

City of Fairview Renaissance Plan

A PLAN TO REVIVE
AND ENHANCE
THE UNIQUE
QUALITIES OF THE
CITY'S CORE AREA



PREPARED BY

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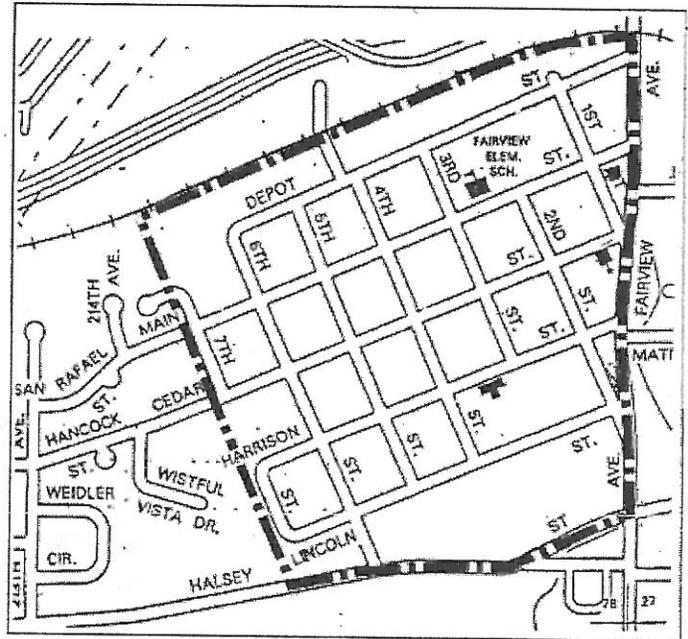
JULY 25, 1997

INTRODUCTION

The City of Fairview has been experiencing major changes over the past few years with the development of Fairview Village, residential housing down by the “lakes”, and relocation of the Post Office and planned relocation of City Hall to Fairview Village. At the same time, transportation impacts are mounting with the construction of the new I-84 interchange at 207th Avenue and upgrades to Halsey Street.

As a consequence of these remarkable changes, the community’s image and identity is facing many challenges. The “core area” (see map) of Fairview possesses a small town feeling which is unavailable or absent throughout most of the metropolitan region, yet longed for by many who reside here.

Given this context, this project was initiated to build upon the unique qualities of Fairview by focusing enhancement efforts on this “core area” - to create a “Renaissance Plan” for the community, following in the tradition of the historic renaissance where attention was placed on the cultural, artistic and social personality of a community to define a clear image and sense of place.



PLANNING PROCESS

In September, 1996 a Citizen Advisory Committee (CAC), made up of residents of the core area, was appointed by City Council to work on the Renaissance Plan. The CAC met several times over nine months to provide input and review information and recommendations. They identified those things that make the core area special, opportunities for improvement, and ideas to enhance the safety, appearance and overall livability of the community.

Residents throughout the core area were also involved in the preparation of the plan, and encouraged to provide input throughout the process. Information in the *Fairview Newsletter*, questionnaires and surveys, and displays at the fall Street Fair and Spring Clean-up, combined to provided project updates and gave citizens the opportunity to review the ideas and comment on them.

Following is a brief description of the process that members of the CAC, the public, and city staff with the assistance of the consulting firm of McKeever/Morris went through during the course of the project. Each step had a particular purpose and generated information which was used to develop and refine the Renaissance Plan.

1. WHAT IS IMPORTANT?

The first step of the Renaissance Plan process involved a series of exercises designed to find out "What is important?" to the residents of the core area of Fairview. The purpose of this step was to understand the community's values and identity. These exercises included filling out questionnaires (distributed at a neighborhood street fair and through the community newsletter) conducting meetings with the CAC, and preparing a "photo project". Brief summaries of the findings follow.

QUESTIONNAIRES

The purpose of the questionnaire was to allow general input from the neighborhood, and to gain a basic understanding of residents likes and dislikes. Of those people who responded about 30% have lived in Fairview for more than sixteen years, 40% from six to fifteen years, and slightly less than 30% for less than five years. Almost half of the respondents said they chose to live in Fairview because of the quiet, small town feeling, which is also what they continue to like about living here. When it came to dislikes, responses varied greatly. Those that were mentioned most frequently had to do with growth and traffic. The final question of the survey asked residents what they would change about Fairview or their neighborhood. Strong ideas for such topics as traffic, growth, infrastructure and beautification were identified. A complete summary of the questionnaire can be found in the appendix A.

“FEARS AND DESIRES”

At the first meeting with the CAC, members of the committee were asked to share their “fears and desires” for the present and future identity of the core area. The purpose of this exercise was to learn what members of the committee think is most important to the community. They included:

Fears

- Housing stock is and will continue to deteriorate.
- Trees between Depot Street and railroad tracks will be destroyed when the area is developed.
- Old town will be isolated and shut in. Pathways out of core area will be cut off by 223rd and Halsey.
- Too much traffic, and high speeds on old town streets.
- Losing the current feel along 223rd, trees, narrow street.
- Old town becoming urbanized.
- Don't try to stop improving the city. Currently there is no place to walk (sidewalks), and too much visual blight.
- Worry about deterioration of core area, and safe places to walk.

Desires

- Want it to be a historic, quaint, old town.
- Improved walking surfaces; safe, convenient.
- Make the alleys usable.
- Develop the “old post office” in a positive way.
- Use traffic calming methods such as roundabouts and traffic circles to slow down traffic.
- Make “old town” kid friendly. Provide positive things for the children to do.
- Plant trees along Depot Street to screen industrial area.
- The core area needs a “heart”, a central common area. This could be a park or plaza.
- Create an identity for the core area. Something unique possibly lighting.
- Remove the power poles and put utilities underground. Use street lighting similar to Fairview village.
- Create a strong connection between “old town” and Fairview Village.
- Enact a nuisance (tidy) ordinance.
- Develop community pride through special events such as:
 - “Pride Day” - reward residents for improvements to their property.
 - “Community Clean Up” - reward kids who do the most.

Value Statement

The “fears and desires” of the CAC formed the basis upon which a value statement for the project was developed. This statement was used throughout the project to guide the development of all plans and ideas for the core area.

Fairview will provide a safe environment where children and families can live, walk, recreate and enjoy life in a historic, small town setting. Streets, public facilities, parks, schools and homes are well maintained and the community takes pride in its appearance. Neighbors work together to create and provide continual support for a safe, clean and beautiful town.

PHOTO PROJECT

The final exercise in determining “What is important?”, gave members of the CAC the opportunity to turn photographer. Each member was given two disposable cameras, one was used to photograph things they like about Fairview and other communities, and the other for things they don’t like. The photographs were combined to create two collages, one “Images of Good Qualities”, and the second “Images of Opportunities for Improvement”. The collages were displayed at subsequent CAC meetings and public open house, and referenced throughout the development of the plan.

2. WHAT IS THE POTENTIAL?

The purpose of the second step of the project was to identify opportunities for enhancement within the core area. Members of the CAC were asked to identify “focus areas” consisting of projects, programs, and/or policies, which could be both general to the entire core area or site specific. The focus areas were recorded and used during the development of concepts and preliminary cost estimates.

“FOCUS AREAS”

The following is the list of focus areas grouped by type.

Capital Improvements

- Street Improvements
 - Street Trees - informal
 - Places to walk
 - Parking
 - Street lights
 - Existing Utilities - underground
 - Benches
- Alley Improvements
 - Paving for driving and walking

- Public gathering places
 - City Hall (future community center)
 - Heslin House and park
- Traffic calming
 - Traffic circles
 - Traffic Bump-outs
 - Speed Humps
- Entry statements
 - 7th & Halsey
 - 223rd & Halsey
 - Main & 223rd
- Pedestrian improvements along Fairview Creek at Halsey & 223rd
- Image upgrade to industrial area

Programs

- Historic structures - identify and recognize
- Town Christmas Tree
- Community Clean-up Day
- Awards
 - Yard and Garden
 - Home Fix-up
 - Christmas Decorations

Policies and Ordinances

- Parking and number of vehicles in front yards.

CONCEPTS AND PRELIMINARY COST ESTIMATES

Concept drawings were created for all of the capital improvements proposed by the CAC. Some of these, such as the street sections, explored various ways the proposed improvements might be implemented. In addition, preliminary cost estimates were generated to aid in the evaluation process. The concepts and preliminary cost estimates can be found in Appendix B.

All information was presented to the CAC for their review and evaluation. A survey, describing the potential capital improvements and programs, was also created and sent to all of the households within the study area. See Appendix C. Comments generated from CAC review and the survey were used to refine the concepts and guide the preparation of the plan.

FUNDING OPTIONS

Because of Measures 47 and 50, and other financial limitations, funding is not available within the current city budget for any of the proposed capital improvements, programs and ordinances. As a result, projects will be completed as funds become available. Programs and policies, requiring no or minimal funding, may be implemented sooner than the more costly capital improvements.

In addition to the cities budget there may also be other opportunities to fund various projects. A list and brief description of sources follows.

Federal

Intermodal Surface Transportation Efficiency Act (ISTEA) - This program uses federal highway funds for transportation enhancements of many types, including trails, pathways, greenways and other bicycle and pedestrian facilities. These funds are administered through the state by the Oregon Department of Transportation.

Community Development Block Grant (CDBG) - Block grants are available for projects which directly impact low and moderate income areas. Competition for these funds is already extremely high, and they may be difficult to obtain. This program is also administered by the state through the Oregon Economic Development Department.

State

Transportation Growth Management (TGM) - This program funds the planning and some preliminary design of projects dealing with transportation and growth.

Governor's Watershed Enhancement Board - Provides funds for "green" storm drainage projects, such as wetlands and floodplain restoration. Could be used to support streetside improvements associated with drainage swales.

Land and Water Conservation Fund - Administered by the State Parks Department, provides moneys for recreation projects.

Local

Local Improvement District (LID) - Initiated by the municipality or residents, LID's are often used to fund a variety of capital improvements. Property owners within a designated district, vote on the proposal, which if it is passed is funded by assessment and bond. This may be the most feasible method for funding many of the proposed projects. Project districts might be as small one block, or could include the entire study area.

Development Impact Fees - Fees paid by new development, used for improvements to existing facilities, such as roads, parks, infrastructure, which are impacted by the increased use.

Volunteerism - Community groups provide a valuable resource which may be use to establish or administer various programs. They may also provide in kind services or raise funds through various means to support capital improvements.

Non-profit Organizations

Friends of Trees - Provides trees and organizes tree plantings in neighborhoods throughout the metropolitan area.

THE PLAN

The Fairview Renaissance Plan includes a variety of capital improvements, physical changes and additions to the core area, programs which will foster community pride, and ordinances. The various elements including preliminary cost estimates, and potential funding sources are described below. Where applicable, drawings or photos accompany the descriptions to further illustrate the ideas. A map showing where many of the capital improvements would occur is located in Appendix D.

CAPITAL IMPROVEMENTS

The descriptions are arranged in no particular order as all are considered to have potential to benefit the community. If possible the improvements should be phased, to avoid damage and unnecessary repair costs, i.e. underground utilities and modifications would be constructed prior to surface improvements such as paving and landscaping. However, because no funding currently exists, projects may have to be built as funds become available. Even if this is the case it may be possible to reduce the impacts by planning for future elements of the plan when designing and constructing various improvements.

Neighborhood Gateway - Halsey and 7th Street

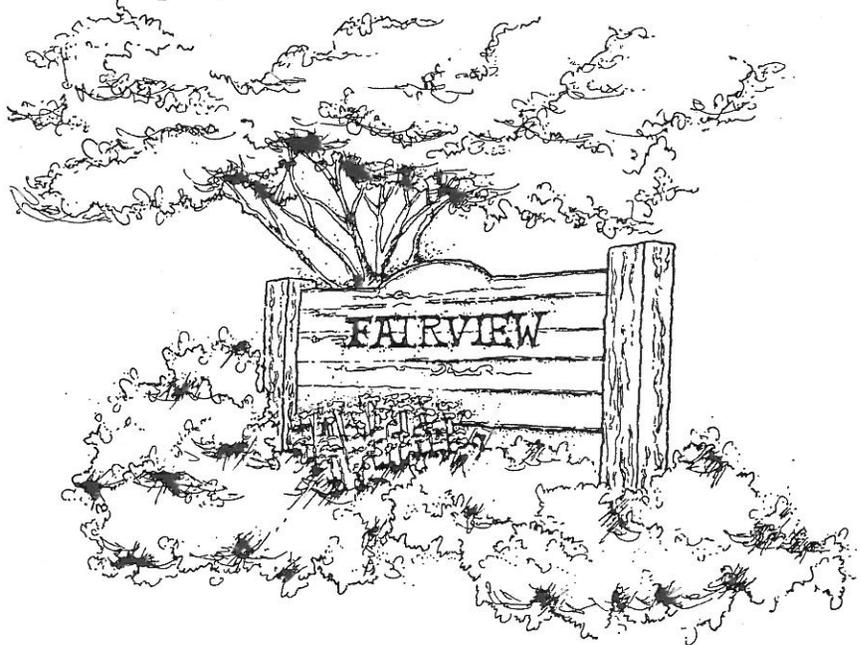
When completed, 7th Street will provide the only access from Halsey Street into the core area, and as such serves as one of the primary gateways. A pocket park is planned for the northeast corner of the intersection and will further add to the identity of the area. A sign, identifying "Historic Fairview", with landscaping will reinforce the unique character and historic flavor of the study area, and could be built in conjunction with the pocket park.

Cost:	Sign, wood with stone base.	\$2,500
	Landscape and irrigation, 200 square feet.	\$500

Funding Sources: City (in conjunction with park)

Neighborhood Gateway - Fairview Ave (223rd) and Main Street

One of several connections to Fairview Ave., Main Street serves as the primary access to Fairview Elementary School, the Fairview Public Works Department, and the industrial area located along Depot Street. The property at the southeast corner of the intersection is also the sight of the historic



Heslin House and Handy Park. This location provides an excellent opportunity to identify the core area with a sign and landscape treatment similar to the Halsey Street gateway.

Cost: Sign, wood with stone base. \$2,500
Landscape and irrigation, 200 square feet. \$500

Funding Sources: City (in conjunction with future upgrades of Fairview Avenue)
Local Improvement District

Community Focus - Halsey Street and Fairview Ave.

This intersection is considered by many to be the center of Fairview. Much of the area is planned for future commercial uses and the commercial core of Fairview Village will also be located along Halsey. The relocation and restoration of Fairview Creek northwest of the intersection provides an opportunity to further enhance the area. A small pocketpark following the realigned creek, and crossing Fairview Avenue west to east, would include a walking path along the creek, lighting, and benches, and provide pedestrian access to existing and future businesses. The "Community Christmas Tree" is envisioned for the park and further enhancing the community focus.

Cost: Northwest corner, landscape, irrigation pathway, benches and lighting. \$50,000
Northeast corner, landscape, irrigation pathway, benches and lighting. \$90,000

Funding Sources: Intermodal Surface Transportation Efficiency Act (ISTEA)
Community Development Block Grant

Lighting

Street lighting not only increases safety and visibility, but provides a unifying element for a neighborhood or community. Fixtures which reinforce the communities historic feel will strengthen the sense that one has entered a special place. Currently, street lights are high on overhead utility poles spaced randomly through the core area. The Renaissance Plan indicates approximate locations, and a fairly uniform spacing pattern for new street lights (similar to Fairview Village) throughout the study area. However, locations should be verified when the final type and height of fixture is determined, so as to provide a uniform distribution of light, and to avoid interference with other utilities, trees, driveways, etc.





Cost: Historic period 12' ornamental pole, each. \$2,000
 Typical block, 3 fixtures. \$6,000

Funding Sources: Community Development Block Grant
 Local Improvement District

Pedestrian Pathways

Very few sidewalks exist within the core area. Consequently, when adults and children walk they use the road or gravel shoulders. Paths would provide safe places to walk which do not conflict with automobile traffic. To retain the simple parklike setting, paths should not look like traditional city sidewalks. Asphalt paths provide the flexibility to curve around trees and other obstructions. Concrete can also be formed to create curvilinear alignments, however, it is much more costly than asphalt.



Paths are planned along both sides of the high traffic streets, and on only one side of low traffic streets. In the alleys two parallel asphalt strips are planned to provide both a walking and driving surface, and to be used by vehicles accessing backyard garages. In addition to the pathways within the core area, pathways are also shown along Halsey Street and Fairview Avenue.



Sidewalks will be built on both sides of Halsey during the reconstruction and widening which is currently underway, and are not a part of the preliminary cost.

Cost:	Five foot wide asphalt path, 1 lineal foot.	\$12.50
	Typical 300' block, paths on both sides.	\$7,500
	Two parallel 3' foot wide asphalt paths, in alley, 1 lineal foot.	\$15.00
	Typical 300' alley.	\$4,500



Funding Sources: Intermodal Surface Transportation Efficiency Act (ISTEA)
 Community Development Block Grant
 Local Improvement District
 Development Impact Fees

Textured Pedestrian Crossings

At all street intersections where pedestrian pathways are located, and alley crossings, textured paving designates crosswalks. Many of the intersections in the study area do not have stop signs, and due to the low traffic volumes may never be needed. Textured paving provides a visual and audible reference for drivers reinforcing the pedestrian crossing and increasing safety. These may be constructed using brick, stamped concrete or concrete pavers.



