road, west of 82 nd to Fuller Road as per the Harmony Road Regional Boulevard design in Figure X-CRC-4. (Needs Report 6.i.)	12	\$ 3,300,000
4J	Analyze need for additional crosswalks across Sunnyside Road between 82 nd Avenue and the I-205 overpass. If needed, provide additional crosswalk(s)/pedestrian refuge areas. (Needs Report 6.k.)	11.5	\$ 50,000
4I	Paint crosswalk at intersection of Harmony Road and Fuller Road. (Needs Report 6.g.)	11.5	\$ 5,000
5C	Install lighting along Harmony Road west of Sunnyside Road. (Needs Report 6.f.)	10.5	\$ 200,000

Total Estimated Cost for Route 6

\$ 3,845,000

Project No.	Project	Total Score	Estimated Cost
1Z	Construct bikeway from existing aquatic center multi-use path east to 82 nd Avenue/Sunnybrook Boulevard.	13	\$ 150,000

Total Estimated Cost for Route 7

\$ 150,000

CLACKAMAS REGIONAL CENTER - WORK PROGRAM TIMELINE

2013				2014				2015				2016				2017				2018							
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4				
FY 2012-13				FY 2013-14				FY 2014-15				FY 2015-16				FY 2016-17				FY 2017-18				FY 2018-19			

TRANSPORTATION / STREET NETWORK PROJECTS

Monterey Extension - 82nd to Fuller (Budgeted in 2012-13)	Design																				
Sunnyside - Stevens Intersection Improvements							Design														
Southwest Connector Improvements	TSP Analysis							Design													
Fuller Road Improvements - Olty to Johnson Creek																				Design	
Olty Road Improvements - 82nd to 92nd																					Design

BIKE AND PEDESTRIAN IMPROVEMENTS

Route 3 - Mixed Housing North of Town Center (Budgeted in 2012-13)	Design																				
Route 1 - Town Center Light Rail Station to Kaiser								Design													
Route 6 - Harmony Campus to Town Center Light Rail Station																				Design	
Route 7 - Harmony Campus to Kaiser																				Design	
On-site Pedestrian Improvement Program									Program Developed												

DEVELOPMENT /REDEVELOPMENT ASSISTANCE

Property Enhancement Program										Program Developed											
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COMMUNITY USE

Parks and Open Space Development	Implementation dependent on developing partnerships and availability of other funding																					
Public Plaza Development Program																					Program Developed	

ESTIMATED REVENUE IN THE CLACKAMAS TOWN CENTER URBAN RENEWAL DISTRICT

WITHOUT URBAN RENEWAL INVESTMENT

Assumes **10%** of Planned Development Realized

WITH URBAN RENEWAL INVESTMENT

Assumes **50%** of Planned Development Realized

Assessed Value (3% annual increase)
Added Value from New Development (3% annual increase)
Total Assessed Value

Year 1	Year 20
\$551,773,186	\$967,537,622
\$0	\$163,259,645
\$551,773,186	\$1,130,797,266

Year 1	Year 20
\$551,773,186	\$967,537,622
\$0	\$803,739,790
\$551,773,186	\$1,771,277,412

*** Dollars Available by Increase A/V after Levy Termination**

**** Dollars Available if Collected Proceeds are Returned**

Excess Value Added After Levy Termination Without Urban Renewal Investment

Excess Value Added After Levy Termination With Urban Renewal Investment

Total Estimated Additional Revenue Over 20 Years Realized as a Result of Additional Development

Taxing District	Annual	Lump Sum
Clackamas Community College	\$307,338	\$890,430
Clackamas ESD	\$200,404	\$449,376
North Clackamas School District ***	\$2,686,087	\$20,446,602
Clackamas County	\$1,642,243	\$7,880,721
Clackamas County Extension and 4-H	\$27,202	\$58,252
Clackamas County Enhanced Law	\$397,056	\$4,019,417
Clackamas County Library District	\$217,619	\$466,019
Clackamas County Soil Conservation	\$23,340	\$49,933
Clackamas County Fire District 1	\$1,324,311	\$6,957,004
North Clackamas Parks and Rec. District	\$296,688	\$2,246,879
Port of Portland	\$34,982	\$74,896
Metro (SVR 2)	\$51,591	\$149,792
Vector Control	\$3,587	\$0
Clackamas Community College Bond	\$86,187	\$249,653
Clackamas County Fire District 1 Bond	\$34,872	\$183,079
North Clackamas School District Bond	\$475,573	\$3,619,972
Metro (SVR 2) Bond	\$88,891	\$257,975
Total Estimated Tax Revenue	\$7,897,971	\$48,000,000

