



Metro

Meeting: **Joint Clackamas County-Metro Work Session**

Date: Tuesday, July 14, 2015

Time: 1:30 p.m. – 3:30 p.m.

Place: Development Services Building, Room 115
150 Beaver Creek Rd.
Oregon City, OR 97045

Agenda

CALL TO ORDER AND ROLL CALL

- 1:30 PM 1. Introductions, Meeting Purpose
Chair John Ludlow and President Tom Hughes
- 1:40 PM 2. Clackamas County Economic Landscape
Gary Barth, Director of Business and Community Services
- 2:00 PM 3. Metro Snapshot of Clackamas County and How Metro Can Help
*Elissa Gertler Metro Planning Director, and
John Williams, Metro Deputy Planning Director*
- 2:20 PM 4. Place of opportunity
- A. North Milwaukie Industrial Area
County Staff
 - B. Rock Creek/Sunrise Corridor
County Staff
 - C. McLoughlin Blvd. Corridor
County Staff
- 3:20 PM 5. Future Conversations
Chair John Ludlow
- 3:30 PM 6. Adjourn

Metro respects civil rights

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Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong www.oregonmetro.gov/civilrights. Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1890 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт www.oregonmetro.gov/civilrights або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1890 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

Metro 的不歧视公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 www.oregonmetro.gov/civilrights。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1890（工作日上午8點至下午5點），以便我們滿足您的要求。

Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo www.oregonmetro.gov/civilrights. Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullaan dadweyne, wac 503-797-1890 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqa ka hor kullanka si loo tixgaliyo codsashadaada.

Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 www.oregonmetro.gov/civilrights. 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1890를 호출합니다.

Metroの差別禁止通知

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានក្បួនលក្ខណ៍រើសអើងសម្រាប់សេវាកម្មរបស់យើង www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការការបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1890 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإبداء شكوى ضد التمييز، يرجى زيارة الموقع الإلكتروني www.oregonmetro.gov/civilrights. إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1890 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang www.oregonmetro.gov/civilrights. Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1890 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan. Notificación de no discriminación de Metro.

Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a www.oregonmetro.gov/civilrights. Si necesita asistencia con el idioma, llame al 503-797-1890 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте www.oregonmetro.gov/civilrights. Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1890 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

Avizul Metro privind nediscriminarea

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați www.oregonmetro.gov/civilrights. Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1890 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib www.oregonmetro.gov/civilrights. Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1890 (8 teev sawv ntxov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lw m ua ntej ntawm lub rooj sib tham.



Agenda Item No. 2.0

CLACKAMAS COUNTY ECONOMIC LANDSCAPE

Joint Clackamas County & Metro Work Session
Tuesday, July 14, 2015
Clackamas County Development Services Building, Room 115



Clackamas County Economic Landscape **Emerging Trends Update**

2015 update

Prepared 7/3/2015

Clackamas County's Economic Contribution

Regional (9 county) GDP =

\$165 Billion per year (2013)

*down from \$183 B in 2012 but up from
\$132 B in 2011*

Clackamas County GDP =

\$18.1 Billion (2013)

*Flat from \$18.1 B in 2012 and up from
\$16.4 B in 2011*

11% of Regional GDP

Source: IMPLAN model.

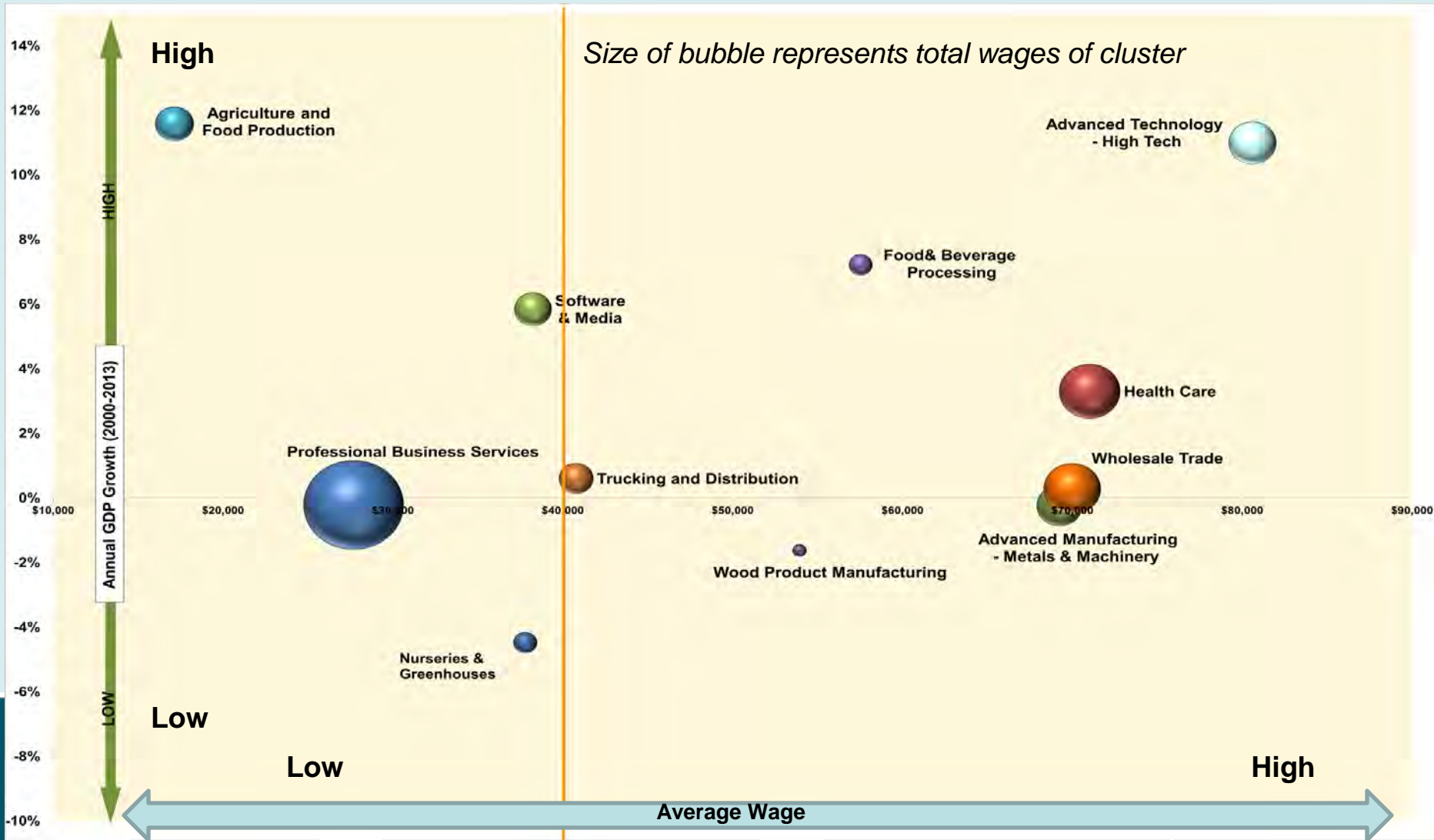


Clackamas County Key Clusters*

- **Professional Business Services**
 - *Corp. HQ, legal, insurance, engineering, finance (excl. banking, advertising)*
- **High Tech Manufacturing**
- **Wholesale Trade**
- **Health Care**
- **Advanced Manufacturing – Metals & Machinery**
 - *includes primary & fabricated metals and machinery mfg.*
- **Software & Media Production**
- **Transportation & Distribution**
- **Agriculture & Food Production**
- **Food & Beverage Processing**
- **Nurseries and Greenhouses**
- **Wood Manufacturing**