Cost: One concrete paver crosswalk,
8' wide and 24' long. \$2,200

Typical intersection, 4 crosswalks,
8' wide and 24' long. \$8,800

Funding Sources: Community Development
Block Grant
Local Improvement District
Development Impact Fees

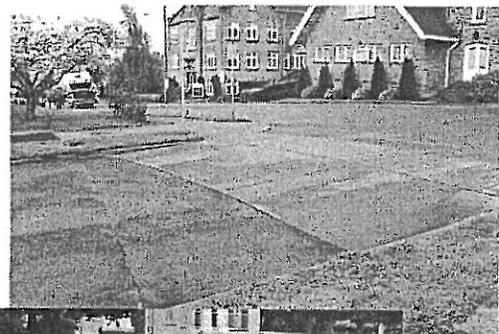
Raised Pedestrian Crossings

At several key intersections, where textured paving is used, raised crossings have also been recommended. These are located along the busiest streets, and are intended to further enhance the drivers awareness of the pedestrian crossing. Raised crosswalks can be constructed of asphalt, however, concrete is being used increasingly due to longer lifespans and lower maintenance costs. The crosswalk itself should be the same or complimentary material as the textured crossings.

Cost: Crosswalk pavers, 8' wide and 24' long. \$2,200
Concrete approach ramps. \$1,500

One raised crosswalk. \$3,700

Funding Sources: Community Development
Block Grant
Local Improvement District
Development Impact Fees



Intersection Accent Paving

Along the primary vehicular routes through the core area, accent paving is used for intersection surfaces. This provides an additional material to further enhance the drivers awareness of the potential for pedestrians. The material could be the same as that used for the crosswalks, however, it should be a different color, to differentiate between pedestrian and auto zones.

Cost: Typical intersection, 900 square feet,
concrete pavers. \$10,500

Funding Sources: Community Development Block Grant
Local Improvement District
Development Impact Fees

Traffic Circles and Islands

Raised, landscaped traffic circles and islands are used in many communities as a means to slow traffic. Landscaped islands are proposed at the west ends of Main and Cedar Streets, where the older, narrower streets of the core area transition into the newer and wider street of more modern neighborhoods. The islands would reinforce the experience of entering this special place and might also help to slow traffic along these streets.

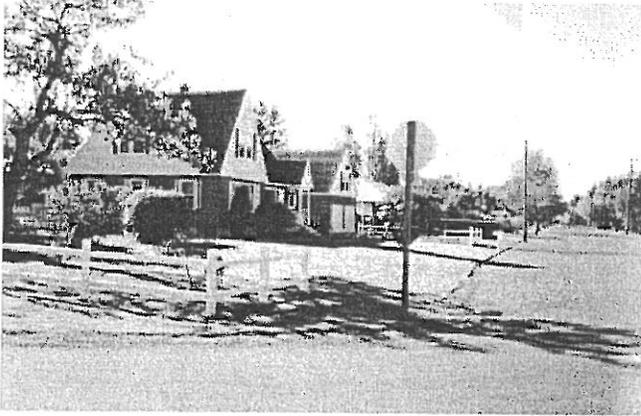
Traffic circles are shown at two intersections along Harrison Street. The primary purpose of both will be to slow traffic on this primary street. In addition, the circle located near City Hall would further emphasize the plaza and other improvements at the heart of the core area.

Cost: Traffic circle, 20' diameter, includes asphalt
removal & repair, concrete curb, landscaping. \$3,000

Island, 10' wide and 20' long, includes asphalt
removal & repair, concrete curb, landscaping. \$2,000

Funding Sources: Community Development
Block Grant
Local Improvement District
Development Impact Fees





Corner Treatment

Because no curbs exist along the majority of streets in the neighborhood, vehicles are usually parked along the gravel shoulder. This is not a problem in most situations, however, cars and trucks are sometimes parked too close to intersections, and drivers have been known to cut corners. Corner treatments, which deter parking, will increase the visibility and safety of core area intersections. Corners could be landscaped with trees and shrubs, or might include architectural elements such as a

low, decorative fence, or a combination of both. Whatever the final treatment, careful consideration must be given to the height of materials, to ensure that visibility is not obstructed.

Cost:	Landscape, 400 square feet, 1 corner.	\$600
	Landscape, complete intersection.	\$2,400
	Fence, 30 lineal feet, 1 corner.	\$300
	Fence, complete intersection	\$1,200

Funding Sources: Community Development Block Grant
Local Improvement District Development Impact Fees

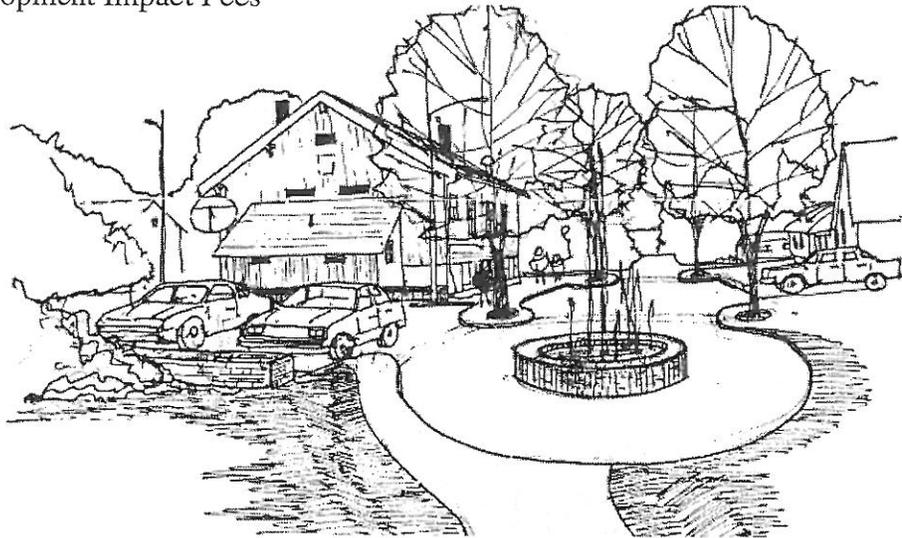


City Hall Plaza

Currently, the City Hall parking lot is used for the neighborhood street fair and other community events. Improvements to this space would make it more enjoyable for use during these events, but still allow automobile parking. Changes include trees and shrubs to soften and shade the space. Low walls will help to define spaces and be used for seating, and textured paving further defines the space as a special place. A small fountain could also be designed to double as a stage during events. A linear park, including a pedestrian pathway and landscape improvements, constructed within the unused street right-of-way to the south, provides additional space for activities and adds cross street connections.

Cost: Plaza, paving, walls, fountain and landscape. \$125,000
Lineal park, pathway and landscape. \$30,000

Funding Sources: Transportation Growth Management
Community Development Block Grant
Local Improvement District
Development Impact Fees



Street Trees

Due to the informal nature of streets, and lack of curbs and sidewalks in the core area, street trees have only existed in random locations. Street trees provide many benefits, including shade for summer cooling, the reduction of air pollution, and an enhanced and unified feeling throughout the area. In many communities street trees are arranged in straight lines, however, the CAC felt that an informal arrangement of street trees would better fit the parklike character of the core area. Prior to planting it is recommended that a survey of existing trees be completed, and that a detailed street tree planting plan be established. The city currently has a street tree ordinance in place which should be reviewed prior to developing the street tree plan.

Cost: Street tree, 2" caliper, supplied and planted. \$300
Typical block, 14 trees, 7 each side. \$4,200

Funding Sources: Local Improvement District
Friends of Trees

Underground Existing Utilities

Utilities in the “core area” are currently located overhead. In many communities new utilities are placed underground and existing overhead lines are being replaced by underground systems. In most cases this is being done to improve the appearance of the community. However, underground utilities also provide an additional benefit by providing protection from the weather, especially ice storms. Typically, it would be preferred to complete the undergrounding prior to the construction. However, because this would be the most expensive of the proposed improvements this might not be possible. Where overhead utilities exist improvements should be planned assuming that the utilities might be placed below ground in the future.

Cost:	One lineal foot.	\$50
	Typical 300' block, 1 side of street.	\$15,000

Funding Sources: Local Improvement District
 PGE/Enron

PROGRAMS

Several programs were identified by the CAC for inclusion in the Renaissance Plan. These include the recognition and identification of historic structures, a community Christmas tree, expanded community clean-up, and awards recognizing citizens for their yard and garden, home fix-up, Christmas decorations, etc.

In many communities these programs are organized and sponsored by civic organizations, such as the Chamber of Commerce, Rotary, and Lions Clubs. However, in small communities where these organizations do not exist or lack sufficient support, these efforts often are undertaken by a public agency.

Implementing these programs may be as simple as finding a civic group, and letting them establish and administer a program. In many cases the city may decide to establish citizen committees responsible for various programs. Some programs may require the city's management and operation. Descriptions of the proposed programs, their objectives and potential operating organizations follow.

Historic Structures

Several homes and buildings in core area have historical significance and contribute to the character of the neighborhood. This program would identify these structures and provide recognition in the form of a plaque or sign. It might also provide information to property owners regarding financial assistance, available from various groups and agencies, to improve and preserve structures. Administration could be handled either by the city or the local historical society, and could be done strictly on a local level or in conjunction with state and federal historic register programs.

Community Christmas Tree

To create a sense of community pride and spirit a living Christmas tree is proposed to be planted at a central location in Fairview. One possible location is at the intersection of Halsey and Fairview Ave. (223rd) just north of Fairview Creek. A living tree would be incorporated into the overall design of this open space. During the holiday season, lights and decorations could be installed by city or possibly volunteer organizations, such as local scout troops.

Community Clean-up Day Expansion

Used in many communities, clean-up day would provide residents with an opportunity to remove unwanted debris from their homes and vacant lots. Dumpsters would be located throughout the community, or residents could pile debris next to street for later removal. Neighbors can work together to assist elderly or disabled residents, and each other. These programs provide a great opportunity to improve the overall community appearance and instill a sense of pride for a relatively low cost.

Awards Program

Many residents of the community go to extraordinary efforts to improve, maintain, and decorate their homes. To recognize these efforts many communities or community organizations sponsor awards programs. Not only do these programs encourage community pride, but they also provide a public relations opportunity to the sponsoring group. The types of awards may include:

- Yard and Garden
- Home Fix-up
- Christmas Decorations

To facilitate the establishment of the awards, the city may elect to start the program and as the opportunity arises pass the administration and sponsorship to a local organization.

ORDINANCES

Parking on Front Yards

Current city ordinances do not restrict the number of operational vehicles or parking locations on private property. In many communities parking codes or ordinances do not allow parking of vehicles in front yards except on the driveway in residential areas. If all of the vehicles associated with a residence can not be accommodated on the driveway, they would be required to park along the street.

APPENDIX A

**NEIGHBORHOOD QUESTIONNAIRE
NEIGHBORHOOD QUESTIONNAIRE RESULTS**

CITY
OF

FAIRVIEW

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email: fairview@teleport.com

The City of Fairview has been experiencing major changes over the past few years with the development of Fairview Village, residential housing down by the "lakes", and planned relocation of City Hall and the Post Office. At the same time, transportation impacts are mounting with the construction of the new I-84 interchange and upgrades to Halsey Street.

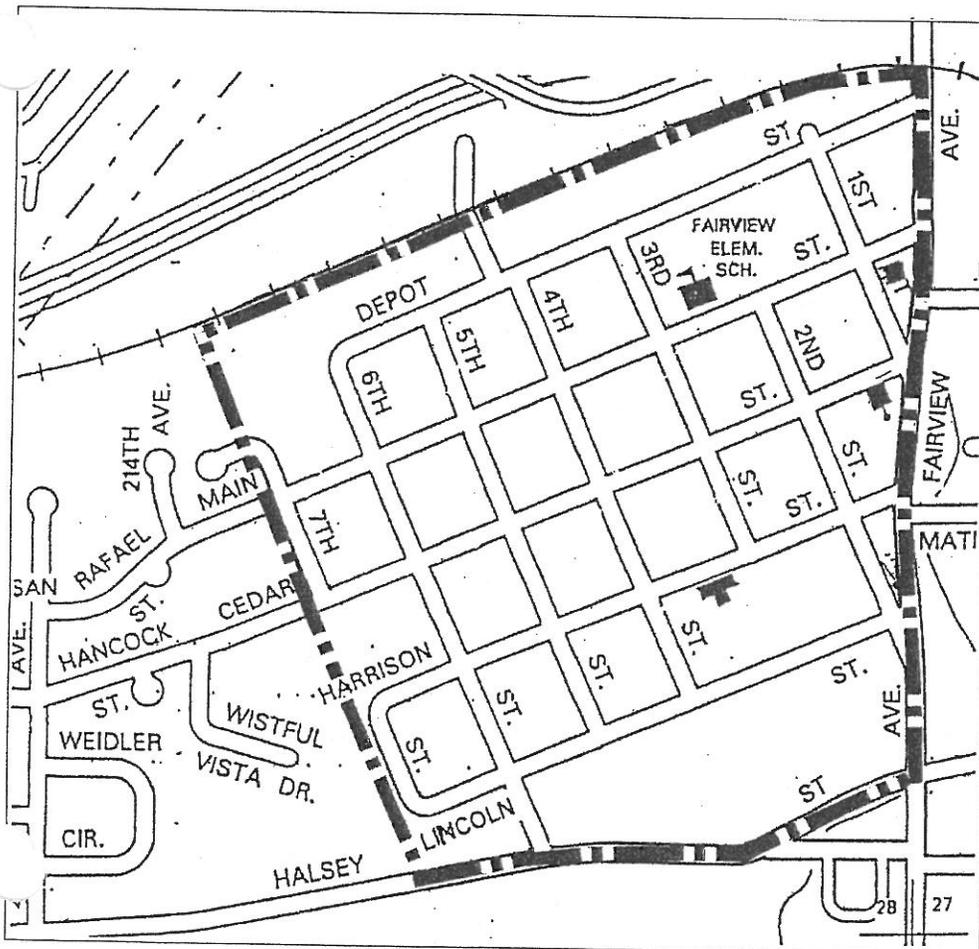
As a consequence of these remarkable changes the community's image and identity is facing many challenges. The "core area" (see map) of Fairview possesses a small town feeling which is unavailable or absent throughout most of the metropolitan region, yet longed for by many who reside here.

City of Fairview *Renaissance* *Plan*

The purpose of this project is to build upon the unique qualities of Fairview by focusing enhancement efforts on this "core area" - to create a "Renaissance Plan" for the community, following in the tradition of

the historic renaissance where attention was placed on the cultural, artistic and social personality of a community to define a clear image and sense of place.

The involvement of the residents of the "core area" is critical to the success of the project. Throughout the project we will be asking for your ideas and concerns about the future of Fairview. Please, take a few minutes to fill out the questionnaire on the back of this page, and return it to the City Hall as soon as possible. Thank you in advance for your help.

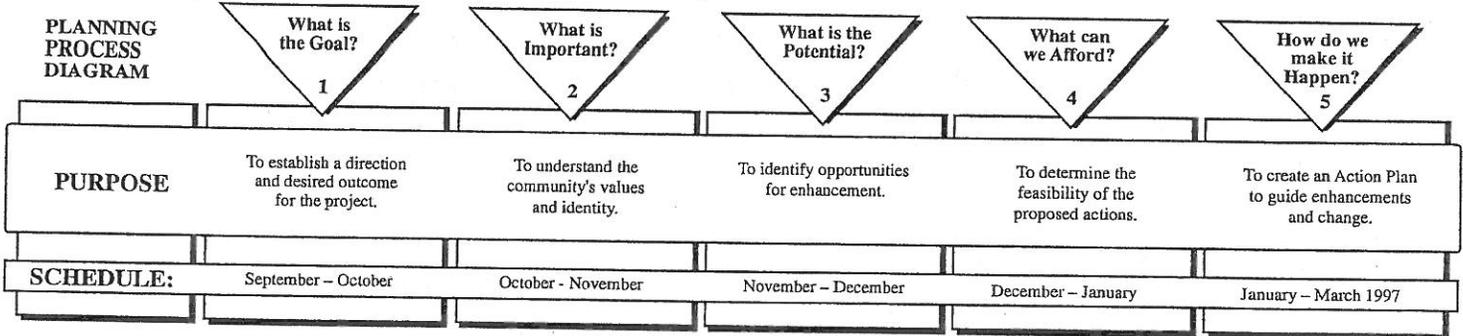


Renaissance Plan Study Area



The following process chart briefly outlines the purpose of the plan and the time frame for the work to be completed.