Annual	Annual	20 Yr Total
\$307,338	\$538,918	\$8,258,278
\$200,404	\$351,410	\$5,384,931
\$2,686,087	\$4,710,070	\$72,176,165
\$1,642,243	\$2,879,682	\$44,127,672
\$27,202	\$47,700	\$730,939
\$397,056	\$696,240	\$10,669,043
\$217,619	\$381,597	\$5,847,513
\$23,340	\$40,927	\$627,155
\$1,324,311	\$2,322,187	\$35,584,728
\$296,688	\$520,245	\$7,972,130
\$34,982	\$61,342	\$939,991
\$51,591	\$90,465	\$1,386,264
\$3,587	\$6,289	\$96,371
\$86,187	\$151,129	\$2,315,876
\$34,872	\$61,148	\$937,025
\$475,573	\$833,921	\$12,778,833
\$88,891	\$155,870	\$2,388,525
\$7,897,971	\$13,849,140	\$212,221,439

Annual	Annual	20 Yr Total
\$307,338	\$986,602	\$12,340,197
\$200,404	\$643,328	\$8,046,606
\$2,686,087	\$8,622,756	\$107,851,546
\$1,642,243	\$5,271,853	\$65,939,187
\$27,202	\$87,324	\$1,092,229
\$397,056	\$1,274,611	\$15,942,559
\$217,619	\$698,592	\$8,737,834
\$23,340	\$74,925	\$937,146
\$1,324,311	\$4,251,243	\$53,173,619
\$296,688	\$952,416	\$11,912,610
\$34,982	\$112,299	\$1,404,611
\$51,591	\$165,614	\$2,071,469
\$3,587	\$11,513	\$144,006
\$86,187	\$276,674	\$3,460,572
\$34,872	\$111,945	\$1,400,180
\$475,573	\$1,526,664	\$19,095,180
\$88,891	\$285,353	\$3,569,130
\$7,897,971	\$25,353,711	\$317,118,683

\$4,081,918
\$2,661,675
\$35,675,381
\$21,811,515
\$361,290
\$5,273,516
\$2,890,321
\$309,991
\$17,588,892
\$3,940,480
\$464,621
\$685,205
\$47,635
\$1,144,696
\$463,155
\$6,316,347
\$1,180,605
\$104,897,244

Income Tax Assessment

New Jobs
 Salary (Assumes 2% annual increase)
 Annual Income Tax (9%)

55	1100	
\$45,000	\$65,557	
\$222,750	\$6,490,094	\$60,382,826

270	5400	
\$45,000	\$65,557	
\$1,093,500	\$31,860,460	\$296,424,784

* The estimates above do not include any potential loss as a result of compression
 ** All estimates are based on the assumption that there will be no further capital construction in the district that is funded by the district
 *** North Clackamas School District: Since local revenue collected via the permanent rate for K-12 education is equalized by the State of Oregon through the Statewide School Funding Formula, these funds will not significantly increase the funds available to the North Clackamas School District. The lump sum amount will be largely offset by the School Funding Formula, leaving the district an estimated \$330,000.

Fiscal Impact Form

20 Year Cost/Revenue

- Clackamas Town Center (CTC) and Clackamas Industrial Area (CIA) Estimated Cost for Needed Projects = \$653,000,000 *
- CTC and CIA Estimated Available Revenue (15% of Estimated Project Costs) = \$97,950,000*
- CRC Work Program: Transportation/Multimodal Related Improvements = \$38,760,000 (39.5 % of Estimated Revenue)

20 Year Benefit**

- Estimated Additional Assessed Value = \$803,740,000
 - Estimated Additional Annual Real Property Tax = \$25,353,000***
 - Estimated Additional Annual Real Property Tax to Clackamas County**** = \$5,270,000
- Estimated Additional Permanent Job Creation = 5,400
 - Estimated Additional Annual State Income Tax = \$31,860,000

* Clackamas County Transportation System Plan Estimate

** Assuming development of 50% of the Planned Clackamas Regional Center Density

*** Property Tax Estimate includes Permanent Rate, Bonds, and Special Levies equating to approximately \$17 per \$1000 of Assessed Value

**** Calculated at the Rural Rate of \$2.97 per \$1000 of Assessed Value

CLACKAMAS COUNTY DEVELOPMENT AGENCY
Clackamas Regional Center Survey: Overview of Responses
 Board of County Commissioners Study Session - October 30, 2012

PURPOSE

The purpose of the survey was to ask for public input on potential improvements to the Clackamas Regional Center Area to help the Clackamas Regional Center Working Group develop recommendations for how to spend limited remaining funds in four key areas:

- New or improved streets and intersections
- Improved multi-modal travel (walking, bicycling, transit)
- Community use (e.g., plazas and parks)
- Business development and redevelopment

TIMEFRAME

The survey was available at the Oct. 10, 2012 open house at Clackamas Town Center and online Oct. 9 - 20.