* *Shown in order of annual GDP contribution to Clackamas County*

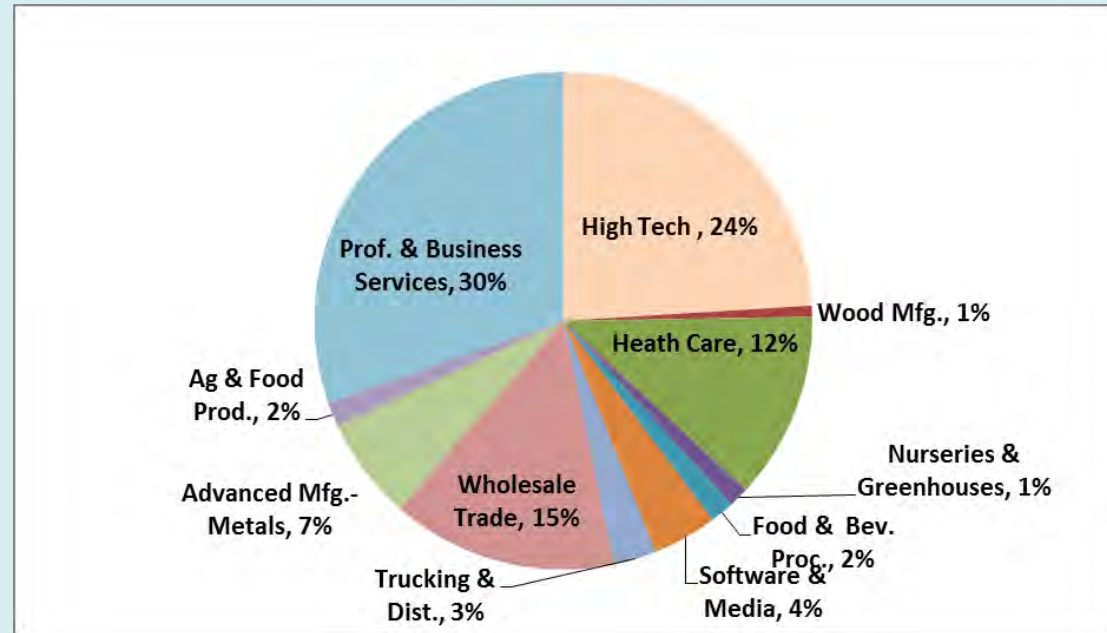
Key Cluster Characteristics



Clackamas County's Clusters

Distribution of Annual GDP (\$10.5 Billion)

- Key Clusters in Clackamas County:
 - ✓ Create \$10.5 billion in direct annual GDP
 - ✓ Generates 56% of total direct GDP in County
 - ✓ Employ 45% of the Job base
 - ✓ Avg. covered payroll of \$47,000 in key clusters is over 17% above county average



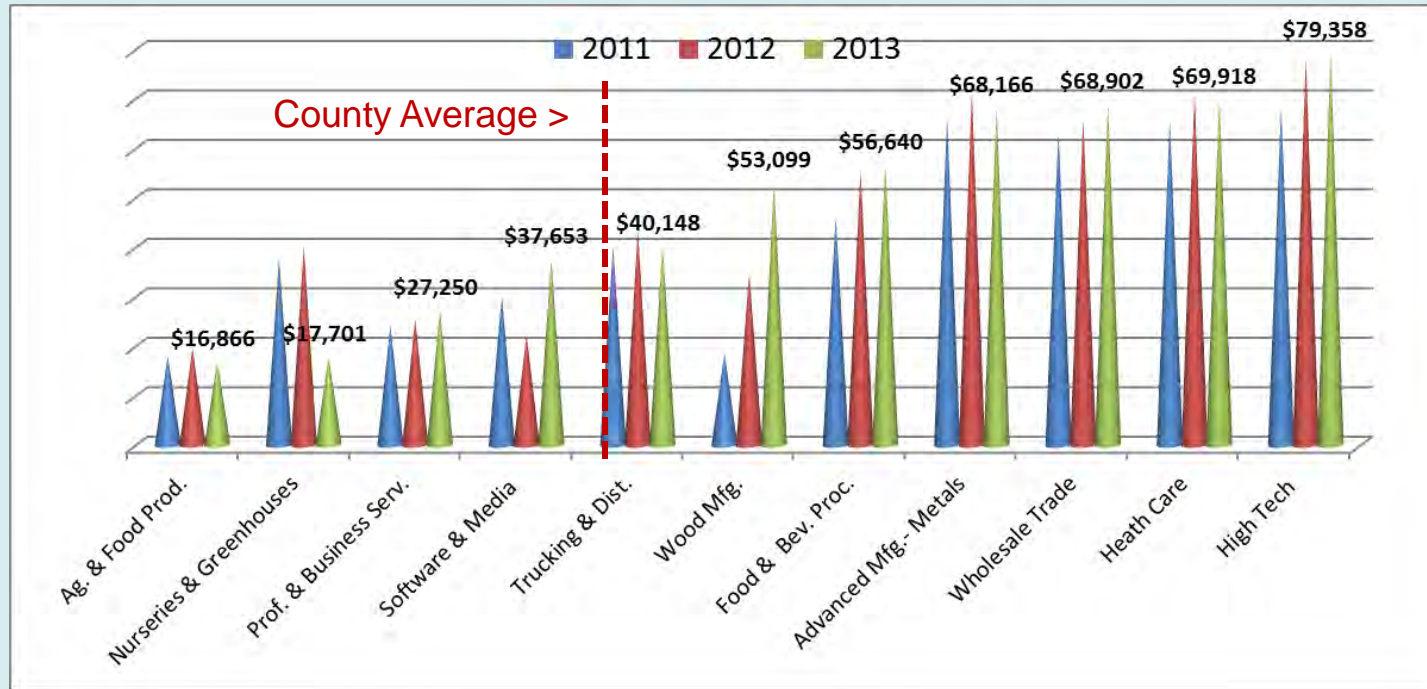
Source: FCS GROUP based on 2013 IMPLAN data

Clackamas County Clusters: Average Compensation Levels*

Avg. Emp.
Compensation fell
slightly between
2012 and 2013.