City of Fairview
Renaissance Plan



Note: If you have questions or need more information, please contact Marilyn Holstrom or Caren Huson at City of Fairview, 665-7929

City of Fairview
Renaissance Plan

QUESTIONNAIRE

1. HOW LONG HAVE YOU LIVED IN FAIRVIEW?

2. WHY DID YOU CHOOSE TO LIVE IN FAIRVIEW? _____

3. WHAT DO YOU LIKE ABOUT LIVING IN FAIRVIEW? _____

4. WHAT DO YOU DISLIKE ABOUT LIVING IN FAIRVIEW? _____

5. IF YOU COULD CHANGE ONE THING ABOUT FAIRVIEW OR YOUR NEIGHBORHOOD, WHAT WOULD THAT BE? _____

City of Fairview Renaissance Plan

Neighborhood Questionnaire Results March 1997

Total Questionnaires Sent = 360

Total Respondents = 36

1. How long have you lived in Fairview?

- less than 1 year: 1
- 1 to 5 years: 10
- 6 to 15 years: 14
- 16 to 25 years: 5
- more than 25 years: 5
- many years: 1

2. Why did you choose to live in Fairview?

Livability:

- Fairview has a quiet, friendly, small town feeling. (17)
- There are nice, large yards in Fairview. (2)
- It is affordable to live in Fairview. (3)
- Fairview is beautiful. (1)
- Able to live in a nice house in a nice area. (1)
- Fairview is a great place to raise kids. (1)
- The area is safe and well kept. (1)

Location and Amenities:

- There are good schools nearby. (5)
- The area is/was rural, has open space, and is close to amenities. (4)
- Fairview is a nice, quiet area, yet close to PDX. (1)
- To be within walking distance of Fairview Grade School and Smith Memorial Presbyterian Church. (1)
- To be within close proximity to work. (1)
- Everything is within close proximity. (1)
- The 84 Freeway and area parks are in close proximity. (1)

Other:

- The decision to live in Fairview was forced or made by someone else (i.e., parents). (3)
- Have grown up in Fairview. (2)
- Had the opportunity to rent a house in Fairview. (1)
- At the time the decision was made (12 years ago), Fairview was quiet and not congested, but with the influx of people and increased noise, it's no longer desirable. (1)
- Grew up in a small town and wanted the same for children. (1)
- The decision was based on a friend's recommendation. (1)

3. What do you like about living in Fairview?

Livability:

- There's a sense of community and small-town living. (13)
- The people and neighborhoods are nice and friendly. (12)
- Fairview feels safe to live in, and the crime rate is low. (4)
- Fairview is fairly quiet. (6)
- The local schools are good and small. (4)
- Fairview is a beautiful little town. (2)
- Have many good friends that live Fairview. (2)
- The lots are large. (1)
- Fairview represents quaint, "down-home" living. (1)
- Housing is affordable. (1)
- There is less traffic here. (1)
- There are no busy streets, sidewalks, or curbs. (1)
- Fairview is slightly rural. (1)
- Fairview is home and where family was raised. (1)

Location:

- Schools, shops, and businesses are in close proximity. (4)
- Mount Hood is nearby. (1)
- Fairview is close to the freeway and close to the country. (1)
- Access to the freeway is convenient. (2)

Other:

- No comment. (2)
- Not much anymore. (1)
- There's nothing about Fairview that is likable anymore. It has turned into a crime/drug infested, high population community. (1)
- Fairview used to be small, quiet, and rural. (2)

4. What do you dislike about living in Fairview?

Growth and Traffic:

- The negative impacts that growth is having on Fairview (i.e., traffic congestion, overpopulation) are increasing rapidly. (6)
- Traffic and vehicle speed is an increasing problem, especially on Cedar Street and on 223rd (at intersection of Halsey). (4)
- The lack of Tri-Met service (bus only stops at Halsey Street). (1)
- Speeding maniacs in cars. (1)

Government and Infrastructure:

- The lack of sidewalks for pedestrians is a safety problem. (3)
- Drainage is a big problem in Fairview. There is a flood every winter. Fairview needs a drainage system, especially for the older areas (i.e., Main Street). (2)
- There are too many governmental regulations. (1)
- Residents have been paying \$5 a month for storm drains that were promised by the City, but have not seen any progress toward their implementation. (1)
- The infrastructure in Fairview needs work. (1)
- Some of the current infrastructure improvements are inconvenient, but realize it will get better with time. (1)
- City Hall is trying to make Fairview into a Gresham. Anyone working for the City should have to live in the city. (1)
- Water rates and taxes are increasing. (1)
- The streets are poorly lit at night. (1)

City Aesthetics:

- Many cars, campers, and motor homes are parked on sidewalks, front yards, and landscaped right-of-ways for extended periods of time. (3)
- The appearance of many homes, apartments, and yards is very unattractive. Citizens need a set of guidelines to follow. (3)
- The increasing number of apartments, modular homes, and houses that have become rentals is a growing problem. (2)
- There are not enough restrictions on exterior home improvements. (1)
- Vandalism. (1)
- The recent addition of the unfinished swimming pool at 223rd and Halsey. (1)

Other:

- No distinct dislikes. (3)
- No comment. (2)
- Noise from boom boxes and illegal mufflers is a problem. Would move out of Fairview and find a quiet place with considerate people, even though house is already paid for. (1)
- Fairview is losing its feeling of community, and the loss will only increase once City Hall and the U.S. Post Office move to Fairview Village. (1)
- Due to the increasing rate of growth, crime, drugs, and overcrowded schools, there isn't much left to like. (1)
- Vacant land is being used for apartments, and there aren't as many open spaces anymore. (1)
- Fairview should not have its name changed to "Mature Fairview". (1)
- Barking dogs. (1)
- The mosquitoes. (1)

5. If you could change one thing about Fairview or your neighborhood, what would that be?

Traffic and Transportation System:

- Better traffic control on Cedar Street. (1)
- Establish a bus connection to MAX and slow down growth. (1)
- Stricter enforcement of vehicle speeds on city streets. (1)

Growth and Development:

- Slow down growth and maintain Fairview's small-town charm and rural community atmosphere. (2)
- Ensure that the U.S. Post Office site will be developed as either a park or a single-family residence, to maintain the scenic view on Fairview Avenue. (1)
- Less apartments in Fairview. (2)
- Establish a curfew at dark for teenagers. (1)

Infrastructure:

- Implement a better drainage system. (3)
- Construct sidewalks for better pedestrian safety. (3)
- Improve city streets and install more stop signs at intersections. (2)
- Improve storm drains, sidewalks, and install more street lights. (1)
- Install street lights on 205th Street. (1)
- Establish a four-way stop at the intersection of 6th and Cedar Street. (1)
- Make the City take care of its infrastructure demands and residents needs before wooing new builders and patrons into the area. (1)
- Add speed bumps, create bike paths, improve street lighting, and keep the parks open. (1)

City Beautification:

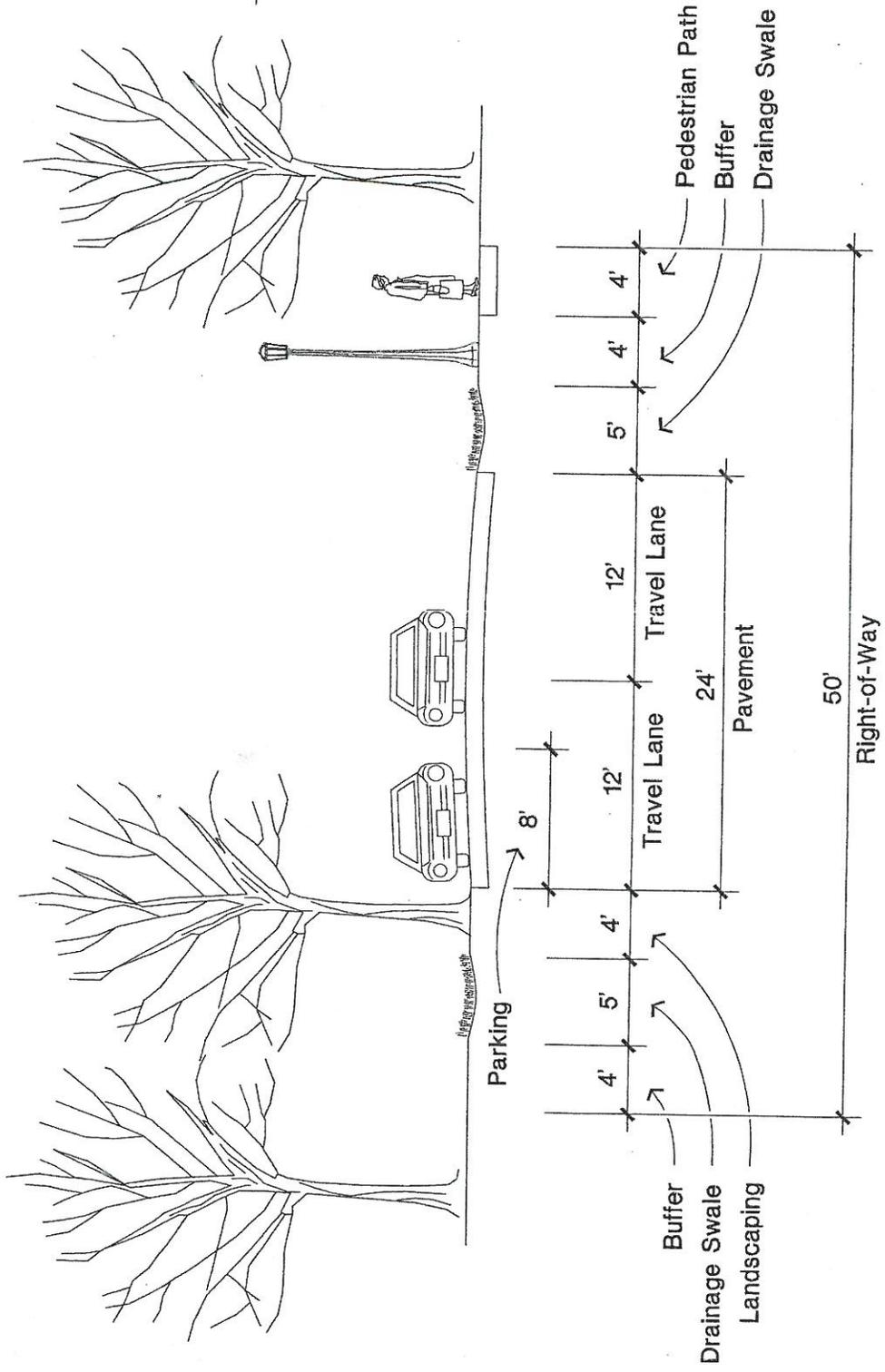
- Establish a formal neighborhood association and enforce a neighborhood property maintenance program to make residents maintain the exteriors of their homes and yards. (4)
- Upgrade some of the houses in the Core Area and create more parks to foster an "enchanted" Core Area that is safe and clean. (1)
- Make sure that the railroad bridge on 223rd is not removed, because it would take away the charm of Fairview. (1)

Other:

- No comment. (2)
- Wouldn't change anything. (2)
- Eliminate use of illegal mufflers and loud boom boxes, enforce the speed limits, especially at Halsey and 213th, and install more street lights. (1)
- Keep Fairview's name the same and not refer to the Core Area as "Mature Fairview", or even "old". Recent additions have distinct names (i.e., Fairview Village, Fairview Place, and Fairview Estates) and that is adequate. (1)
- Unite community as a whole, and encourage more participation by residents in the City's activities. (1)

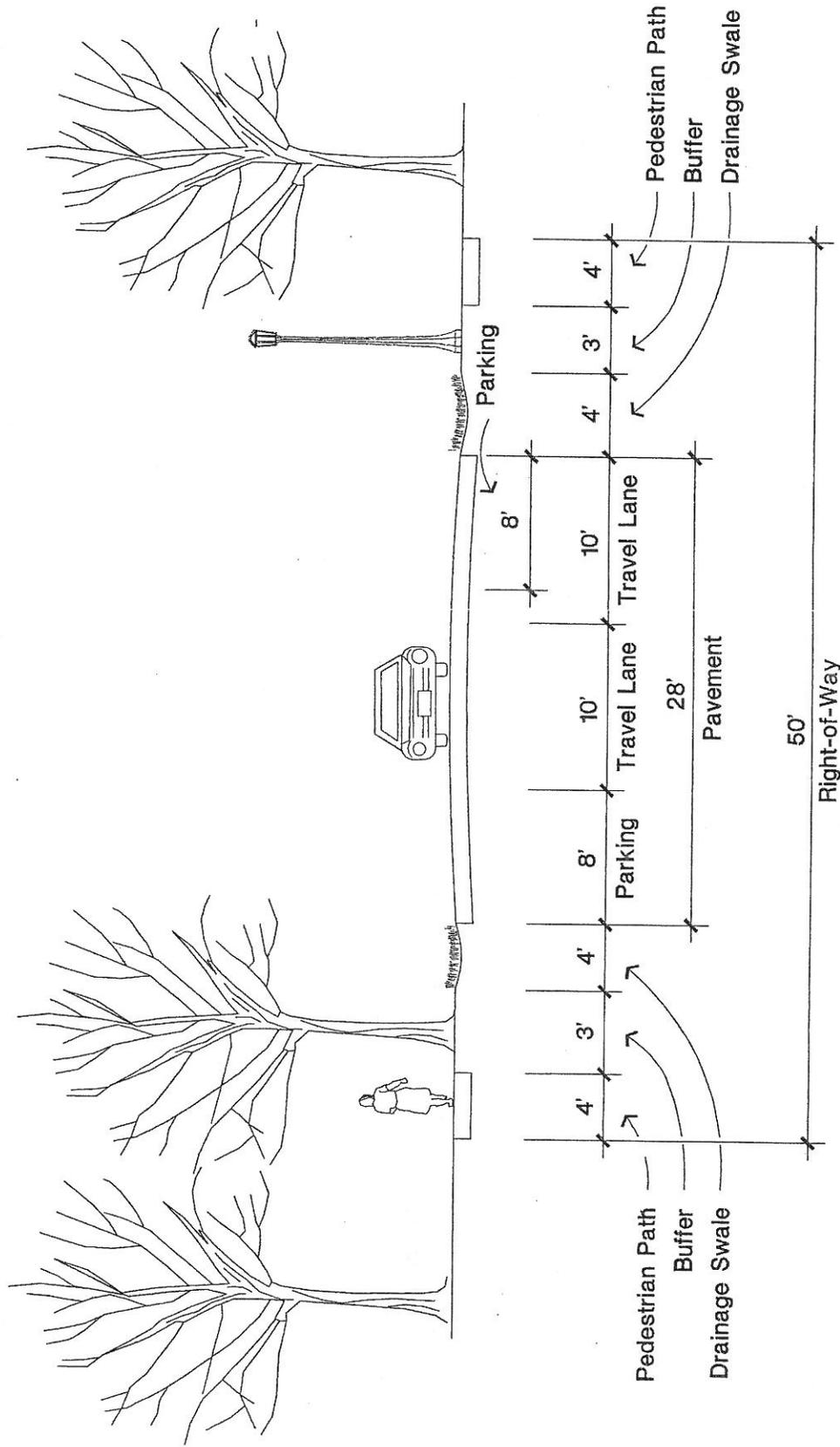
APPENDIX B

**PRELIMINARY CONCEPTS
PRELIMINARY COST ESTIMATES**



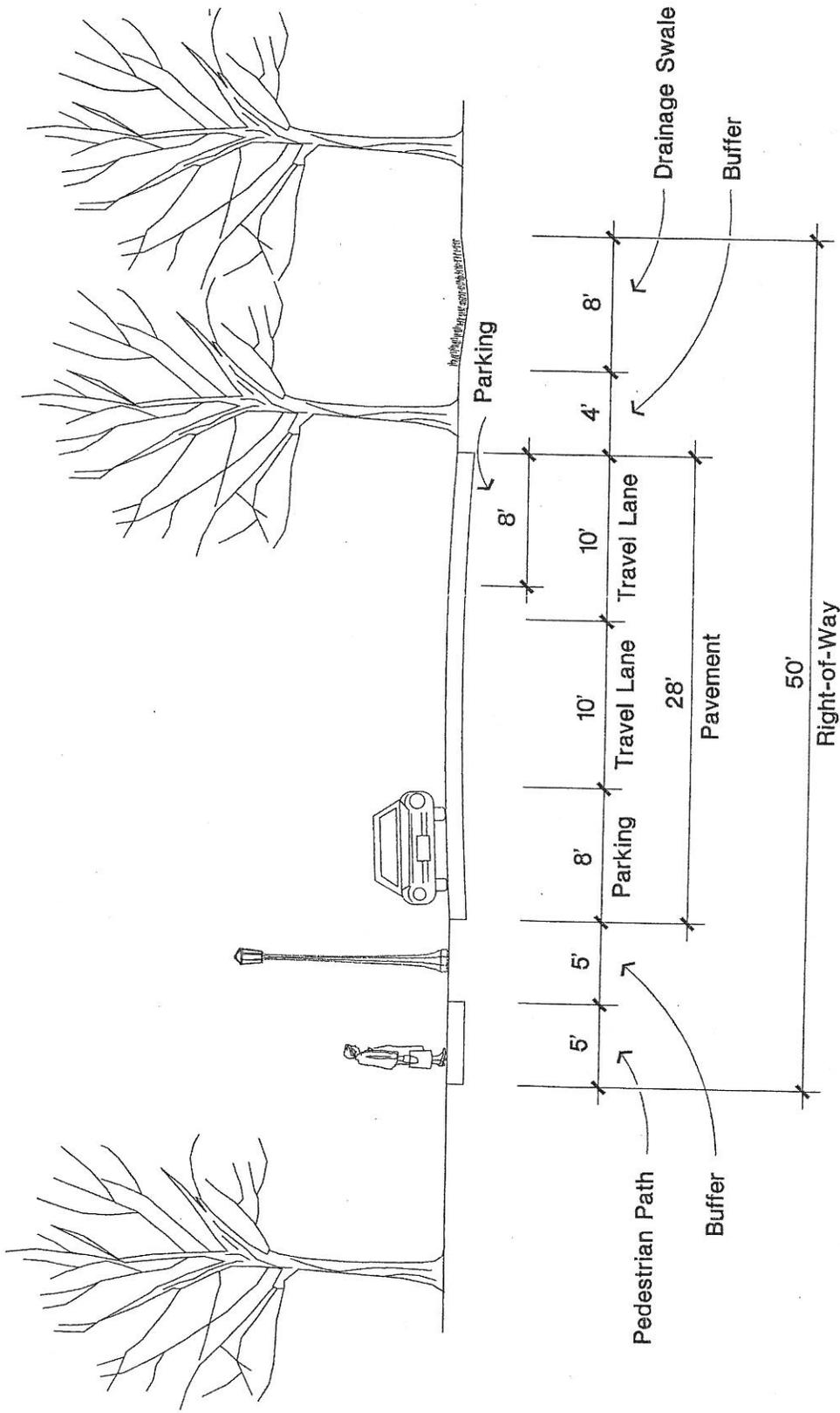
A Minor Street
NORTH - SOUTH STREETS

1"=10'-0"