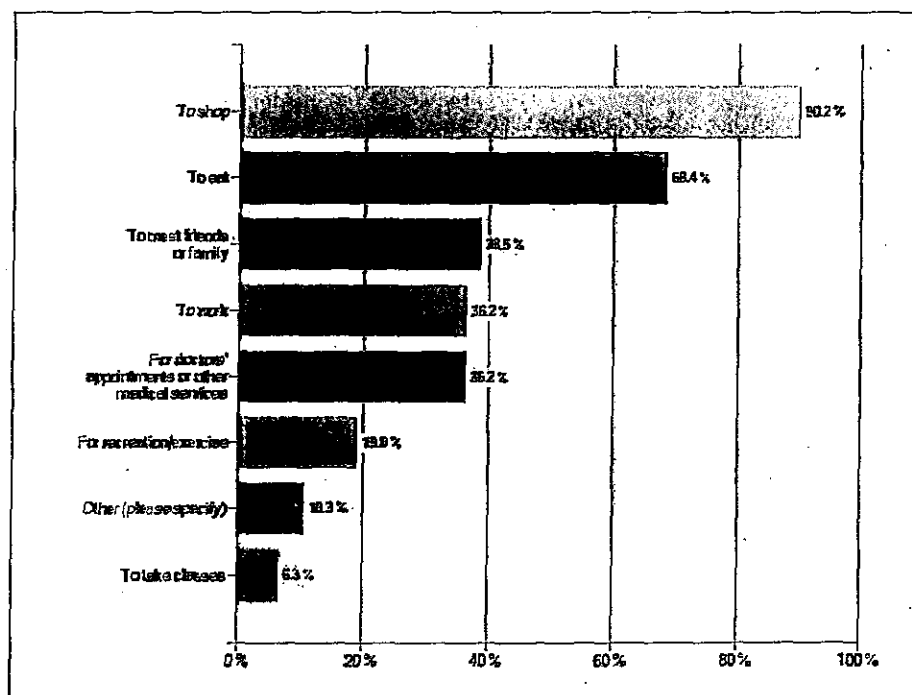
DEMOGRAPHICS

- All or part of the survey was completed by 179 people.
- Almost half are in the 51-65-year-old age group, nearly 30% were in the 36-50-year-old age group and the rest were split fairly evening between 20-35 and over 65.
- More than 1/3 of respondents -- 37% -- live within five miles of the Clackamas Regional Center, and nearly another third -- nearly 32% -- live five to 10 miles from the CRC. Twenty-two percent live more than five miles from the center; and more than six percent live in the CRC.
- Nearly two-thirds of respondents, including those who said they live or work in the area, said they come to the CRC once a week or more. Nearly a quarter said they come to the CRC area about once a month, nearly 7% come just once or twice a year and the remainder said they never come to the CRC.
- Nearly 95% of respondents travel in a vehicle by themselves or with others. Less than two percent each bike or use light rail. Less than one percent walk, and no one said they take the bus.

RESULTS

Question #3: Why do you come to the Clackamas Regional Center?

Respondents were asked to "check all that apply" here, and many people visit the CRC for a variety of reasons. Not surprisingly, however, "to shop" tops the list. "Other" included comments from some who commute through the area.