Avg. Comp. in
Clackamas County
was 20% below
Region

Most key clusters
pay above average
compensation

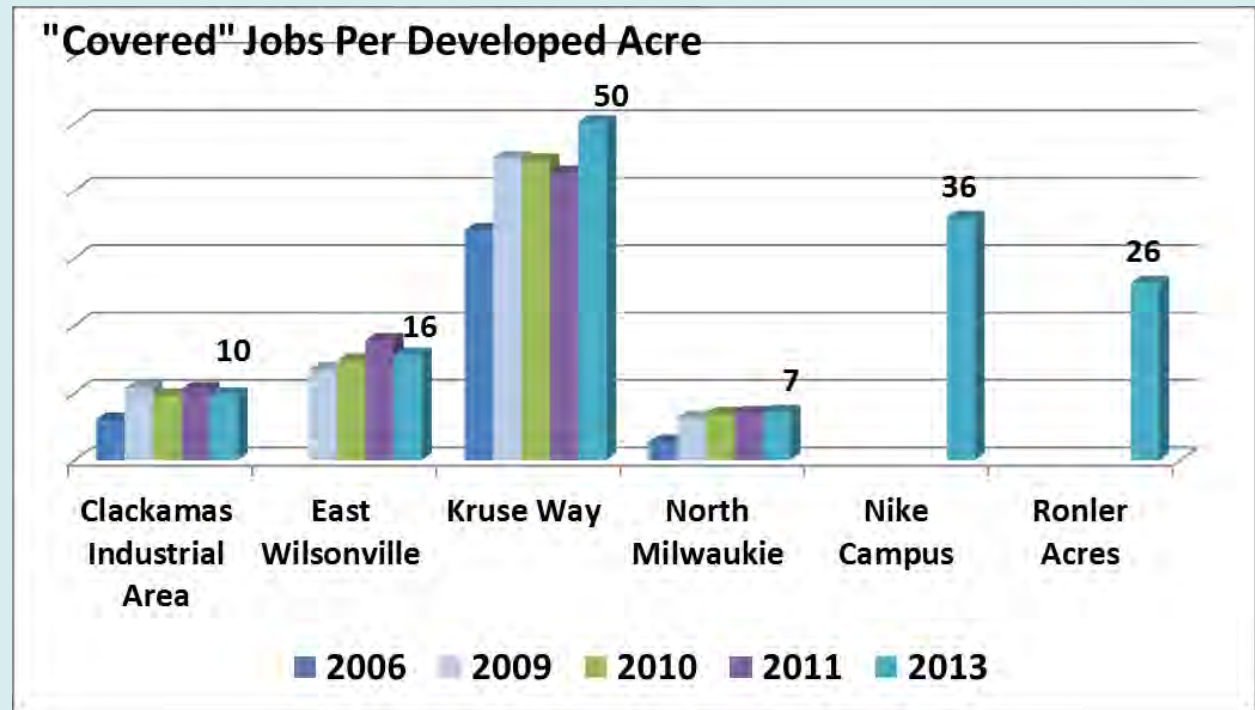


* Source: IMPLAN; adjusted to 2015 dollars. Note, IMPLAN calculates employment compensation based on total payroll and benefits divided by covered and non-covered employment; which is different than average payroll calculated by Oregon Employment Dept based on covered workers and reported payrolls.

Employment Areas: Job metrics

(Jobs per Developed Acre)

- Jobs per acre increasing in Kruse Way
- Not much “jobs ready” vacant land exists currently
- Most of the remaining vacant employment land supply is “challenged”

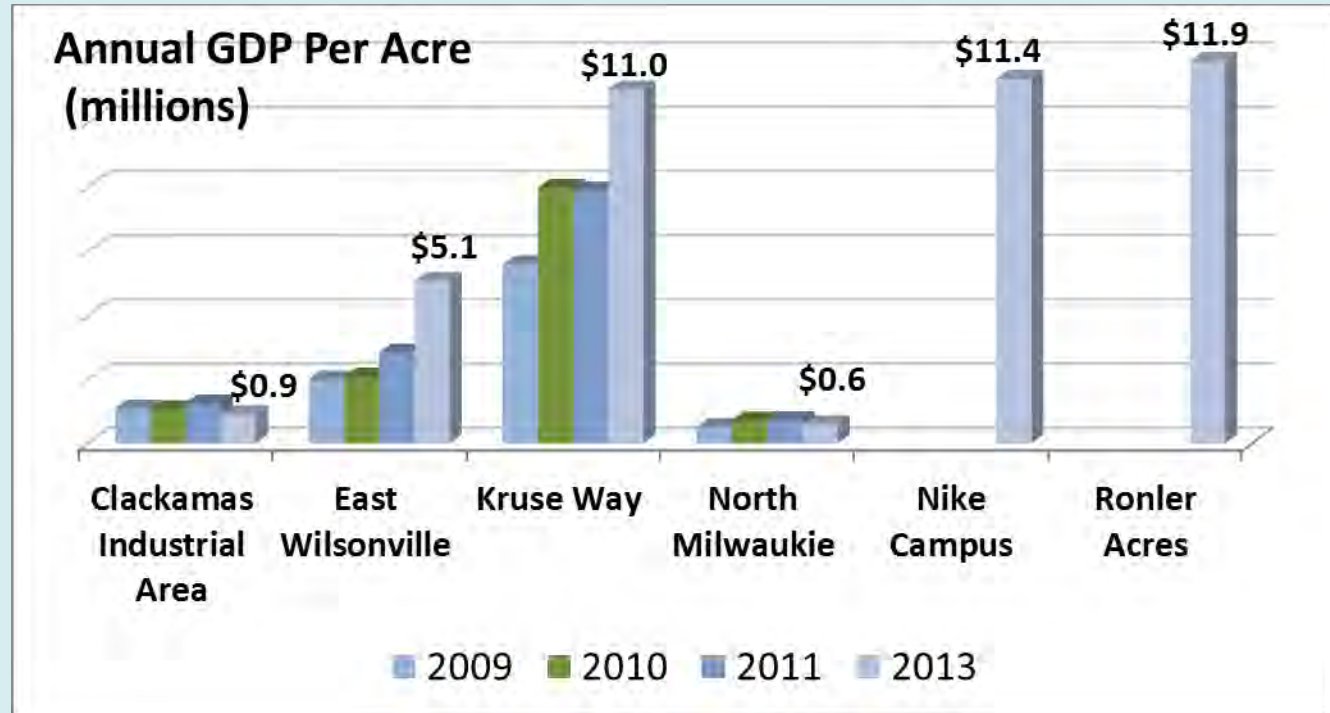


Source: FCS GROUP based on data from the Oregon Employment Department data.

Employment Areas: GDP metrics

(GDP in Millions per Acre)

- GDP per acre increased in East Wilsonville and Kruse Way; and fell in other areas, between 2009 and 2013.
- Nike Campus and Ronler Acres are regional pace setters