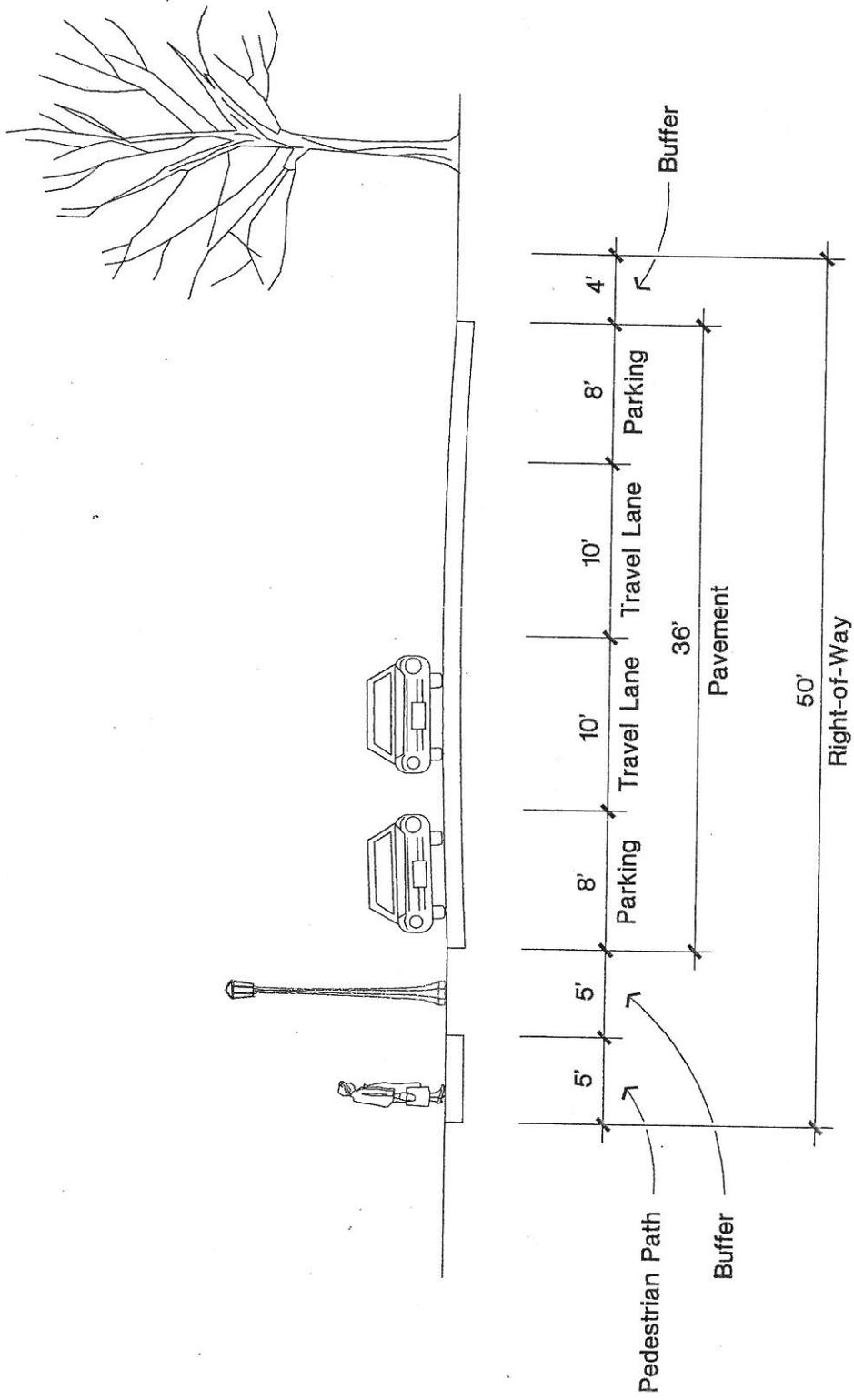
**B Major Street
NORTH - SOUTH STREETS**

1"=10'-0"



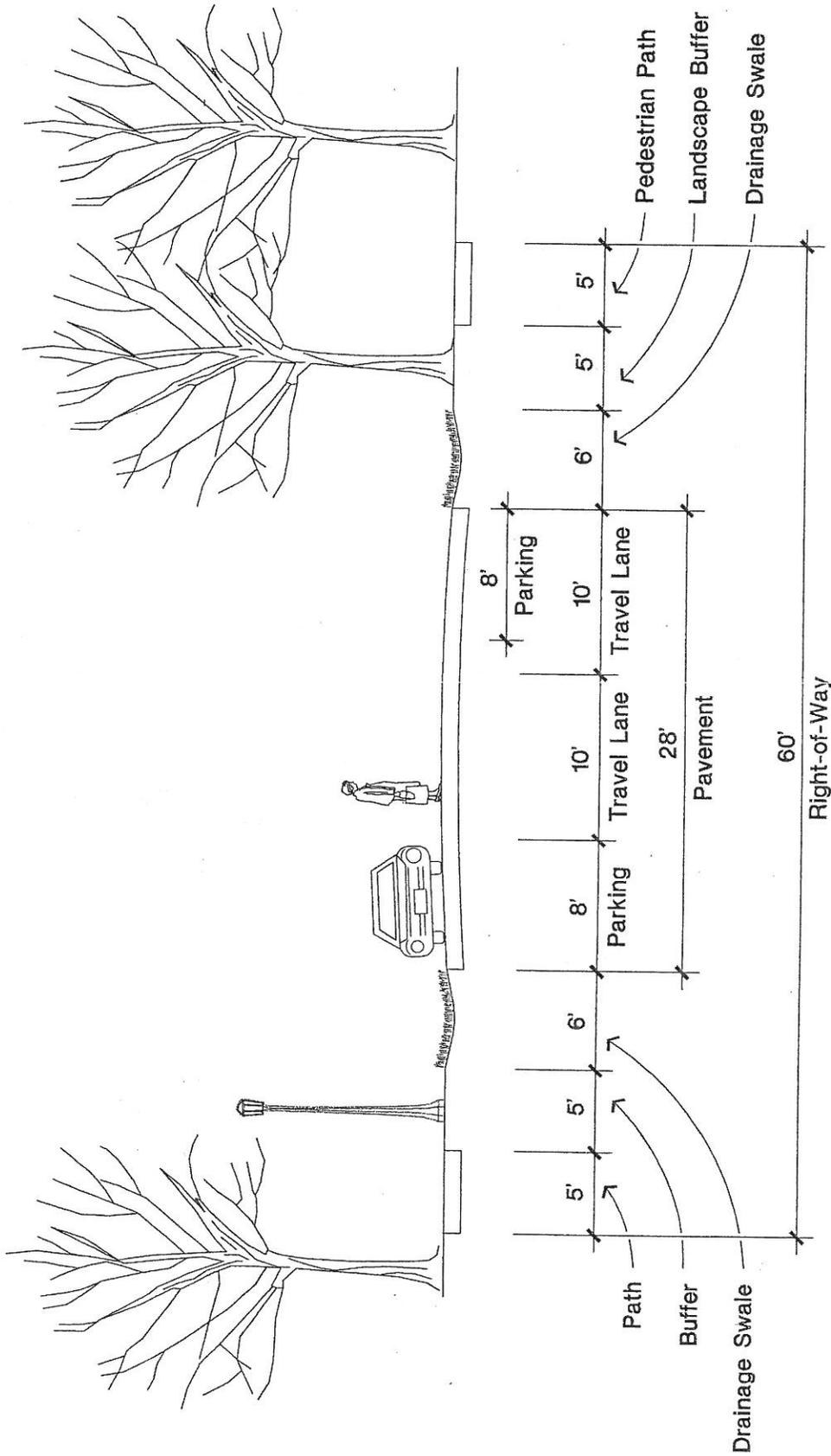
**C Major Street
NORTH - SOUTH STREETS**

1"=10'-0"



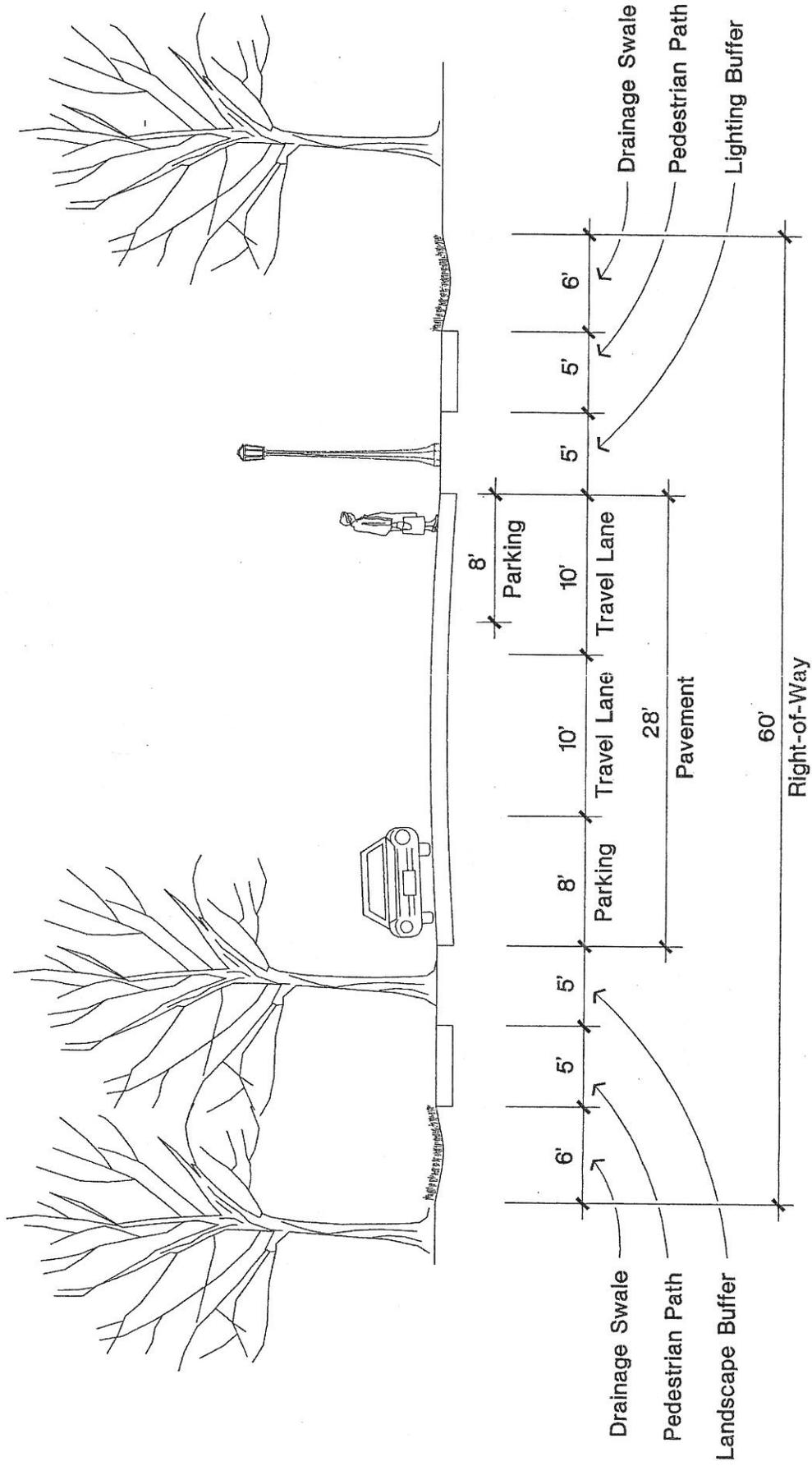
**D Major Street
NORTH - SOUTH STREETS**

1"=10'-0"



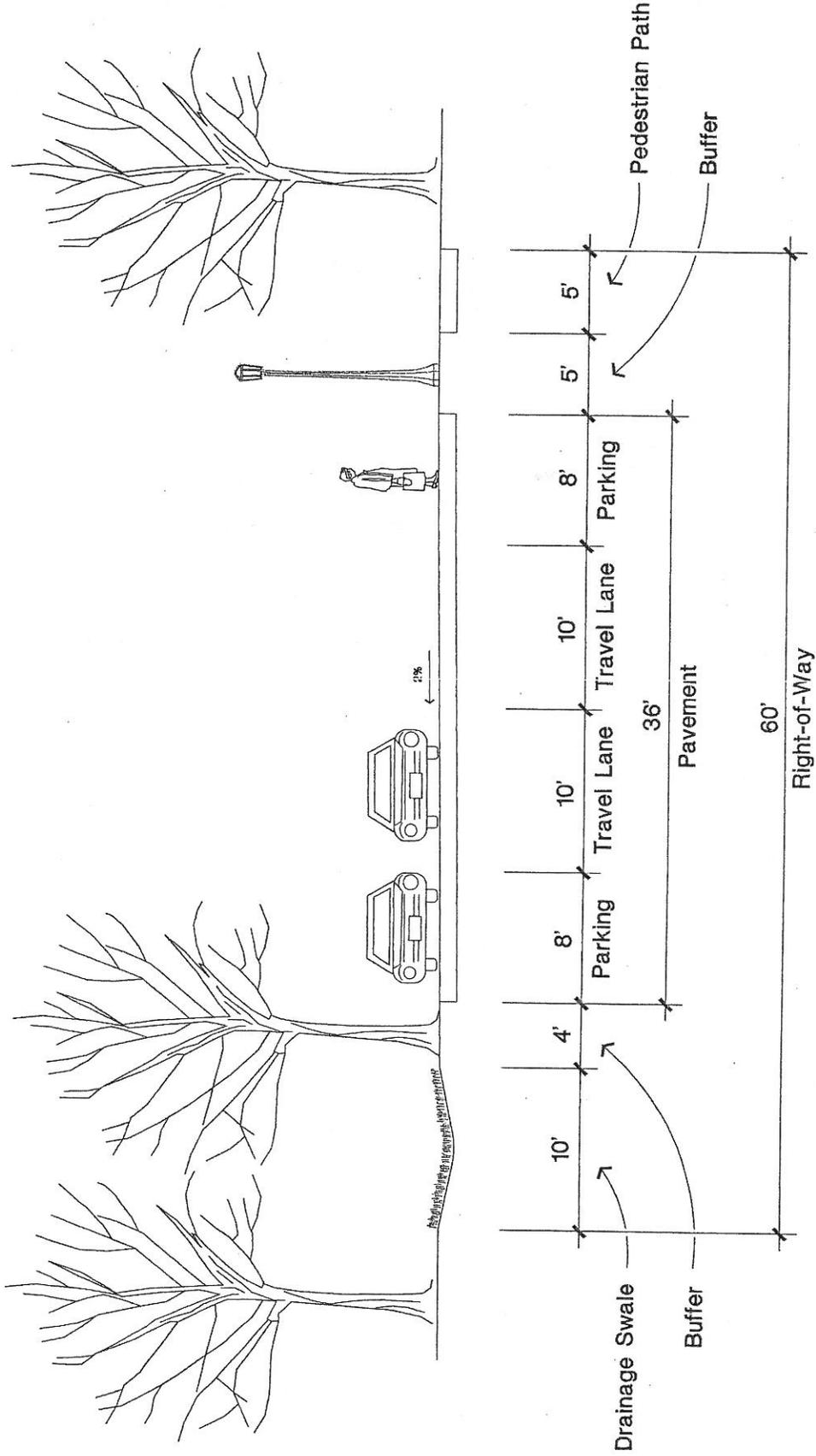
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A Minor Street ST - WEST STREETS