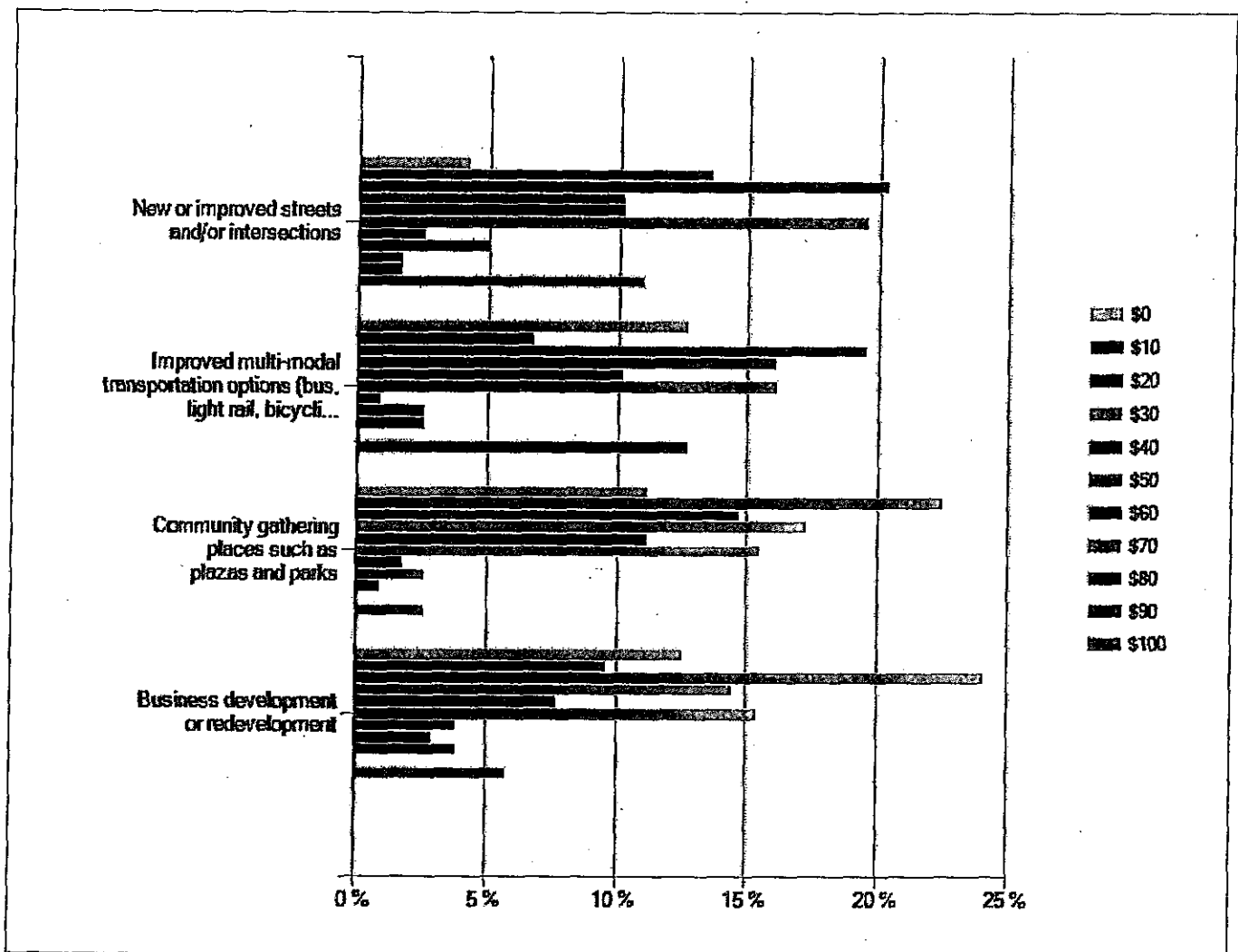


Question #5: If you were given \$100 to invest on improvements to the Clackamas Regional Center, how would you divide up the money among the following four categories:

- New or improved streets and/or intersections
- Improved multi-modal transportation options (bus, light rail, bicycling or walking)
- Community gathering places such as plazas and parks
- Business development or redevelopment.

More analysis of the results of this question are needed. In the meantime, the results shown in the chart below reveal mixed and sometimes strong feelings about where to spend money. For example:

- Improved multi-modal transportation options received both the most \$0 and the most \$100
- New or improved streets and/or intersections received the second-highest \$100s, but a much lower \$0
- While every category received a lot of interest, the least support seems to be for Community gathering places.



Question #6: Rank the following options for New or Improved Streets and/or Intersections from 1 to 3, with 1 being most important and 3 being least important.

The results show that the number one preferences of respondents were, in order:

1. Reduce congestion
2. Improve safety
3. Improve east-west connectivity

Question 7: Suggestions for new or improved streets and/or intersections

There were a lot of comments and suggestions, most falling in the following categories:

- Improved connections and/or safety around 82nd Avenue and adjacent streets, including Harmony, Sunnyside, Monterey, Johnson Creek Blvd
- Sunnybrook/Harmony/82nd connectivity
- Sunnyside Road and adjacent streets
- Access over I-205
- Pedestrian and bikeway connections
- Improved signal timing, more turn lanes and other ideas for relieving congestion
- Ideas for green streets
- Ideas for additional connections to light rail

Question #8: Rank the following Improved Multi-Modal Transportation Options from 1 to 3, with 1 being most important and 3 being least important.

The results show that the number one preferences of respondents were, in order:

1. Connect sidewalks and bike lanes that are currently isolated
2. Provide more connections to and from Clackamas Town Center
3. Provide the best possible bike lanes and sidewalks to increase usage

Question #9: Suggestions for improving multi-modal transportation options.

There were a lot of comments and suggestions, most falling in the following categories:

- Lots of specific and general suggestions for increasing safety and connectivity for bikes and pedestrians
- Increased access to light rail
- Increased bus service
- Safety concerns

Question #10: Rank the following options for Community Gathering Places within the Clackamas Regional Center area from 1 to 3, with 1 being most important and 3 being least important.

The results show that the number one preferences of respondents were, in order:

1. Improve or expand existing park/open space recreation facilities
2. Develop gateways to the Clackamas Regional Center area
3. Incorporate water features, artwork and other interactive features in public spaces in the area

Question 11: Suggestions for Community Gathering Places

There were a number comments and suggestions, most falling in the following categories:

- Suggestions for specific locations of parks or plazas, or type of gathering place needed
- A few comments about art
- A number of comments that money shouldn't be spent on items in this category

Question #12: Rank the following options for Business Development or Redevelopment from 1 to 3, with 1 being most important and 3 being least important.