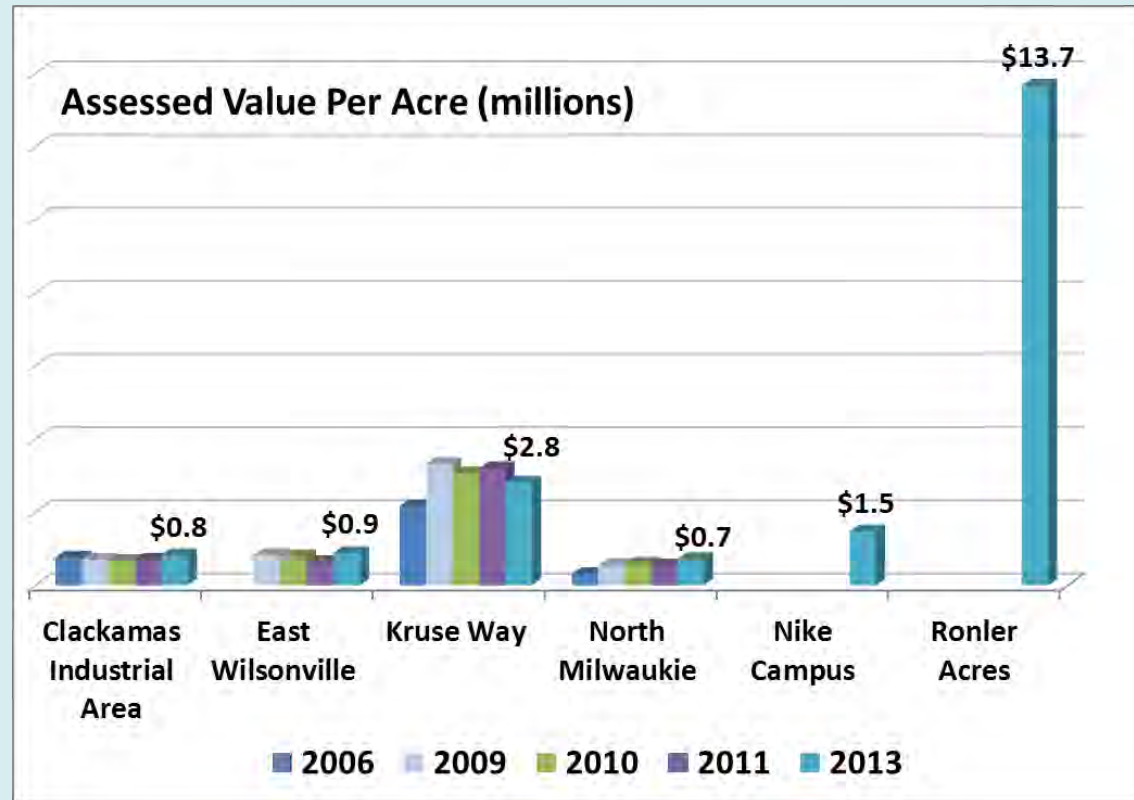


Source: FCS GROUP based on data from the Oregon Employment Department and IMPLAN

Employment Areas: AV metrics

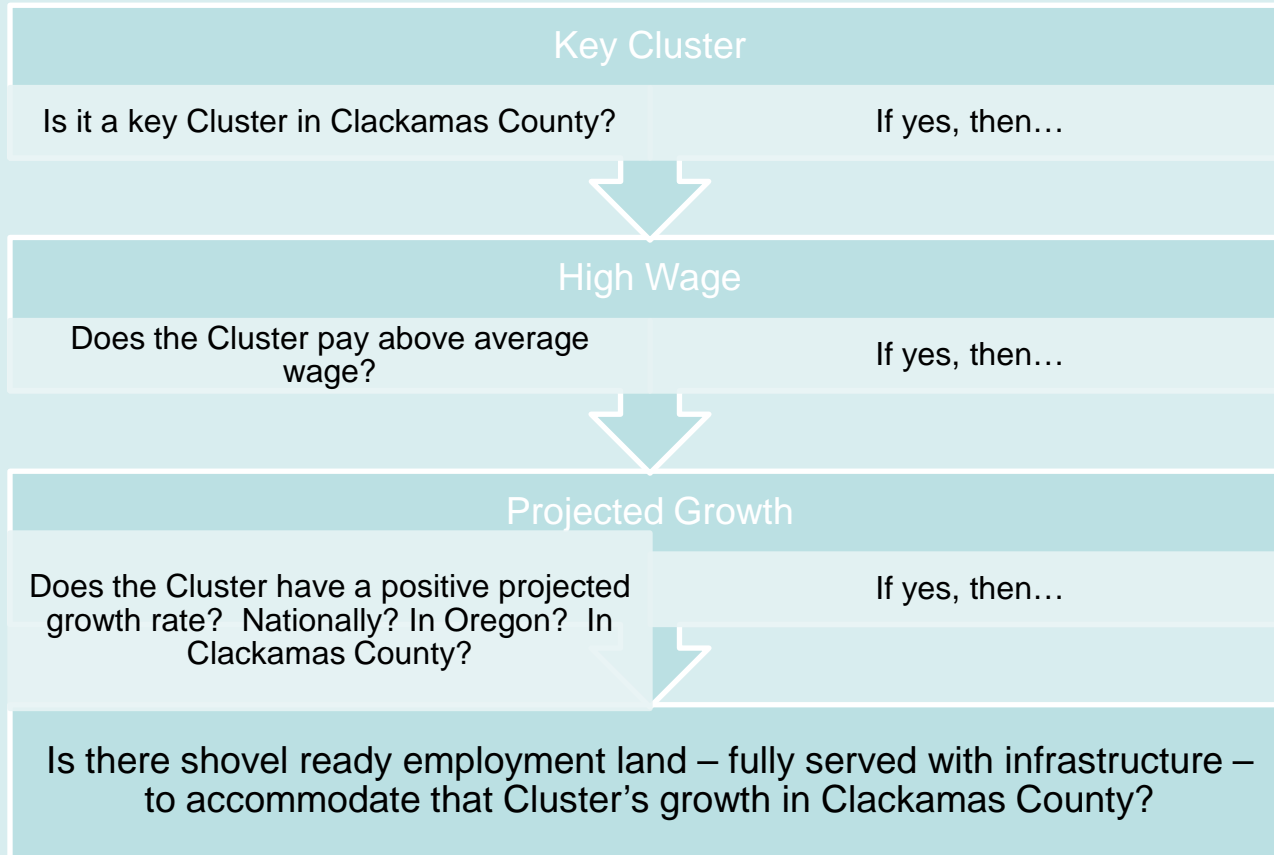
(Assessed Valuation in Millions per Acre)

- AV per acre in Clackamas County still highest in Kruse Way
- AV per acre highest at Ronler Acres
- Relatively low utilization rates in North Milwaukie and Clackamas Ind. Area
- Consider strategies to enhance employment in older industrial areas



Source: FCS GROUP based on data from the Oregon Employment Department and IMPLAN;

Defining Targets and Sites

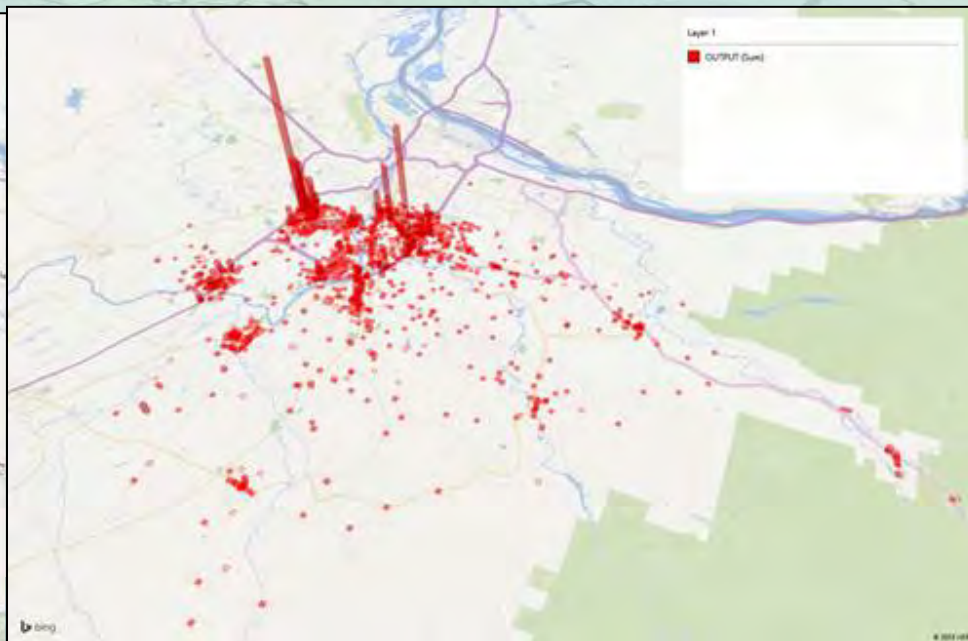
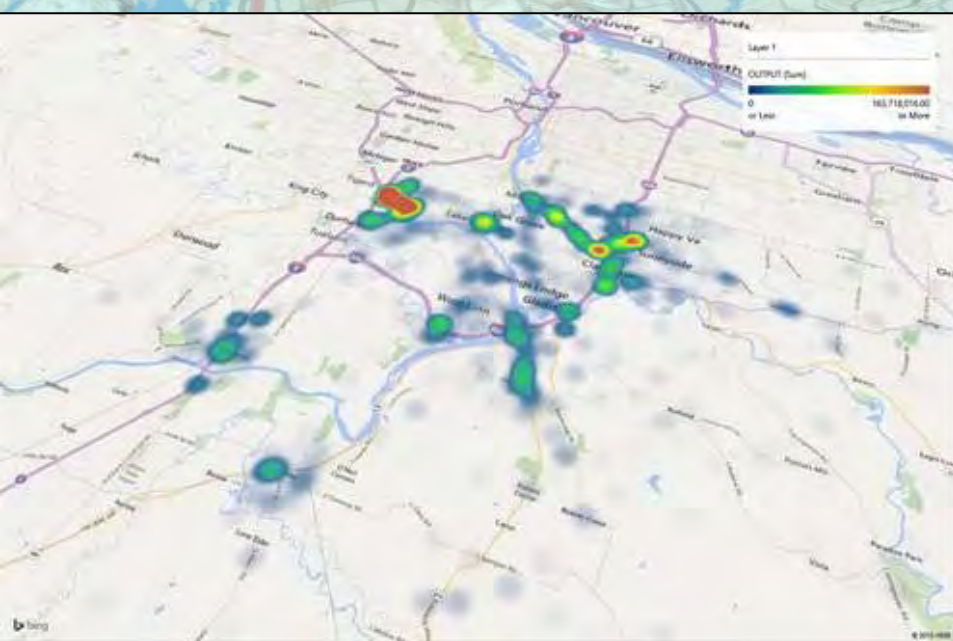