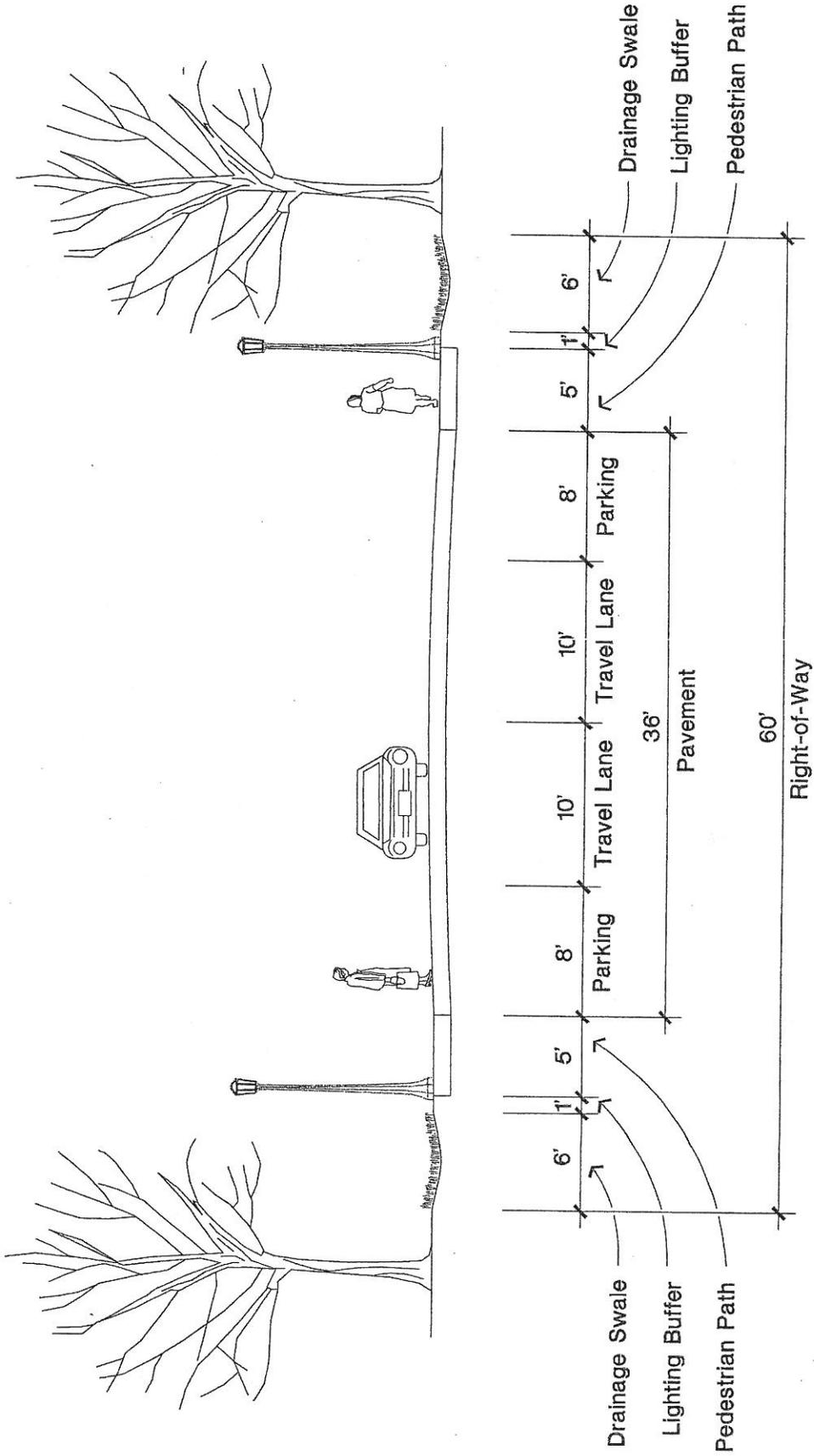
**B Minor Street
EAST - WEST STREETS**

1"=20'-0"



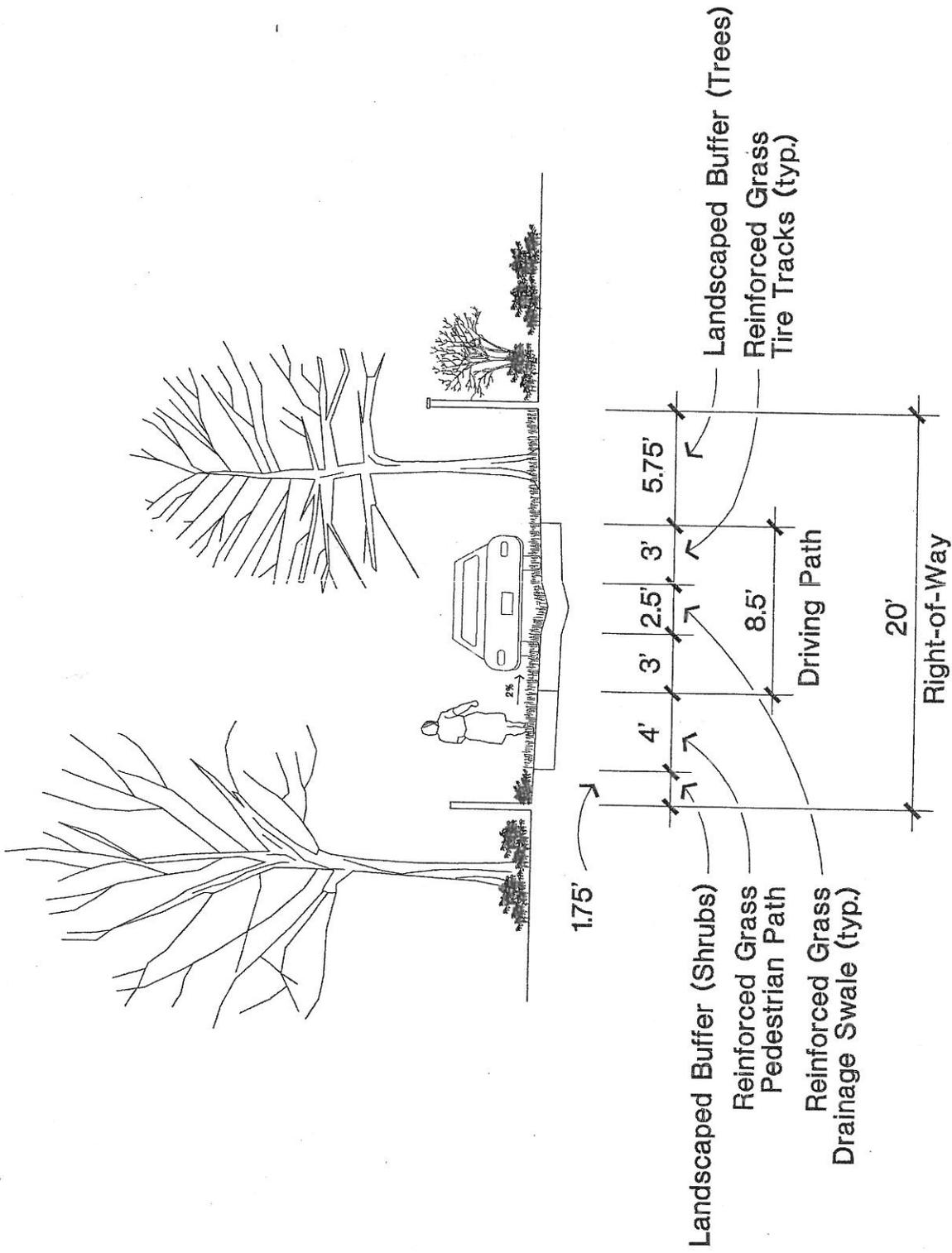
C Major Street
F ST - WEST STREETS

1"=10'-0"



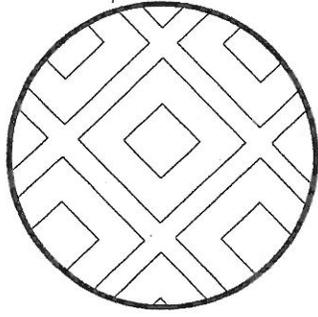
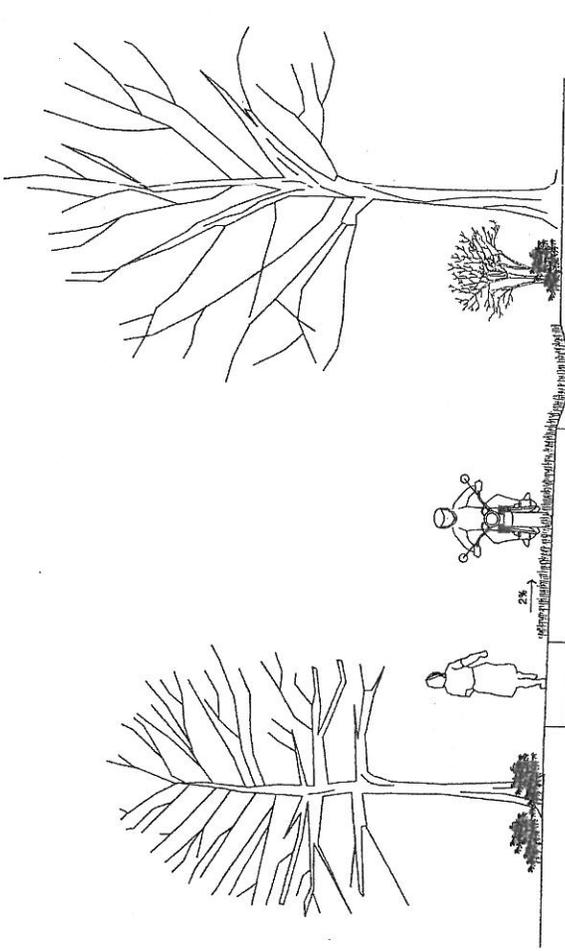
D Major Street EAST - WEST STREETS

1"=10'-0"