The results show that the number one preferences of respondents were, in order:

1. Facilitate multi-use developments (combinations of residential, office and commercial space)
2. Provide incentives for private property owners to beautify their building facades and property
3. Facilitate low and moderate residential housing developments

Question #13: Suggestions for Business Development or Redevelopment

There were a lot of comments and suggestions, most falling in the following categories:

- Support for multi-use developments with ideas for locations, types, etc.
- Housing -- some wanting more, some wanting no more
- A few comments about whether more businesses are needed and what type
- Comments that no public funds should be spent in this category or that no more businesses are needed.

CRC Survey Responses
Overview of Open-Ended Responses
October 22, 2012

SUGGESTIONS FOR NEW OR IMPROVED STREETS AND INTERSECTIONS

82nd Ave. and Related Streets

- Harmony Rd/82nd intersection. Need bike lanes. Monterey/82nd intersection. Need bike lanes.
- Monterey extension east of 82nd
- 82nd and Sunnyside Rd/Harmony Rd
- 82nd
- When you turn from 82nd west and then have to take an immediate left to go to La Salle it backs up traffic a lot, but at least everyone knows this and is super nice about it. Also, anything to move 82nd along better like bus turnouts.
- Better lighting at the bus stop at 82 & Harmony Rd -- scary!
- Along 82nd and its connectors
- 82nd and Harmony Rd is very busy and the Town Center corridor area needs looking at.
- Improve traffic flow on 82nd between Harmony and King Road. There's a lot of traffic merging onto 82nd from the malls and businesses. It creates a lot of confusion and congestion. Perhaps more clearly identify how to get from the business on 82nd to traffic signals providing cross traffic turns.
- Reduce congestion on 82nd between Johnson Creek Blvd and Sunnybrook
- Build connectivity between 82nd Ave, Sunnyside, Bob Schumacher Road
- A north/south through street parallel and west of 82nd Ave.

Sunnybrook/Harmony

- Widen Harmony or build the Sunnybrook Extension
- Identify alternatives to the Sunnybrook extension project
- Extend Sunnybrook
- Sunnybrook West Extension
- Sunnybrook west connection to reduce impact on SE 82nd Ave at Harmony
- Easier access to Sunnybrook Rd. from 82nd Ave

Sunnyside and Related Streets

- Stevens Road & Sunnyside
- Sunnyside and I-205, Stevens & Sunnyside and 82nd & Sunnyside. Improved connectivity for area north of Sunnyside off of Stevens Rd
- 82 & Sunnyside
- Sunnyside/82nd
- On Sunnyside, after Sunnybrook exit. Too much congestion until 82nd. I usually take Sunnybrook and go in the "back way". 82nd is backed up after 10am in the morning.

Ped/Bike

- Bike lanes should cross the highways instead of disappearing half a block before.
- Walking through intersections is dangerous in this area. I would walk to work if it was safe to do so.
- Sky bridges for walkers, bicyclists
- Separate bicycle/walking modes from car/bus traffic.
- Improve walking/biking within Mall and Promenade connect those better. Small shuttle between the areas (i.e. hospital, mall, promenade). Elevated ped/bike over freeway/ramps

- Improved pedestrian access at 82nd & Sunnyside
- Crossing of the ramp intersections is not safe for bicyclists and pedestrians, so bicycle and ped amenities at Sunnyside & I-205, Stevens & Sunnyside and 82nd & Sunnyside need to stand out.
- The first priority should be to fix the sidewalks because of safety. Rebuild Causey, 85th, and 90th to accommodate TriMet buses. TriMet buses don't have enough axles to be on those roads and that is why the roads are failing. Why are there street trees on 85th & 90th? The ground water is too high for the roots of the street trees and that is why the roots of the street trees are destroying the road. Fill in the sidewalks in the areas that don't have sidewalks.

I-205

- Improved accessibility over I-205 between Monterey and Johnson Creek.
- Let people know that they can get to 205 north from Causey to 92nd.
- -Extend Monterey to Fuller (#1 priority) -Construct I-205 overpass via Causey -Construct I-205 overpass via King Road -Construct N/S "local public road" from Sunnyside to Causey via northerly extension of SE 93rd Avenue through the Town Center and hou
- Better connections from the east side of I-205 to the west of I-205

Traffic Signals/Lights/Turn Lanes

- There needs to be a light in Carver where the bridge meets 224.
- Timing of the light at 152nd -- coming north to turn left onto Sunnyside takes too long to change. Would like to have congestion reduced around Kaiser on Sunnyside.
- Make left turns be at the end of the cycle so all cars wanting to do that are in line.
- Allow left hand turns on blinking yellow lights rather than waiting for green arrows
- Work with the timing on the signals so traffic flows smoother
- Synchronized traffic lights to allow for smooth traffic flow - east/west and north/south. Wider, clearly marked bike lanes on major thoroughfares. Speed limit of 35 in this area.
- Make entrances wider with more turning lanes

Light Rail/Green Streets

- I think storm water and impervious surfaces need to be addressed. The area needs more green spaces, bio-swales and greenways to address urban storm water runoff, and to minimize the amount of ground entombed under concrete and asphalt.
- Utilize green street design features to calm traffic and improve pedestrian safety.
- Light rail to Oregon City (and then on to Milwaukie on 99E)
- Connect Green Line to destinations
- Improve intersection with railroad tracks and Railroad Avenue and east from there.
- The back side of Clackamas Town Center where the buses are-that street has people congestion * Where people are getting off the transit rail always feels confrontational on people walking and cars helpless as they sit with little ability to move forward.