Strategies

1. Create “Jobs ready” employment sites in urban and rural areas
2. Target fast growing “gazelle” firms that are locally owned Stage II businesses (10-100 workers) in key clusters that meet wage criteria
3. Devise retention strategies for large firms (500+ workers) and export growth strategies for Stage II businesses
4. Monitor workforce training in line with changing business needs

For additional information please contact:

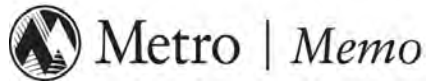
Clackamas County Business & Economic
Development Department
503-742-4329



Agenda Item No. 3.0

**METRO SNAPSHOT OF CLACKAMAS COUNTY AND
HOW METRO CAN HELP**

Joint Clackamas County & Metro Work Session
Tuesday, July 14, 2015
Clackamas County Development Services Building, Room 115



Date: June 30, 2015
To: Council President Hughes and Metro Council
From: Elissa Gertler, Planning and Development Department Director and Chris Myers,
Planning and Development Department liaison to Clackamas County
Subject: Metro Transportation and Land Use Grants to Clackamas County (2001-present)

As background for the July 14 work session with the Clackamas County Commission on economic development, the Council requested an overview of recent funding provided to Clackamas County and its cities through the Metropolitan Transportation Improvement Program (MTIP), Regional Flexible Funding Allocation (RFFA), and Metro's Community Planning and Development Grants (CPDG; funded by Metro's Construction Excise Tax) programs. The attached list highlights projects from fiscal year 2001 to present day. Each project listed has the project title, corresponding year of funding allocation, the program from which funds were allocated, and the total dollar amount granted.

Through the MTIP and RFFA allocations from 2001 to present day, Metro has granted \$54,293,901 to Clackamas County and its cities. Through Cycles 1-3, starting in 2006, of the Community Development and Planning Grant program Metro has allocated \$3,940,034 to Clackamas County and its cities. A further \$1,517,528 has been granted through Metro's Transit Oriented Development Program.

The final four products on the list are under the title ***Regional Programs with Active Clackamas Components***. These are four larger regional programs which have annual budgets that are allocated throughout the region including Clackamas County. Many of these projects are in multiple jurisdictions and therefore an itemized list is not included.

Please note this is just a summary of larger grants administered by the Planning and Development Department; other funding sources overseen by Metro, including Nature in Neighborhoods Capital Improvement Grants and Restoration Grants, Community Enhancement Grants, Conservation Education Grants, and Neighborhood Cleanup Matching Grants are not covered.

cc: Martha Bennett, Chief Operating Officer

2001 Regional Flexible Fund Allocation (2002-05 MTIP)

Clackamas County ITS (signal timing)	\$500,000
SMART Transit Center/ Park & Ride	\$1,086,000
Molalla Avenue Pedestrian improvements	\$500,000
Johnson Creek Boulevard	\$3,676,000
Sunrise Corridor EIS	\$2,000,000
Total	\$7,762,000

2003 Regional Flexible Fund Allocation (2004-07 MTIP)

Milwaukie Town Center Pedestrian	\$450,000
Scouter's Mountain Trail master plan	\$100,000
Lake Oswego to Portland trail master plan	\$100,000
McLoughlin Blvd: Dunes Dr to 10 th Ave	\$3,625,000
Boeckman Road	\$1,956,000
Total	\$6,231,000

2005 Regional Flexible Fund Allocation (2006-09 MTIP)

SE 172 nd Avenue	\$2,000,000
Kinsman Road extension	\$1,400,000
Total	\$3,400,000

2007 Regional Flexible Fund Allocation (2008-11 MTIP)

Trolley Trail	\$2,686,000
McLoughlin @ Kellogg Lake	\$1,055,000
Harmony Road	\$1,500,000
Total	\$5,241,000

2009 Regional Flexible Fund Allocation (2010-13 MTIP)

French Prairie Bridge PE	\$1,250,000
McLoughlin Blvd: Clackamas Bridge to Dunes Dr.	\$3,402,000
Total	\$4,625,000

2009 American Recovery Act Allocation (2010-13 MTIP)

Sunnyside Road Preservation	\$1,802,000
King Road Preservation	\$1,138,000
Gladstone Preservation	\$827,357
Happy Valley Preservation	\$888,000
Lake Oswego Preservation	\$550,305
Jackson Street Reconstruction	\$963,953
Molalla Ave. @ Warner Milne intersection	\$1,010,643
Salamo Road Preservation	\$1,010,643
Barber Street	\$637,424
Willamette Shoreline Trestle repair	\$100,000
SMART Transit Center	\$262,576
Total	\$9,190,901

2011 Regional Flexible Fund Allocation (2014-15 Funding)

17 th Avenue trail (Milwaukie)	\$2,969,000
Clackamas freight routes ITS	\$790,000
Total	\$3,759,000

2013 Regional Flexible Fund Allocation (2016-18 Funding)

Jennings Avenue	\$1,901,092
SE 129 th Avenue	\$2,485,016
Trolley Trail Bridge study	\$201,892
Clackamas County freight ITS	\$1,230,000
Sunrise arterial connectors and trail	\$8,267,000
Total	\$14,085,000

Total since 2001 **\$54,293,901**

Community Planning and Development Grant (CPDG)

Cycle 1: 2006-08

Damascus/Boring Concept Plan (Clackamas County)	\$202,701
Damascus Comprehensive Plan	\$524,724
East Happy Valley Concept Plan	\$168,631
Park Place Concept Plan (Oregon City)	\$292,500
Beavercreek Road Concept Plan (Oregon City)	\$117,000
South End Concept Plan (Oregon City)	\$292,500
Basalt Creek Concept Plan (Tualatin/Wilsonville)	\$365,278
Total	\$1,963,334

Cycle 2: 2010-11

Industrial Pre-certification Study (Happy Valley)	\$32,600
Foothills District Framework Plan (Lake Oswego)	\$295,000
Funding Strategy to Implement Lake Grove Village Center Plan	\$50,000
Town Center Urban Renewal Plan (Milwaukie)	\$224,000
Total	\$601,600

Cycle 3: 2012-13

Frog Pond/Advance Road Concept Plan (Wilsonville)	\$341,000
Rock Creek Employment Center Infrastructure (Happy Valley)	\$53,100
Lake Oswego Southwest Employment Area Plan	\$80,000
Willamette Falls Legacy Project (Oregon City)	\$300,000
Arch Bridge/Bolton Center (West Linn)	\$220,000
Strategically Significant Employment Lands Project (Clack County)	\$221,000
Performance Measures/Multimodal Mixed Use Area (Clack County)	\$160,000
Total	\$1,375,100

Total for Cycles 1-3* **\$3,940,034**

*Cycle 4 pending; requests in Clackamas County total \$1,440,700, including two from the County and one each from Gladstone, Oregon City and Wilsonville.

Transit Oriented Development Program

Milwaukie Town Center – Undeveloped Land	\$812,000
North Main Village (Milwaukie)	\$560,528
Town Center Station (Happy Valley)	\$85,000
Acadia Gardens (Happy Valley)	\$60,000
Total	\$1,517,528

Development Center Projects

Development Feasibility Study (Oregon City)	\$35,000
Milwaukie Storefront Program	\$25,000
Oregon City Revitalization	\$20,000
Lake Oswego Revitalization	\$8,625
Get Street Smart	\$35,000
Oregon City Elevator	\$13,000
622-624 Main St. (Oregon City)	\$60,000
1001-5 Main St. (Oregon City)	\$48,500
Bank of Commerce (Oregon City)	\$30,000
Total	\$275,125

Regional Programs with active Clackamas components

On-street Transit Improvements

Provides small capital improvements such as shelters, stop signage, real-time traveler information and access improvements to the transit system. Approximately \$1.4 million per year region wide through 2013.