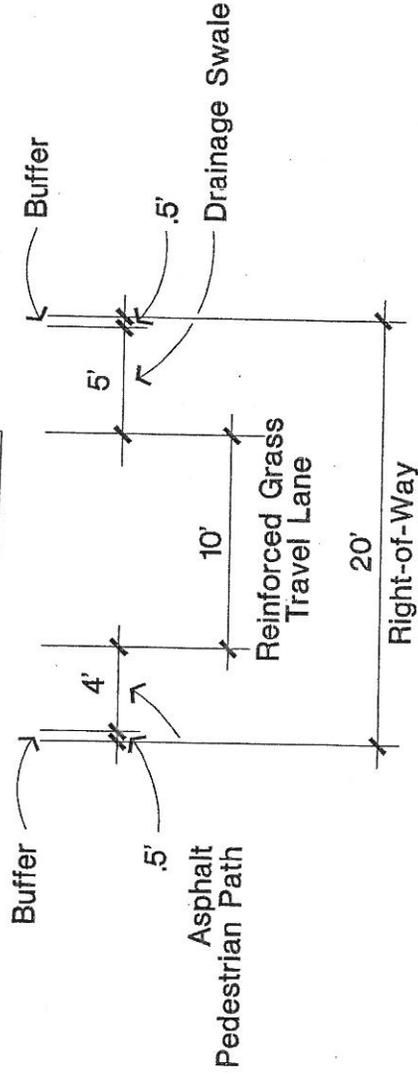


A Reinf. Grass Auto & Pedestrian Paths ALLEY

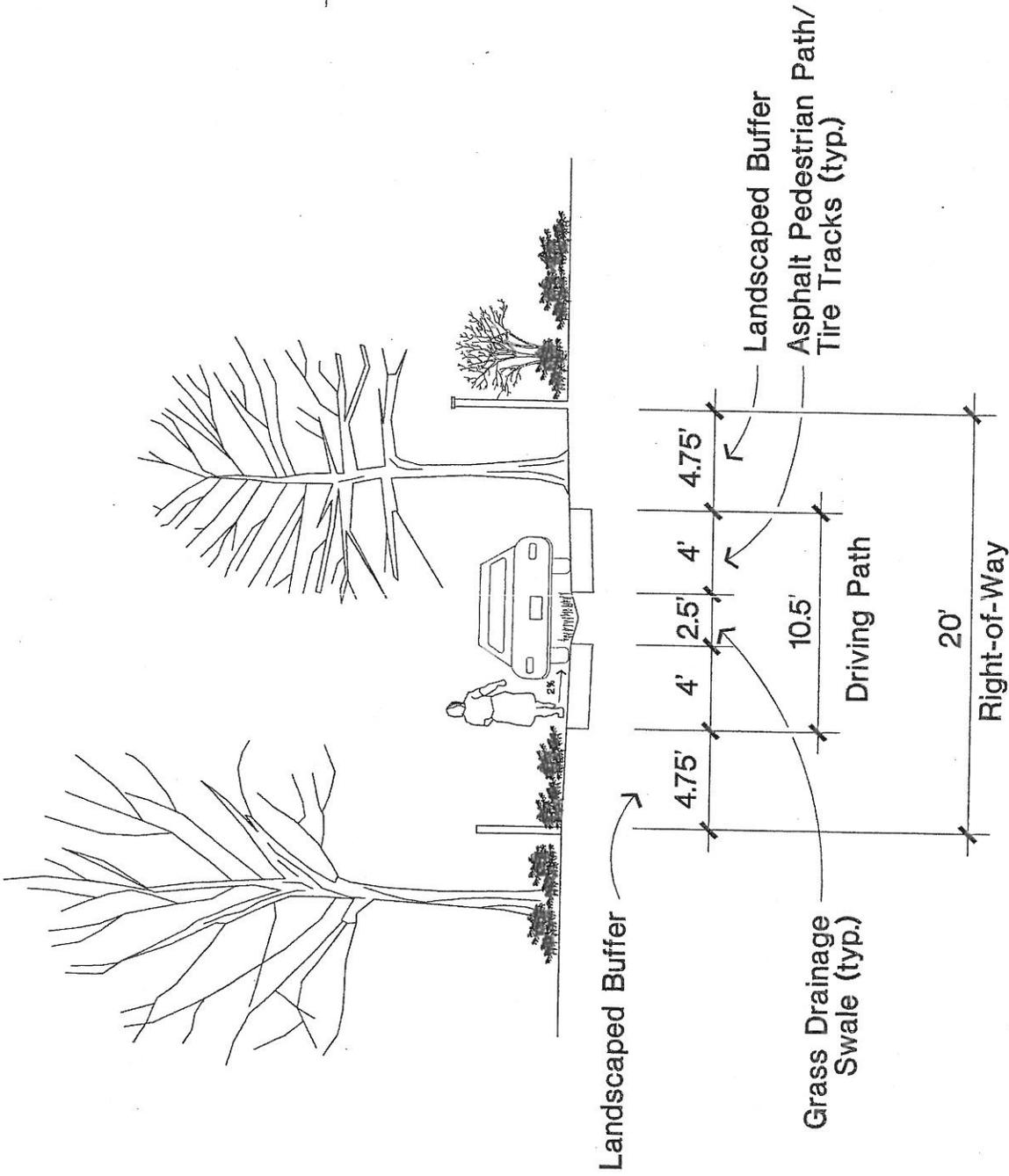
Not to Scale



Grasscrete Pavers in Sand

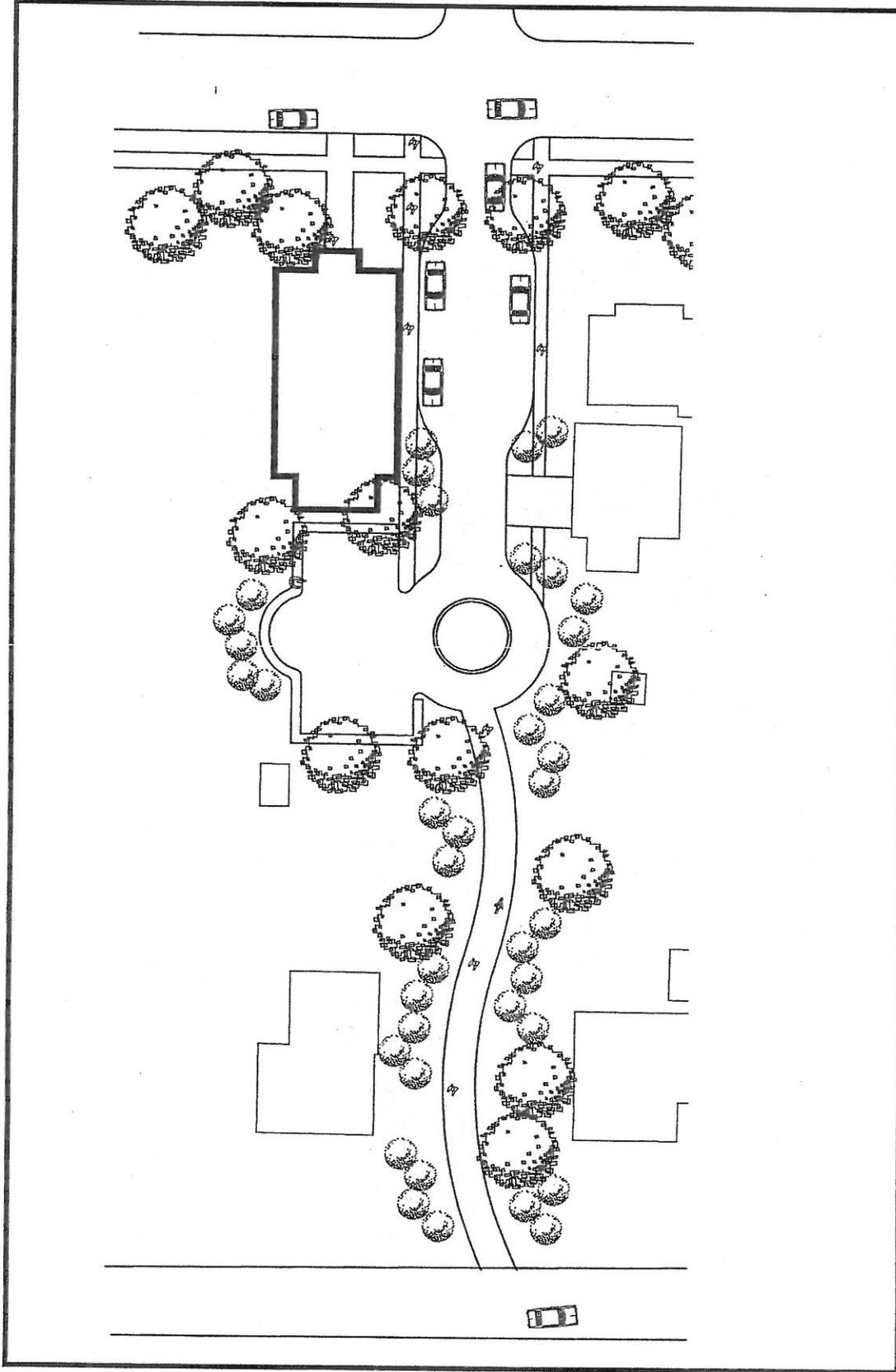


B Reinf. Grass Auto & Pedestrian Paths with Swale Not to Scale
ALLEY



C Asphalt Auto & Pedestrian Paths ALLEY

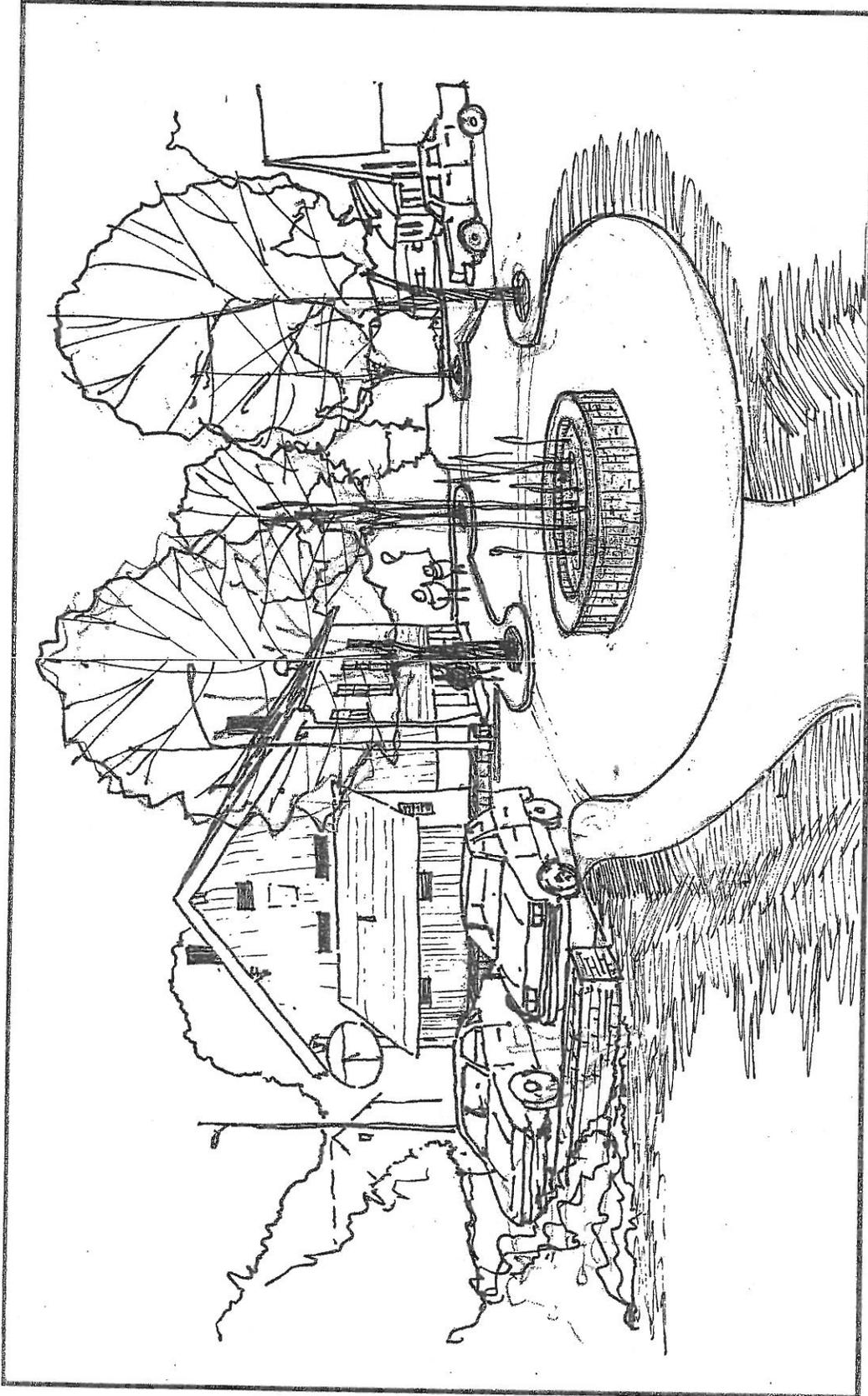
Not to Scale



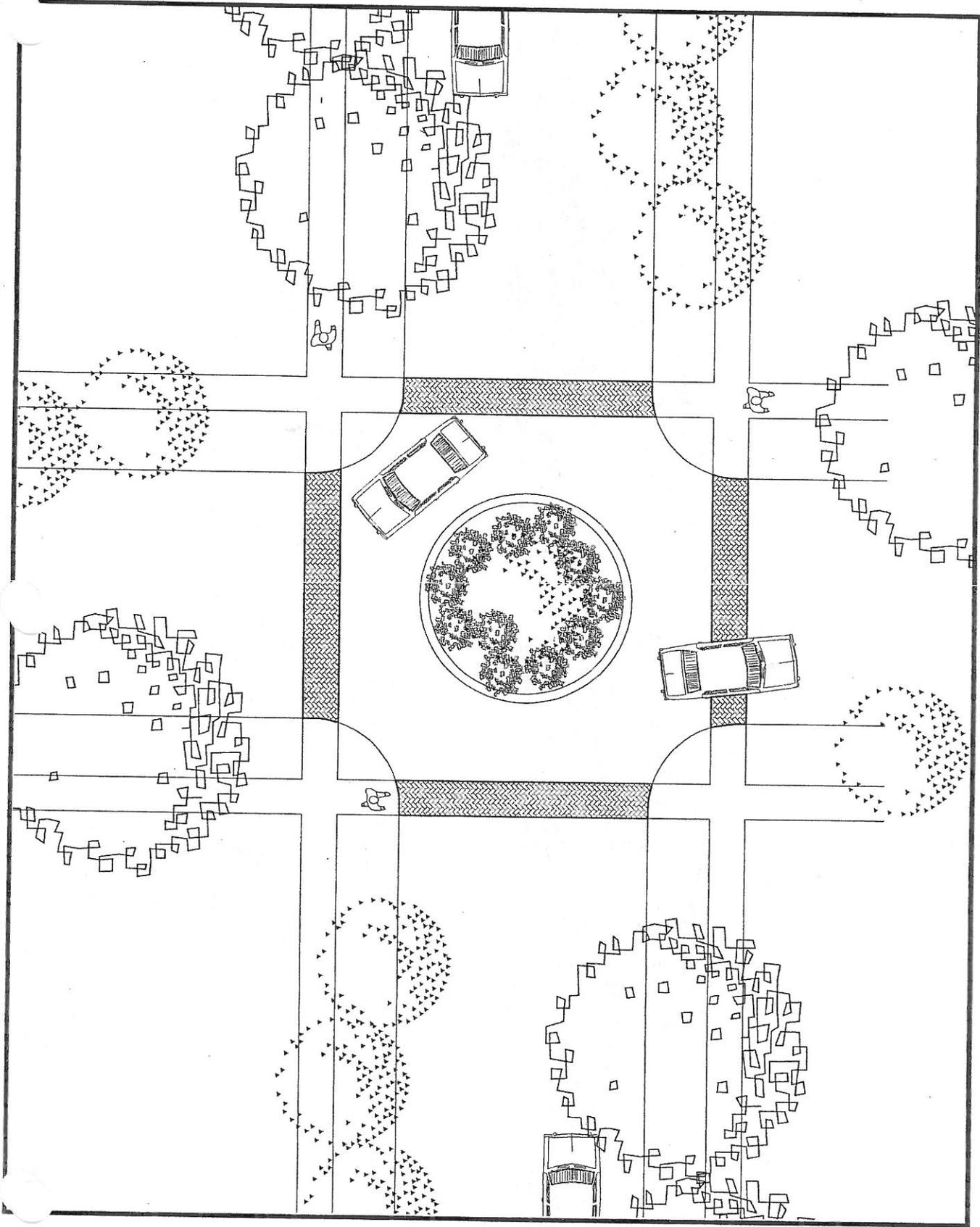
NORTH

1"=50'-0"