Not Needed

- I'm not aware there is an issue with this.
- Put the money back in the General Fund. Don't mislead the public it can be done.
- Don't build more streets

SUGGESTIONS FOR IMPROVED MULTIMODAL TRANSPORTATION OPTIONS

Bikes

- Encourage more bicycling to Clackamas Town Center by installing more high visibility bike racks, secure lockers for personal items, bike maintenance features (such as air pump), etc.
- Bike lanes on busy 82nd Ave should be buffered.
- Bicyclists ride a loop on Hattan Rd and Clackamas River Drive often. This makes for a hazardous situation due to already narrow roads and limited visibility with so many curves in the roads. I don't believe there is room for a bike lane on these roads. Is it possible to encourage bicyclists to use roads with bike lanes in them rather than continue to create a hazardous situation by using these narrow roads? I'm sure there are others in this situation as well.
- Put up a small barrier along bike lane so bikes can't zoom around wherever they want.
- I wouldn't really encourage bicycle riders to travel out here to and from work. Not very safe in bad weather. They should stick to recreation areas and parks.
- Provide better bike lane connectivity from the Happy Valley area to the Springwater Corridor. Maybe a dedicated overpass (I-205) for multi-modal traffic.
- Good transportation to Clackamas Community College. Bus, bike lanes for easy access for classes. Weather is a problem with biking but smooth and easy directions and access.
- Need people to feel more comfortable with use of bikes. Maybe mini-buses could be used (sort of the 20 or less passenger kind around the mall, promenade, Harmony Campus, Kaiser, etc.

Bikes & Peds

- Over pass for EV and bicycles and peds over 205
- The distances are too great from my home for this to help me; it could help within the area if the car traffic wasn't so horrible even for cars. Even within the area all the parking makes the walk or bike uninviting due to the distances. Stores should be near the road. How about roof parking?
- Connections through developments for peds and bikes should be emphasized. It would be best to separate these connections from the general traffic.
- Providing best possible bike lanes and sidewalks would be a higher ranking if it forced bicycles to get off the streets. Too much going on in the streets with pedestrians, cars, bicycles, etc. and then bicyclists can't decide if they want to be cars or pedestrians so they dart in and out, creating huge safety issues. Bikes NEED to be removed from main streets like Sunnyside, 82nd and similar roads
- Improve 205 path approach from the south
- Provide safe crossings over Sunnyside to the Promenade and over 205.

Pedestrians

- Safe sidewalks are so very needed in this entire area. I love to walk, but I don't feel safe doing so without more protections for peds.
- Create shortest route paths between mall, promenade not tied to intersections. Elevated walkway? from mall to Promenade. Create ped crossings between current lights. Turn Sunnyside into a Boulevard, with median plantings in between left turn refuges. Make pedways obvious i.e. Claim Jumper entrance slightly raised i.e. speed-bump style, 'sidewalk' crosswalk, walking path straight line to mall (B&N) through parking lot.
- Ped connection from the Town Center and Clackamas Promenade is the worst configuration possible. Peds are left in the middle of general access traffic at the Promenade. This is ridiculously unsafe given that so much is happening at this point. It doesn't promote pedestrian activity.
- How about a covered walkway from the light rail to the Town Center? Longer pedestrian signal walk time at Sunnyside Road at signals that go from the Town Center to the Promenade.

Light Rail/Buses

- Better ways to get from light-rail to Kaiser, Clackamas Community College and other places people go to in the area
- Extend light rail to Oregon City and Clackamas Community College
- Much more frequent bus service.
- Direct bus connection from OC transit, other major stops to Green Line, Mall. From OC 10 minute drive, 40 minute bus ride, no interconnection within the area, i.e. fare-less electric shuttle.
- Add shuttle
- Shuttles and bike/electric cars available for rent

General Connectivity

- Just as long as more connections do not cause more congestion
- Better accessibility for multi-modal users to the Green Line, I-205 bike path, and other existing routes. Improve site circulation from the transit station to the shopping center.
- Better and more connections from the east side of I-205 to the west side of I-205

Safety

- Reduce problematic Safety Considerations from crime on a person
- Really what the problem is that you can ask all the questions you want about streets and transportation but until local people feel more safe from all the imported people traffic (many bringing in crime and poor behavior) the other does not count. We would rather pay more right now and go to Bridgeport or stay home than go to a movie and deal with rude and lingering people by parked cars.