Regional Travel Options

Programs, marketing and small capital projects that promote alternatives to driving single occupant vehicles (SOV's). Approximately \$1.75 million per year region wide. Examples include vanpool and carpool programs, the Drive Less/Save More campaign and partnerships with Transportation Management Associations of employers that promote travel options to their employees.

Intelligent Transportation System program

A program to fund capital improvements to traffic signal systems and operations centers across agency or city boundaries. Approximately \$1.5 million per year beginning 2010. Example: Signal hardware and software to enhance signal timing on Sunnyside Road in the Clackamas regional center.

High Capacity Transit funding

Regional flexible funds contribute \$16 million per year toward the planning and construction of high capacity transit rail projects in the region, including the I-205 light rail line, the Milwaukie to Portland light rail line, and the Commuter rail line between Wilsonville and Beaverton.

Agenda Item No. 4.0

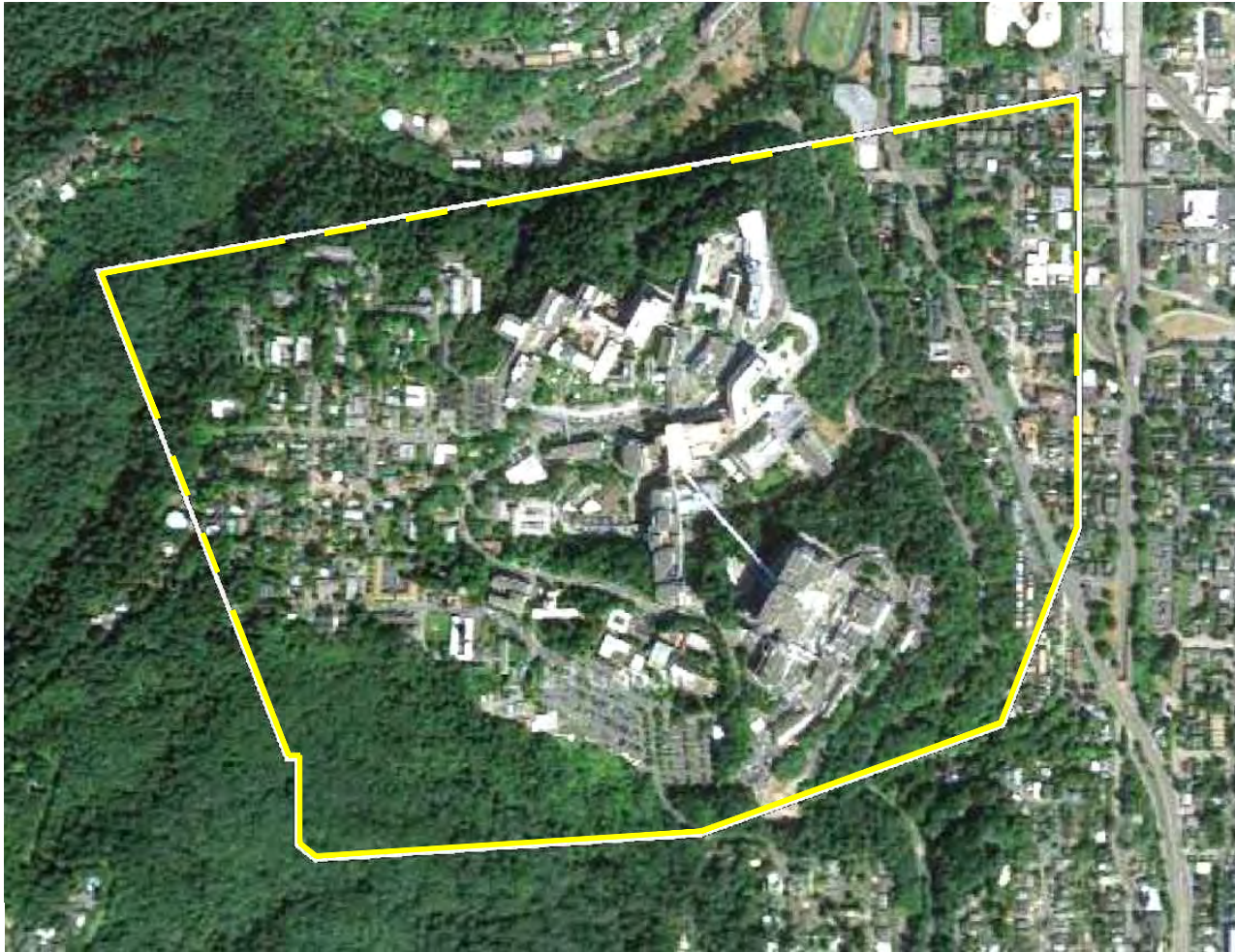
PLACES OF OPPORTUNITY

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North Milwaukie Industrial Area



In context to OHSU campus



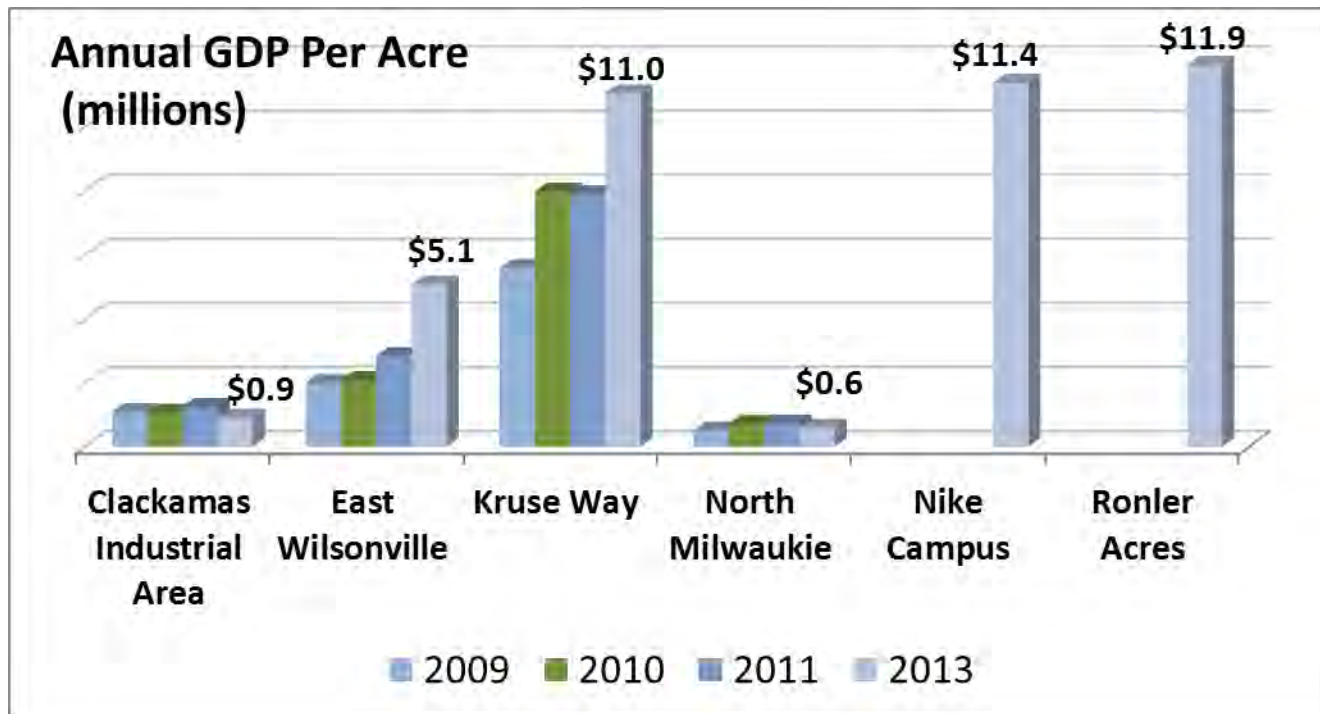
Covers the Intel Campus



Employment Areas: GDP metrics

(GDP in Millions per Acre)