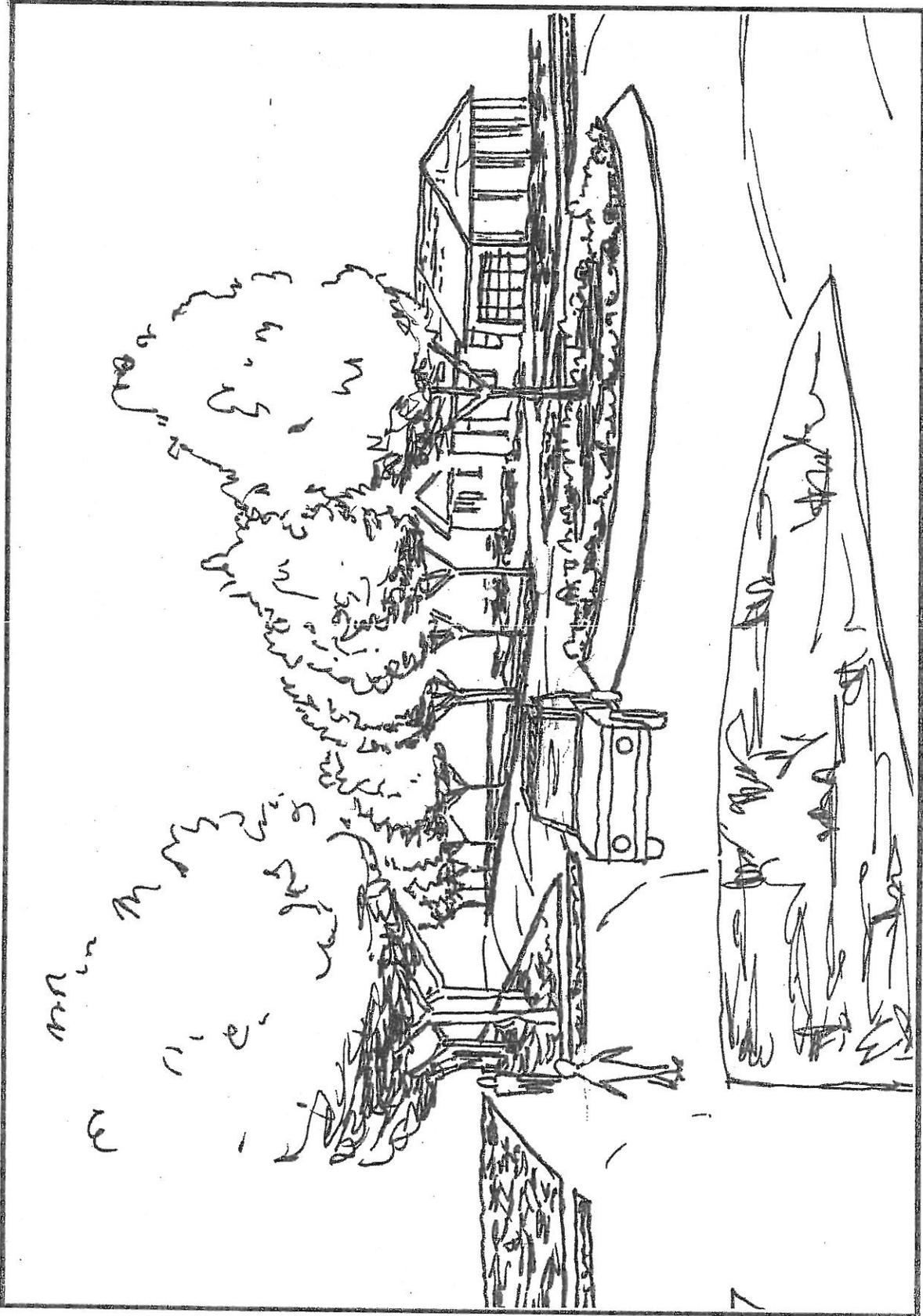
City Hall Plaza Plan
PUBLIC SPACE



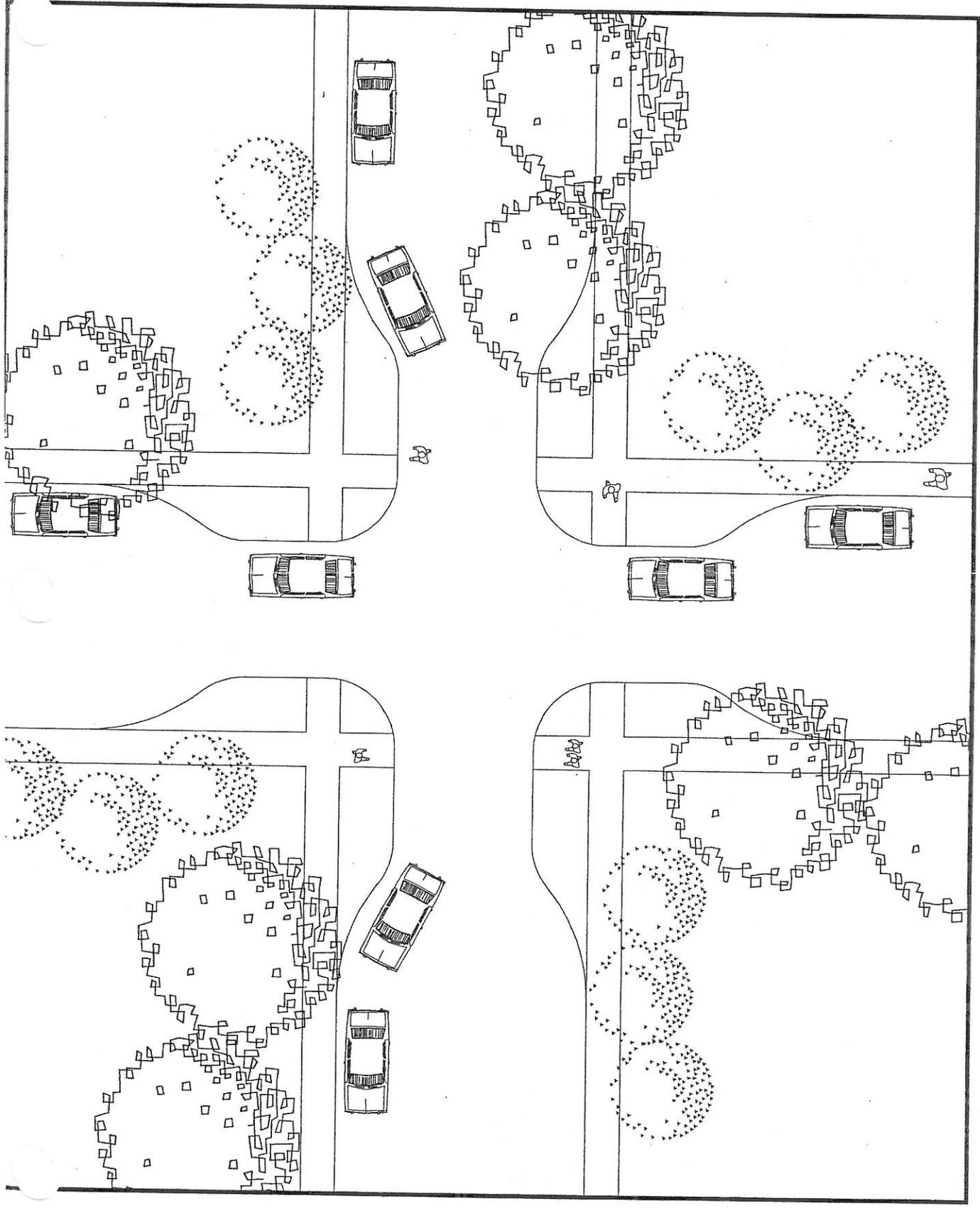
City Hall Plaza Sketch
PUBLIC SPACE



Traffic Circle Sketch
TRAFFIC CALMING

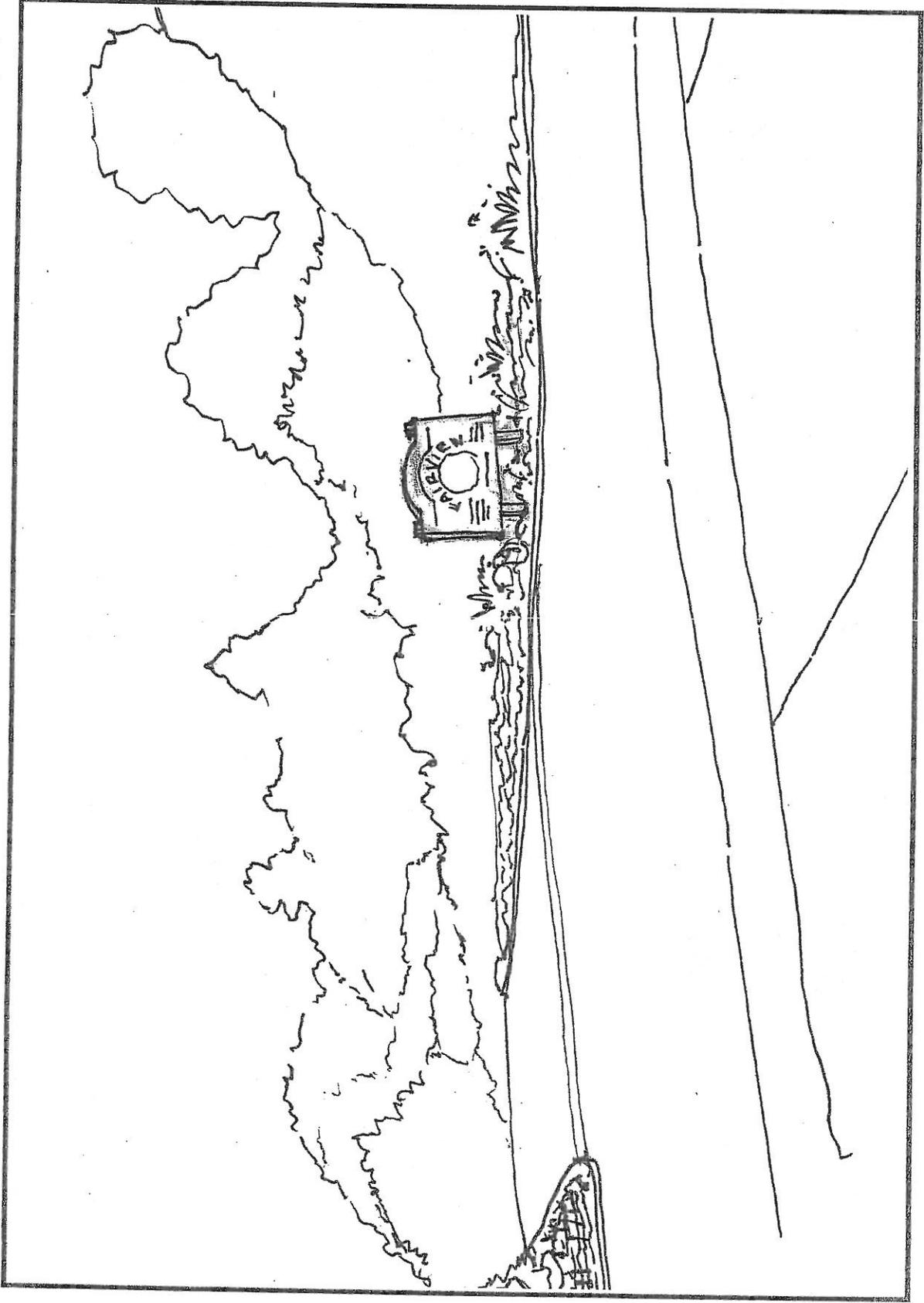


Traffic Circle Sketch
TRAFFIC CALMING



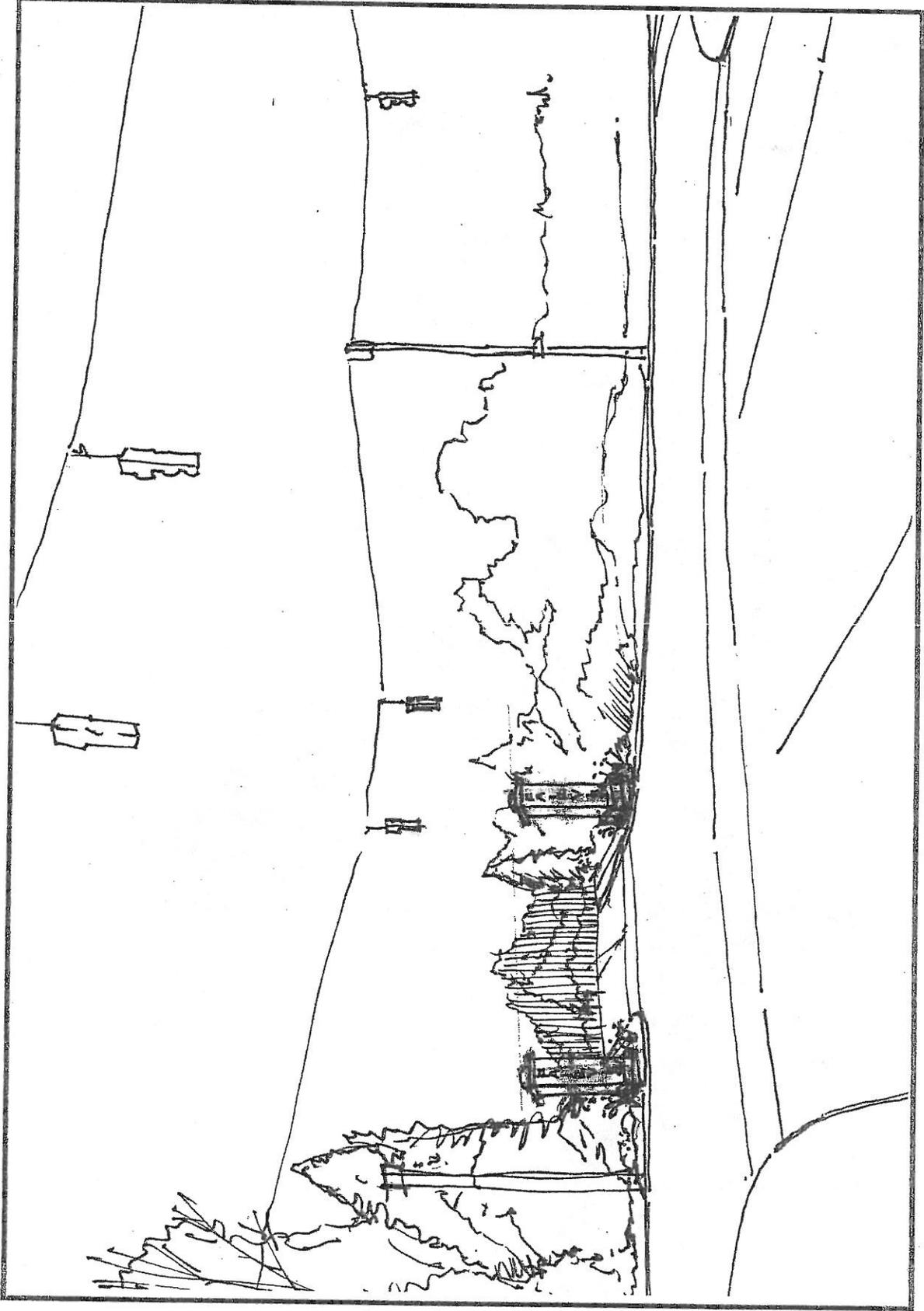
1"=20'-0"

Traffic Bump-Out Plan (typ.)
TRAFFIC CALMING

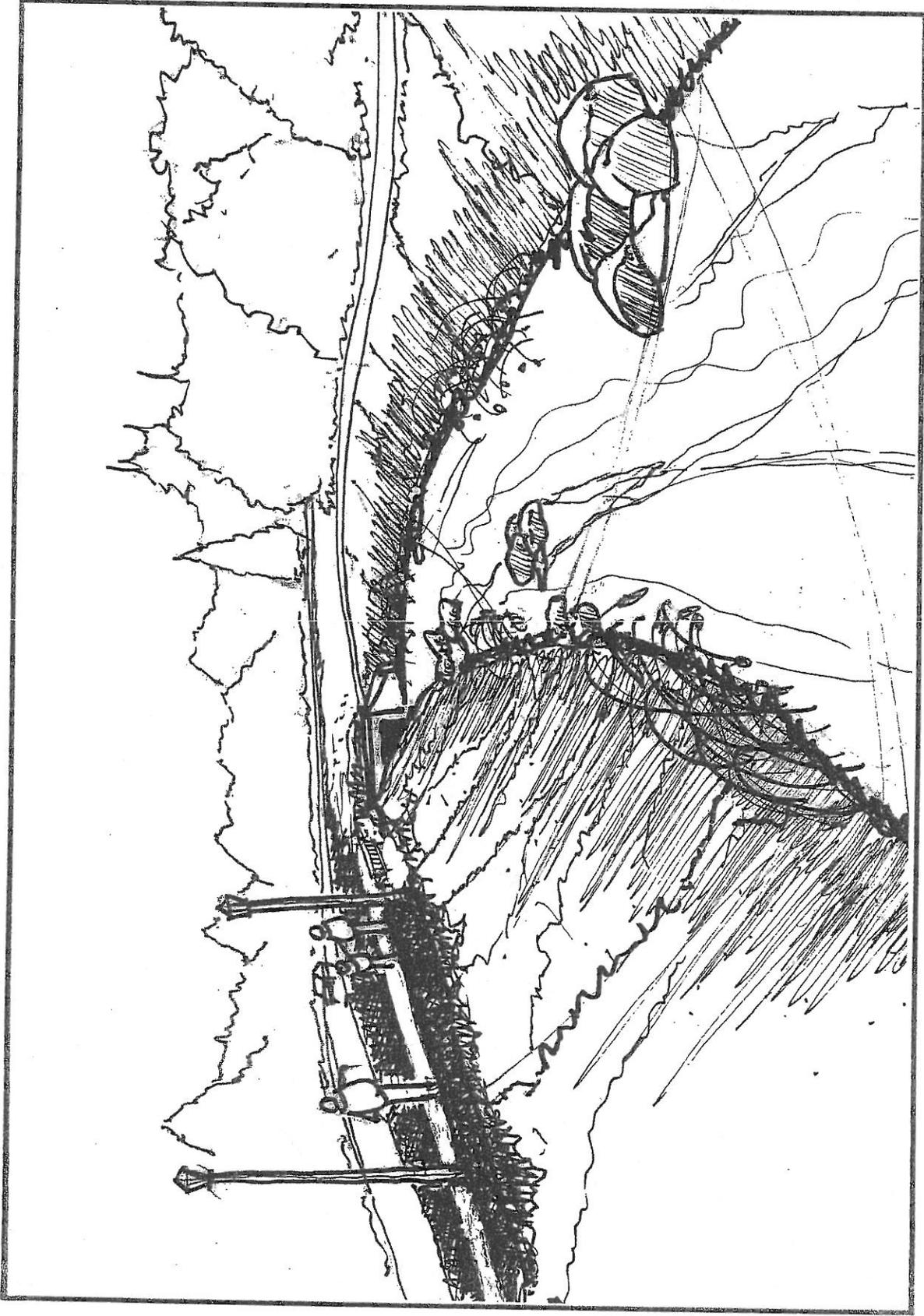


A Landscaped Gateway with Entry Sign Sketch

TEWAYS



B Landscaped Gateway with Entry Columns Sketch
GATEWAYS



Fairview Creek Pathway Sketch
PUBLIC SPACES

City of Fairview Renaissance Plan

Preliminary Cost Estimate

Date: January 9, 1997

Item and Description	Quantity	Unit	Unit Cost	Total Cost
1. Street Improvements (One Typical East-West Block)				
Asphalt Path: 5' Wide (Both Sides of Street)	3,000	Sq. Feet	2.50 \$	7,500.00
Lighting: 12' ornamental pole	3	Each	2,000.00 \$	6,000.00
Trees: 2" caliper, random spacing	24	Each	250.00 \$	6,000.00
Drainage Swale (Both Sides of Street)	600	Lin. Feet	10.00 \$	6,000.00
Landscaped Buffer: 5' Wide Seeded Lawn	3,000	Sq. Feet	0.12 \$	360.00
Existing Utilities Underground (Not including residential connection)	300	Lin. Feet	50.00 \$	15,000.00
			Typical East-West Street Total \$	40,860.00
2. Street Improvements (One Typical North-South Block)				
Asphalt Path: 4' Wide (Both Sides of Street)	2,800	Sq. Feet	2.50 \$	7,000.00
Lighting: 12' ornamental pole	3	Each	2,000.00 \$	6,000.00
Trees: 2" caliper, random spacing	24	Each	250.00 \$	6,000.00
Drainage Swale (Both Sides of Street)	700	Lin. Feet	10.00 \$	7,000.00
Landscaped Buffer: 5' Wide Seeded Lawn	3,500	Sq. Feet	0.12 \$	420.00
Existing Utilities Underground (Not including residential connection)	350	Lin. Feet	50.00 \$	17,500.00
			Typical North-South Street Total \$	43,920.00
3. Alley Improvements (Option A)				
Reinforced Grass Paving (12.5' Wide)	3,750	Sq. Feet	5.00 \$	18,750.00
4. Alley Improvements (Option B)				
Reinforced Grass Paving (10' Wide)	3,000	Sq. Feet	5.00 \$	15,000.00
Asphalt Path: 4' Wide	1,200	Sq. Feet	2.50 \$	3,000.00
			Alley Option B Total \$	18,000.00

Item and Description	Quantity	Unit	Unit Cost	Total Cost
5. Alley Improvements (Option C)				
2 Asphalt Paths: 4' Wide Each	2,400	Sq. Feet	2.50 \$	6,000.00
6. Public Gathering Places (City Hall)				
Decorative Paving	7,500	Sq. Feet	10.00 \$	75,000.00
Focal Element: Water Feature	1	Lump	10,000.00 \$	10,000.00
Bench: 6' long	8	Each	500.00 \$	4,000.00
Seatwall	130	Lin. Feet	30.00 \$	3,900.00
Asphalt Path: 6' Wide	175	Sq. Feet	2.50 \$	437.50
Lighting: 12' ornamental pole	8	Each	2,000.00 \$	16,000.00
Trees: 2" caliper, random spacing	40	Each	250.00 \$	10,000.00
Landscape: Shrubs, perennials & bark mulch.	1,000	Sq. Feet	2.00 \$	2,000.00
Landscape: Seeded Lawn	5,000	Sq. Feet	0.12 \$	600.00
			Gathering Place Total \$	121,937.50
7. Traffic Circle (Typical Intersection)				
Asphalt Removal	325	Sq. Feet	1.50 \$	487.50
Decorative Paving Crosswalks (Optional)	560	Sq. Feet	10.00 \$	5,600.00
Concrete Curb	65	Lin. Feet	10.00 \$	650.00
Planting Soil	20	Cu. Yards	12.00 \$	240.00
Landscape: Shrubs, perennials & bark mulch.	325	Sq. Feet	2.00 \$	650.00
			Traffic Circle Total \$	7,627.50
8. Traffic Bump-outs (Typical Intersection)				
Asphalt Removal	1,000	Sq. Feet	1.50 \$	1,500.00
Planting Soil	50	Cu. Yards	12.00 \$	600.00
Landscape: Shrubs, perennials & bark mulch.	1,000	Sq. Feet	2.00 \$	2,000.00
			Traffic Circle Total \$	4,100.00