Miscellaneous

- You leave automobiles out of definition of multi-modal transportation. That is very short-sighted and probably motivated by anti-car sentiment among planners.
- Money is wasted on bike lanes, light rail and sidewalks.
- I feel what is in place currently is enough
- Make wider lanes for cars and more turning options

SUGGESTIONS FOR COMMUNITY GATHERING PLACES

Specific Suggestions

- Start by greening up the concrete jungle around Clackamas Town Center. More large trees! Skip the artsy water features...we should be conserving water, not wasting it.
- Develop the Harmony and Clackamas Aquatic Center Park
- East side, Aquatic park, and Clackamas town center
- MAJOR space SE of terminus of Green Line MAX. Also need open space link between Harmony Campus and Green line MAX.
- Outdoor amphitheater
- Small parks/green spaces in neighborhoods; add a park-like area to Town Center parking lots
- Expand on the great community areas that Happy Valley has - like that main park where soccer is played and concerts happen. That is beautiful.
- We need more/better nightlife in the regional center area. A park somewhere near the concentrated multi-family housing would be great.

- More incentives should be provided for developers to incorporate substantial open space amenities in their developments. The TriMet stations should all incorporate substantial open space amenities to provide an area that is highly active and safe for the surrounding community. The existing Town Center design isolates the TriMet users from the Town Center Mall by again throwing the public to a mass of concrete and traffic whereas it could have been incorporated into a strong connection from the station to the mall as well as bus and other transportation modes for the work commuter. It is highly confusing why developers in a regional town center fail to provide highly efficient connectors from light rail to bus to parking for the work commuters and to other retail services like the mall.

Art

- Make sure any art work is hard to tag.
- I don't understand gateways. I like art sometimes, but I don't like expense; since I don't know what you have in mind I can't vote for this option. How about donated art from school kids or college students? How about putting the artists in the classroom
- Use open spaces/art space to separate cars from ped/bikes. Allow for pedi-cab-style travel in these areas. Provide small play area as art.

Not Needed

- What we have is OK
- None of these ideas are needed. Use money to improve roads and parking areas.
- No money should be spent on these items
- There is NO need for a community gathering place within the Regional Center. Traffic is already a mess and until that is FIXED (will require a lot of things being done) there should be NO discussion of building a community center/gathering place. The Town Center and surrounding restaurants are already a gathering place!!!!
- Unneeded waste
- I'm not sure the County can maintain the existing public space. Adding more public space without the ongoing funding to maintain it doesn't make sense.

Miscellaneous

- Parks, plazas, squares
- More options for security at gathering places.
- Implementation of #1 & 2 will create 3.
- Some of the words you use is more committee "lingo" than truly understanding what you are really asking about in the question!
- Shuttles/EV rentals/bicycle rentals

SUGGESTIONS FOR BUSINESS DEVELOPMENT OR REDEVELOPMENT

Multi-Use Development

- Urban renewal is to be used for removing blight and encouraging redevelopment. Facilitation of multi-use development meets the goals of the urban renewal plan.
- Traffic is still an issue, but a good multi-use development would be good for the area.
- Eagle Landing mixed use development
- Street side development. Go up--any new retail in promenade built on top of existing or must be along street with 1st floor retail, resi/office options up. Elderly living, encourage grocery options, create 'neighborhood' feel so elderly can walk to shopping and outdoor spaces, feel connected.

- I like the proposed development being planned in Happy Valley which will have residential, office and commercial space. I think it is where a big church is or was.
- Funds for energy upgrades to businesses; bring residential and small neighborhood commercial together so one doesn't have to go to Town Center for local services (coffee shop/cleaners)

Housing

- Clackamas Regional Center is not a community; it's simply a shopping and service center. To create a community, people need to live there. With access to I-205, light rail, shopping and services, this seems like an ideal site for high-density housing.
- What is low housing? You mean low income? What do you have in mind? Money is precious. Why are incentives needed? Isn't there another way?
- Don't just push the problems to another area. 82nd is in need of a clean-up. But let's provide a safe place for the homeless and troubled people who wander this area.
- There is enough low and moderate residential housing out this way - especially by Causey - and you don't need any more unless you have improved mass transportation systems. Set up capital bank where private lenders qualify and indentify JOB creating investments and businesses that result in reduced capital costs.
- Need high rises to make statements to the region. Senior housing to start.

Businesses

- Build more office space and restrict residential development
- More businesses
- I think the incentives should include location of small businesses with efficient connections to the main regional town center community areas. At this point the mall and rail are the main community areas of the regional town center.
- I would not as much pay current business owners to beautify their property. More of a problem is when the businesses close and they are vacant and look run down with graffiti, etc.
- Encourage non-chain restaurants.
- In order to increase business development there needs to be more business friendly incentives, like fewer taxes, less red tape, faster permit processing.