- GDP per acre increased in East Wilsonville and Kruse Way; and fell in other areas, between 2011 and 2013.
- Nike Campus and Ronler Acres are regional pace setters



City-County Partnership

- **Milwaukie** has interest in economic redevelopment in North Milwaukie Industrial Area leveraging light rail investment and proximity to health, science and tech sectors
- Milwaukie City Council Priority
 - Increase job density
 - Increase assessed value
 - Leverage public transportation investments
 - Increase economic vitality of the city
- **Clackamas County** is positioned to support and assist in employment land redevelopment and expansion of traded-sector industry clusters
- Clackamas County Priority
 - NMIA top choice for economic re-development opportunity by CC Economic Development Commission
 - *Performance Clackamas Goals*
 - Create 10,000 new high-wage jobs in CC by 2020
 - Increase averages wages in Clackamas County to US average by 2020
 - Will require greater high-wage job density on existing employment lands

Next Steps - Vision

The City of Milwaukie and Clackamas County have applied for a Metro CPDG Grant for the **NORTH MILWAUKIE INDUSTRIAL AREA PLAN**

The goal of the North Milwaukie Industrial Area Plan project is to develop and implement creative redevelopment-based strategies to enhance economic opportunities; increase job creation and investment; build a stronger, more competitive region; and ensure a dynamic framework for quality growth and development.

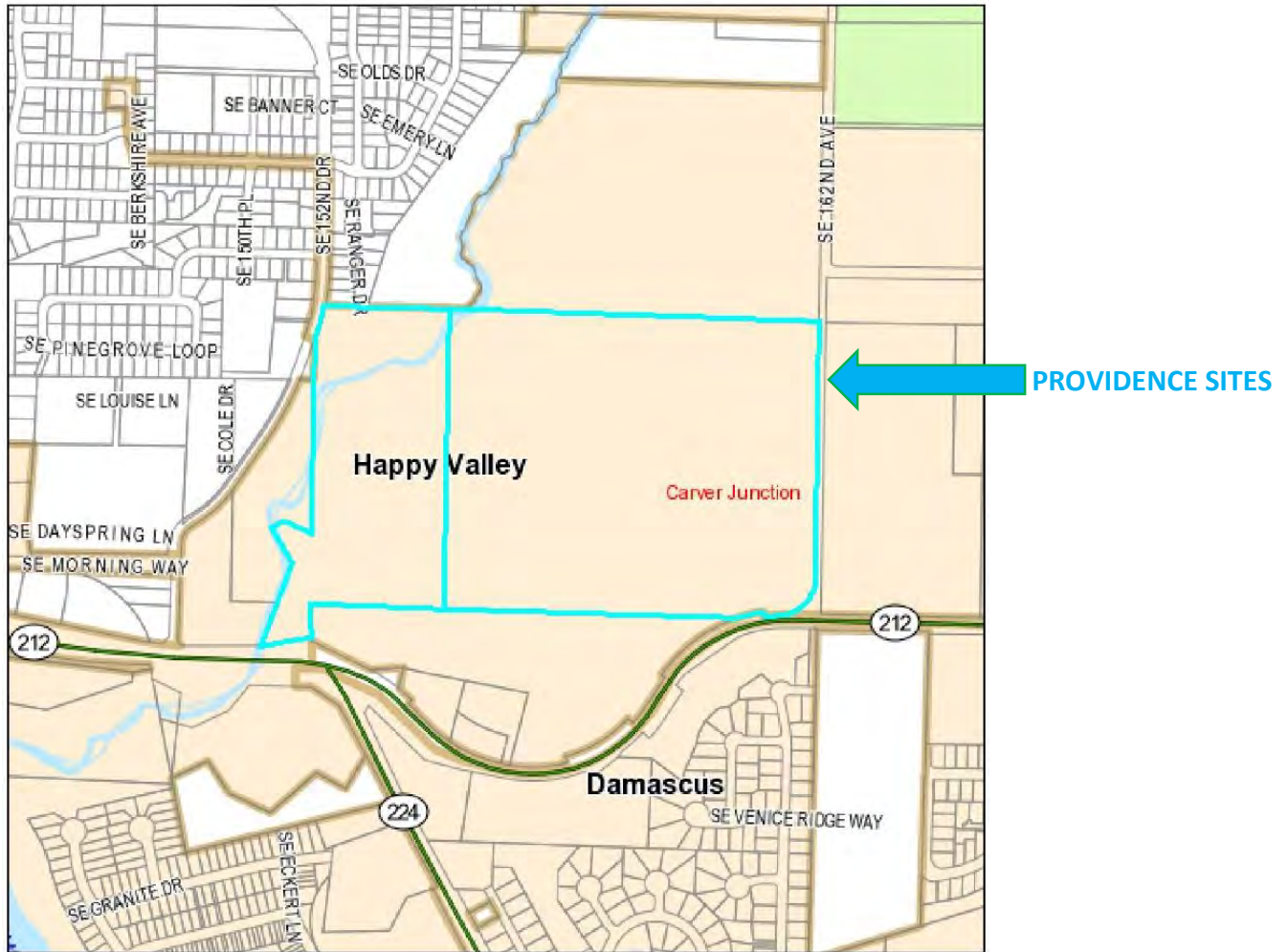


Joint Metro Council/Clackamas County Commission Meeting

July 2, 2015

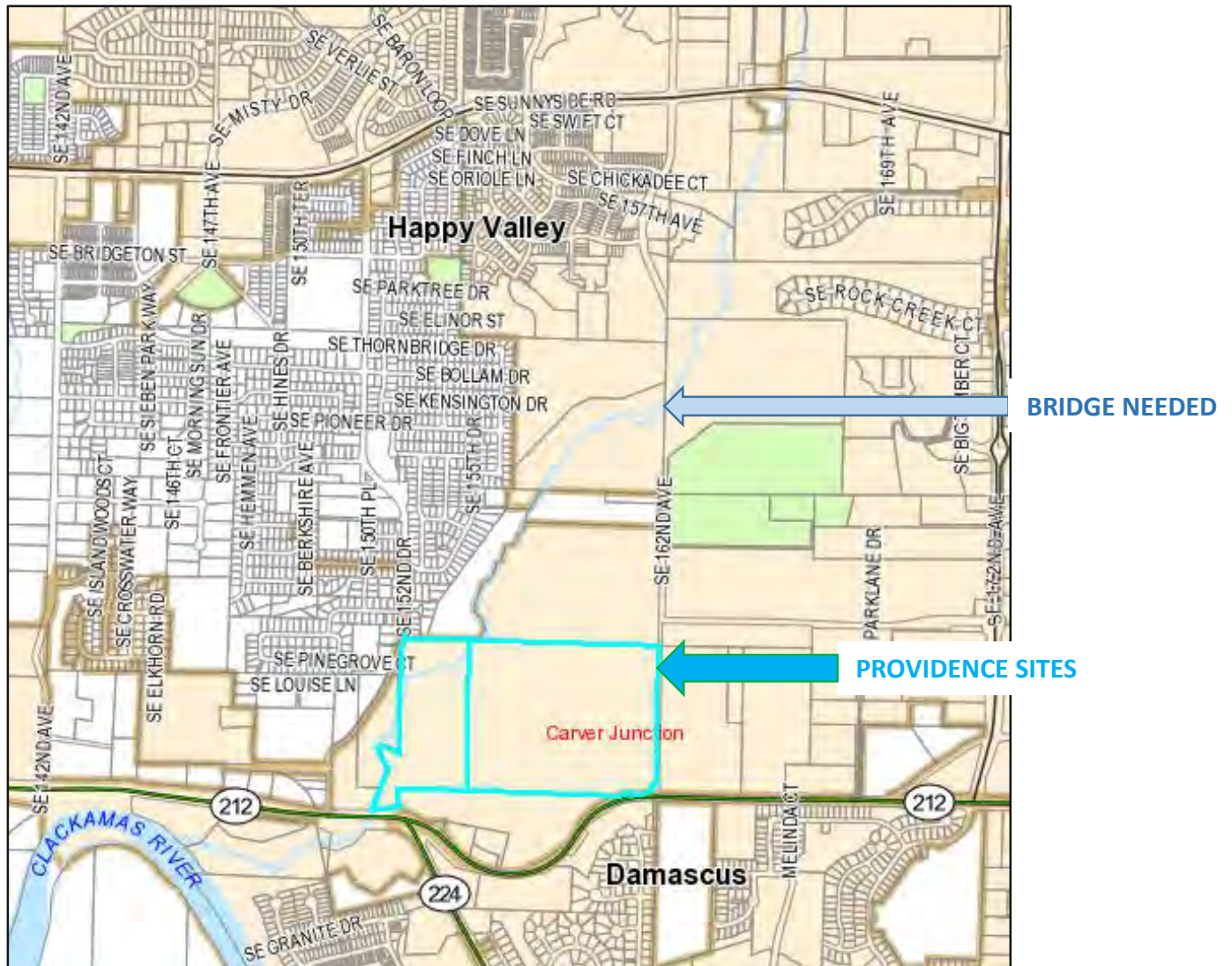
ROCK CREEK/SUNRISE CORRIDOR

Providence Health & Services owns two adjacent properties at the intersection of the Highway 212/224 junction and 162nd Street, which it plans to use for the site of a medical campus in the future.



Providence Sites: Details

	Size	AV	Land Value	Zoning	Sewer	Water	Gas	Electric	Street Lights
Site 1 (west)	19.5 acres	\$248,000	\$3.8 M	RC-ME	None	Sunrise Water	NW Natural	PGE	CCSD#5
Site 2 (east)	49.82 acres	\$2.7 M	\$15 M	RC-ME	None	Sunrise Water	NW Natural	PGE	CCSD#5



The challenge for Clackamas County, the City of Happy Valley and Metro is to ensure that the infrastructure needed for such a complex is available by the time the complex is built. A bridge is needed on 162nd Avenue over Rock Creek, and 162nd Avenue has to be completed between Highway 212 and Sunnyside Road.

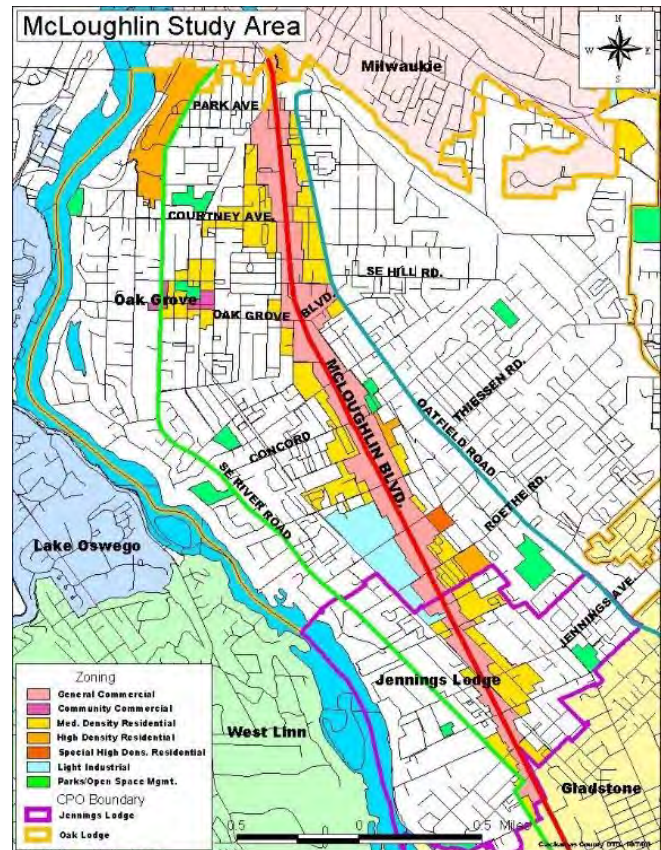
MCLOUGHLIN BOULEVARD AREA

The McLoughlin Boulevard area is generally described as the unincorporated area of Clackamas County that is south of the City of Milwaukie, north of the City of Gladstone, east of the Willamette River and west of I-205.

Over the years there have been many studies in the area by the County, ODOT, Metro and community groups.

The most recent in-depth study process began in 2009 when Clackamas County gave its support to a community planning process – the McLoughlin Area Plan (MAP) – which has, in essence, turned into a three-phase process, with the third phase still underway (see overview, below).

- **Phase I (MAP I):**
 - Timeline: spring 2009 to spring 2010
 - Purpose: Identify and articulate the community's core values, guiding principles and vision
 - Resulted in the McLoughlin Area Plan Vision Framework, with a vision, community values, guiding principles and project types
- **Phase II (MAP II)**
 - Timeline: summer 2010 to December 2011
 - Purpose: Guide transportation, housing and economic development decisions through a set of priority programs and projects that will achieve the community vision established in Phase I
 - Resulted in the McLoughlin Area Plan Phase II Report
- **McLoughlin Area Plan Implementation Team (MAP-IT)**
 - Timeline: November 2012 - present
 - Purpose: Identify and set priorities for projects and programs in the MAP II report while incorporating the visions, values and principles adopted in the MAP I framework plan
 - MAP-IT is made up of representatives from the three area Community Planning Organizations (the Oak Grove, Jennings Lodge and Clackamas CPOs) and the McLoughlin Area Business Alliance (MABA)
 - MAP-IT has worked with the County, ODOT, PGE and others on a variety of improvement projects, including:
 - A petition-signing campaign for McLoughlin Blvd property owners to join Clackamas County Service District #5 to have street lights installed
 - A Health Impact Study/Traffic Safety Assessment for a portion of McLoughlin Blvd



- The County sign code as it relates to the boulevard
- Banners along the roadway
- Pedestrian island and sidewalk completion
- Concord School
- Boardman Wetlands
- Design overlay concepts for portions of the boulevard

The area has a caring, involved community (see poster below; is divided by a state highway; and, as the terminus (or beginning) of a new light-rail line opening in September, is likely to just become more desirable as a place to live, work and play in the Portland metropolitan region.

The challenge for Clackamas County, the area CPOs, service districts and other community groups is how to provide the city-level services needed to meet the area’s vision¹ in a growing urban unincorporated area that is likely to remain that way for many years to come.



What improvement projects are most important for our community?

McLoughlin Area Plan Workshop 2

Wednesday, August 3

Rex Putnam High School
4950 SE Roethe Road
Oak Grove, Oregon

Registration: 6 PM
Workshop: 6:30-9 PM

Refreshments provided

What does the future of the McLoughlin Area look like to you?

At the May workshop and throughout Phase II, community members generated ideas and projects for the McLoughlin Area Plan. Now we need you to help prioritize the most important short-, medium- and long-term projects.

Help us prioritize McLoughlin Area Plan projects!

The McLoughlin Area Plan is a community-led effort that gives residents an opportunity to decide what the future of the area should look like, identify specific changes and develop strategies to make the vision a reality.

For more information visit our website:
www.mcloughlinareaplan.org

2011 FEBRUARY Market and Pricing Conditions Analysis MARCH APRIL MAY Workshop and Survey JUNE Develop Draft Strategies JULY AUGUST Community Workshop 2 SEPTEMBER Release Final Plan OCTOBER 2011

Project Timeline - Phase II

¹ McLoughlin Area Plan Vision: *In the future, our community fabric of thriving neighborhoods, shops, restaurants and services is green and sustainable; healthy and safe; woven together by walkable tree-lined streets, trails, natural areas and open spaces; and strengthened by our diversified local economy, great educational opportunities and engaged citizens.*