Not Needed

- We don't need these.
- Misappropriations
- There are enough properties and buildings sitting vacant. We don't need other entities there.
- The government should not be involved in these activities. Let the free market work. Don't waste tax money on any of this stuff!!
- You already have "dumped" low cost housing on Causey and created an unsafe environment close to CTC. Also what a fiasco on the Library being moved up Sunnyside as to the cost and the bus lines. I see people that you can tell DO NOT live in the area in neighborhoods, doing what? Happy Valley already wants to make 152nd into a bike lane with Spring Water with Metro. It is so steep, it is an accident waiting to happen.

Miscellaneous

- To the extent that we're talking about capital improvements or physical redevelopment we should be looking at form-based approaches.
- Prioritize northern end of district.
- I wouldn't rank these 1, 2, or 3 because they are all equally important.

JANUARY 8TH OPEN HOUSE SURVEY SUMMARY

Total That Participated in Survey

69

	SUPPORT		NEUTRAL		DO NOT SUPPORT		NO OPINION		DID NOT PROVIDE ANSWER	
	#	%	#	%	#	%	#	%	#	%
TRANSPORTATION / STREET NETWORK										
Fund Transportation Improvements	54	92%	3	5%	2	3%	0	0%	10	
Monterey - 82nd to Fuller	25	41%	27	44%	5	8%	4	7%	8	
Sunnyside - Stevens	55	89%	2	3%	4	6%	1	2%	7	
Southwest Connector	23	40%	26	45%	5	9%	4	7%	11	
Fuller - Otty to JCB	18	30%	19	32%	18	30%	5	8%	9	
DEVELOPMENT / REDEVELOPMENT										
Programs for Development	54	90%	3	5%	3	5%	0	0%	9	
Property Beautification Program	33	55%	11	18%	16	27%	0	0%	9	
BIKE AND PEDESTRIAN										
Funding for Bike/Ped.	42	78%	9	17%	3	5%	0	0%	15	
Harmony Campus to Kaiser	30	51%	14	24%	15	25%	0	0%	10	
Harmony Campus to LR Station	31	53%	10	17%	18	31%	0	0%	10	
Mixed Housing Area	22	38%	13	22%	21	36%	2	3%	11	
LR Station to Kaiser	43	74%	5	9%	10	17%	0	0%	11	
On-site Improvements at Promenade	19	35%	14	25%	21	38%	1	2%	14	
COMMUNITY USE										
Funding Community Use Projects	28	54%	18	35%	6	12%	0	0%	17	
Open Space Enhancement	28	50%	22	39%	6	11%	0	0%	13	
Public Plaza Program	40	70%	10	18%	7	12%	0	0%	12	

JANUARY 8TH OPEN HOUSE SURVEY COMMENTS

TRANSPORTATION / STREET NETWORK

- Do not support a road through Harmony Campus
- Continued concern over congestion and narrowness of 82nd Ave.
- 82nd could become a wonderful boulevard with trees in the center median
- Provide transportation improvements to facilitate development of Harmony Community Campus
- Get creative and look for other ways to move people other than a bus
- Need better transportation link between Harmony Campus and Town Center Transit Station
- Sunnybrook extension behind Aquatic Center needs to be completed
- Improve 92nd and 97th to the Clackamas Highway
- Smoothing out movement is a good idea, but keep it simple, not too grand
- Tree/shrubs make things cleaner
- Monterey extension from Schumacher to Stevens should be moved to Tier One (4 similar comments)
- Incorporate use of low speed vehicles into projects
- 82nd Ave. need a lot of improvement
- An overpass from Eagle Landing to Monterey would improve safety and mobility.

BIKE AND PEDESTRIAN

- Do not feel safe walking through parking lot at Town Center Mall
- If people do not feel safe walking then they will drive
- Need a better pedestrian connection between the Town Center and Promenade
- Need projects that connect to the Town Center
- Bike lanes should be wide enough to use
- Bike lanes need to be cleaned off to remove debris
- Ped/bike bridge over I-205 between Light Rail Station and Stevens Road area
- Ped/bike bridge from the Town Center to the Eagle Landing development (4 similar comments)
- Bike/ped/electric car overpass from Park and Ride to Eagle Landing (3 similar comments)
- Overpass to Kaiser from Stevens
- Given our Oregon weather - bicycle paths should be a very low priority

DEVELOPMENT / REDEVELOPMENT

- An improved appearance of 82nd would promote business development and strong community
- It is amazing what landscaping can do.
- Take control of OIT property on Harmony
- Support Eagle Landing development
- The Eagle Landing project is too overwhelming to the neighborhood and needs to be reduced in size
- Are there any Main Street funds available?

COMMUNITY USE

- Partner with Metro to create usable open space at Harmony Community Campus
- Need to move storm water management upstream and return Phillips Ponds to wetland and natural habitat
- Get rid of OIT buildings on Harmony and have public spaces and new CCC building
- Open spaces and public plazas become community problems if not used correctly. Identify problem areas