<u>Item and Description</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Total Cost</u>
9. Entry Statement				
Sign, lighted	1	Each	2,000.00 \$	2,000.00
Column, lighted	2	Each	2,000.00 \$	4,000.00
10. Pedestrian Improvements Along Fairview Creek				
Asphalt Path: 6' Wide	2,400	Sq. Feet	2.50 \$	6,000.00
Lighting: 12' ornamental pole	2	Each	2,000.00 \$	4,000.00
Bench: 6' long	2	Each	500.00 \$	1,000.00
Fairview Creek Pedestrian Improvements Total				\$ 11,000.00
11. Image Upgrade to Industrial Area				
Landscape: Shrubs & bark mulch.	2,100	Sq. Feet	2.00 \$	4,200.00
Trees: 2" caliper, 30' o.c.	12	Each	250.00 \$	3,000.00
Optional Fence: 6' tall wood	350	Lin. Feet	15.00 \$	5,250.00

APPENDIX C

**CONCEPTS SURVEY
CONCEPTS SURVEY RESULTS**

CITY
OF

FAIRVIEW

300 HARRISON ST., P.O. BOX 337
FAIRVIEW, OREGON 97024
(503) 665-7929 FAX 666-0888
email: fairview@teleport.com

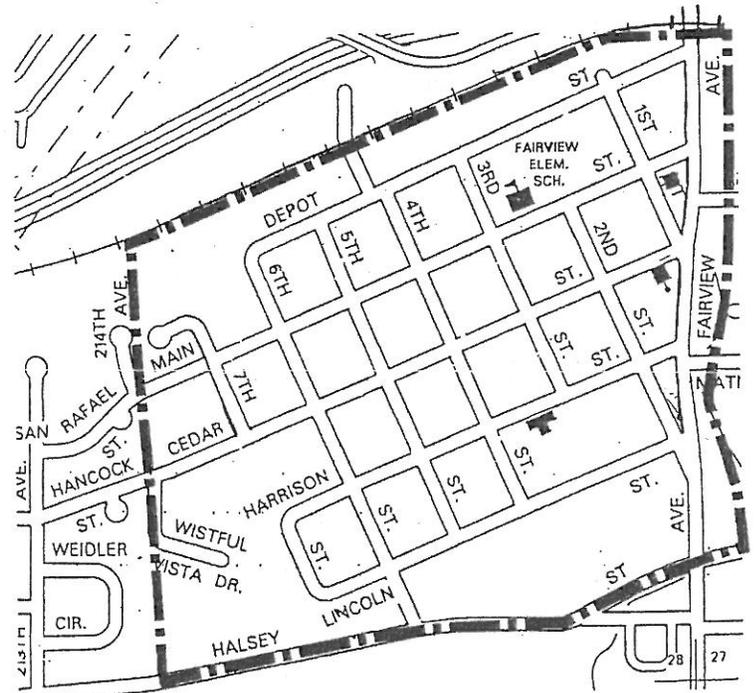
City of Fairview *Renaissance Plan*

Introduction

Work on the Renaissance Plan for the "core area" of Fairview (see map) is continuing, and your input to the process is important. Please take a few minutes to read the following information and fill out the questionnaire. Your responses will be used to evaluate proposed improvements, and guide the direction of the "Renaissance Plan".

Background

The Citizen Advisory Committee (CAC) has been meeting since September. During the past months the committee has identified those things that make the core area special, and begun looking for opportunities to improve the area. The ideas being considered include both built and policy changes, as well as new programs. The purpose of each idea is to improve the safety, appearance or overall livability of the community.



Renaissance Plan "Core Area"

One of the first efforts of the committee was to determine what type of community they want the "core area" to be, and to develop a value statement which expresses these desires. This statement has been used to guide their work and will continue to be used during the development of the plan.

Value Statement

Fairview will provide a safe environment where children and families can live, walk, recreate and enjoy life in a historic, small town setting. Streets, public facilities, parks, schools and homes are well maintained and the community takes pride in its appearance. Neighbors work together to create and provide continual support for a safe, clean and beautiful town.

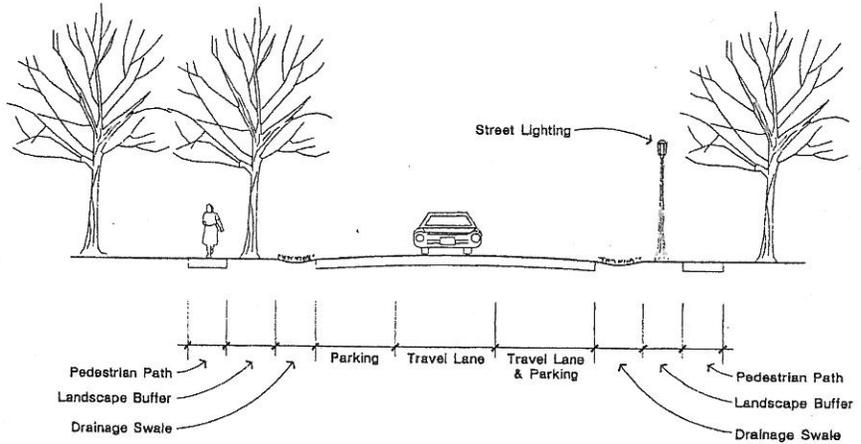
Budget for Change



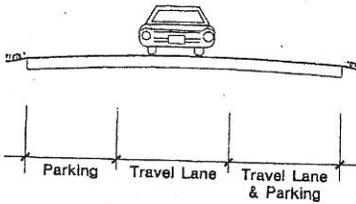
Implementation of all of the built improvements and possibly a few of the programs will require money. However, the current city budget does not include money for any of these. If the result of this survey indicate a strong desire by the community for any of the proposed improvements, the city will look for potential funding sources. These may include federal and state grants.

1. Street Improvements

Several street improvement possibilities exist for the core area. Examples of potential street improvements include places to park, places to walk, and street lighting. Each of these potential improvements is described below.



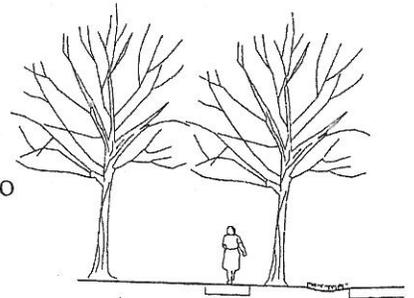
1a. Places to Park



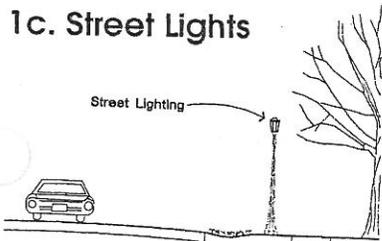
The average width of most paved streets in the neighborhood is 20 feet. Vehicles are usually parked on gravel shoulders adjacent to the street. Streets could be widened enough to accommodate parking on the asphalt, and still allow for the safe movement of automobiles and emergency vehicles, but not so much as to detract from the small town feel of the neighborhood.

1b. Places to Walk

Very few sidewalks exist within the "core area". Consequently, when residents walk throughout the neighborhood they use the road or gravel shoulders. Asphalt paths, located along one or both sides of the street, would provide a safe place to walk which does not conflict with automobile traffic.

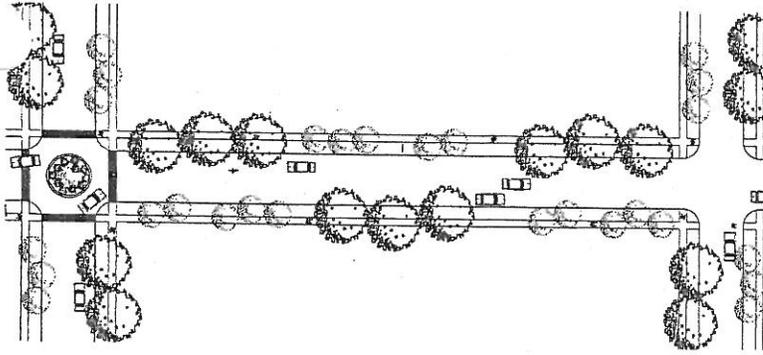


1c. Street Lights



Currently, street lighting is limited to two or three fixtures randomly located along each block. To increase safety and visibility, and to provide a more uniform distribution of light, new fixtures would be evenly spaced throughout the neighborhood. Fixtures which reinforce the communities historic appearance could be used.

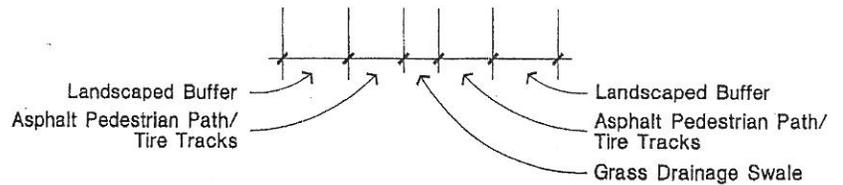
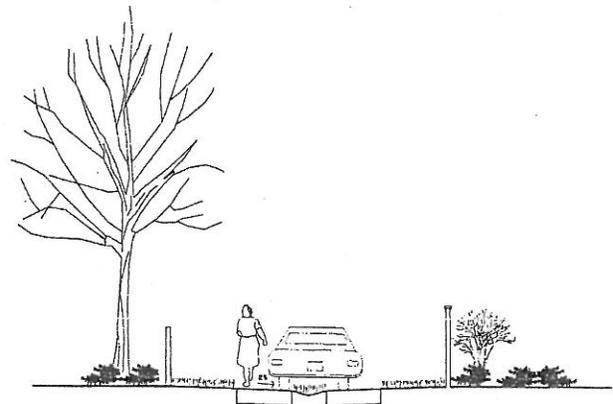
2. Street Tree Program



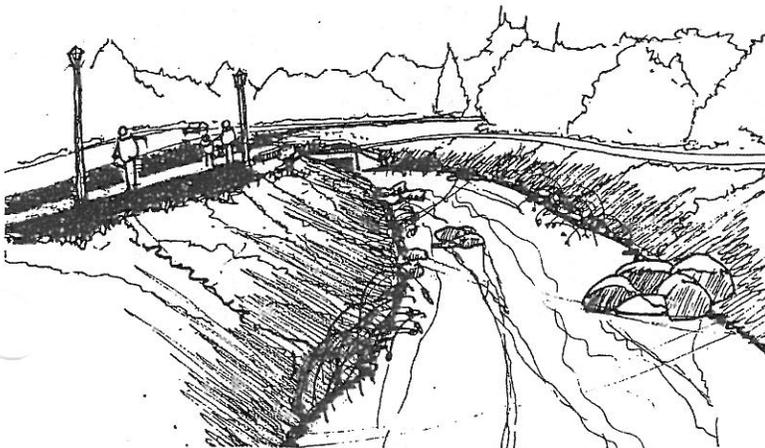
Due to the informal nature of streets, and lack of curbs and sidewalks, in the “core area” a street tree program has never been established. Street trees provide many benefits, including shade and the reduction of air pollution. In many communities street trees are arranged in straight lines. However, the Advisory Committee felt that an informal arrangement of street trees would better fit the parklike character of the neighborhood.

3. Alley Improvements

The east-west running alleys found in virtually every block in the “core area” provide a unique opportunity not found in many communities. These can be used for vehicular access to rear-yard garages and walking. However, in their current condition, primarily grass, they can only be used during drier seasons. Asphalt paths would make the alleys usable by cars and people throughout the year.

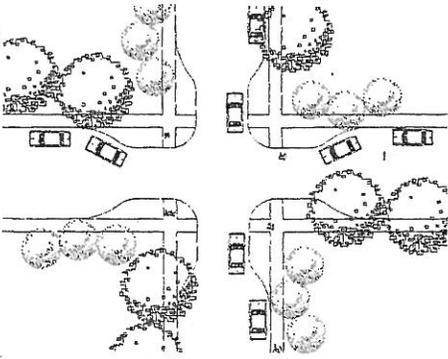


4. Fairview Creek Walkway

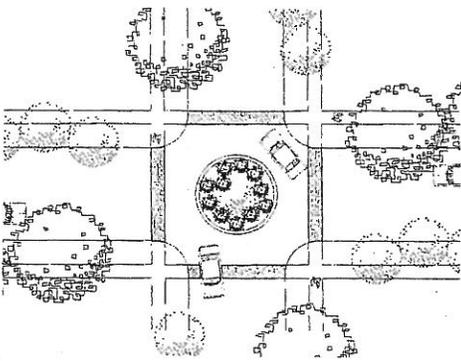


At the intersection of Halsey and Fairview Avenue, Fairview Creek was recently realigned in preparation for the reconstruction of the street. A walkway, lighting, and benches could be constructed along the creek, connecting to the new sidewalk along Halsey Street.

5. Traffic Calming

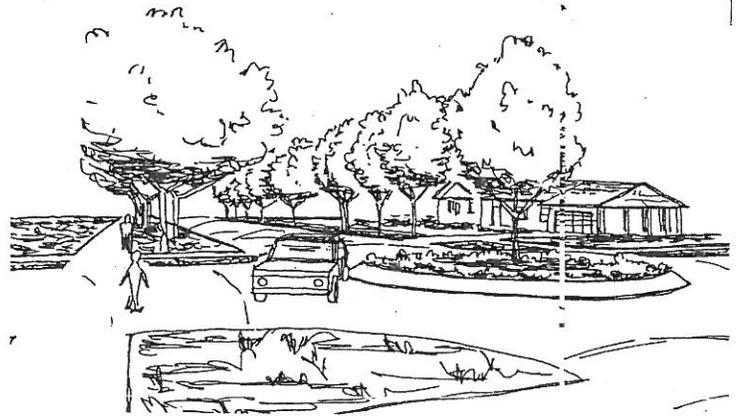


Plan View
Traffic Bump-Out



Plan View
Traffic Circle

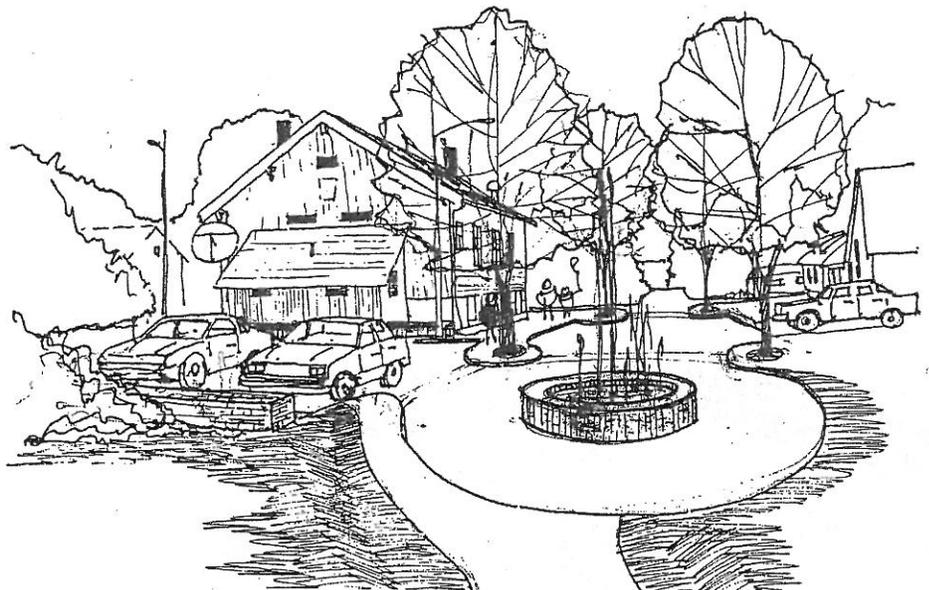
In Fairview, as in many other communities, intersections in residential areas often do not have stop signs. Typically they are not necessary because of low traffic volumes and slower speeds. Several methods to slow drivers down along residential streets are now being used throughout the region. These include **traffic circles** located in the center of intersections, **bump-outs** at each corner of an intersection, and **speed humps** at mid block. All of these traffic calming methods were reviewed with emergency service providers, who felt they would not impact emergency services if designed properly.



Sketch
Traffic Circle

6. City Hall Plaza

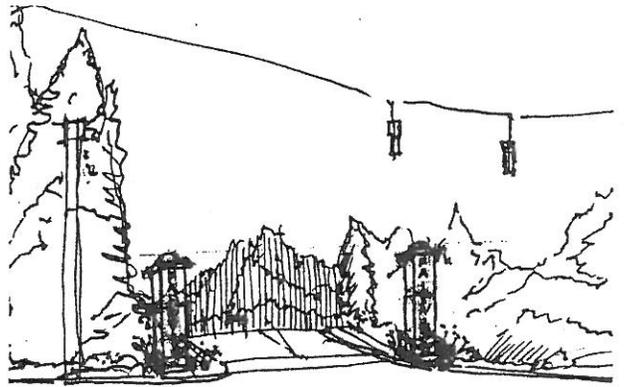
Currently, the City Hall parking lot is used for the neighborhood street fair and other community events. Improvements to the space would make it more enjoyable for use during these events, but still allow automobile parking. Changes could include trees for shade, low walls for seating and possibly a small fountain.



Sketch
City Hall Plaza

7. Entry Signs

Signs are often used to identify communities or even neighborhoods. Entry signs, or columns could be constructed at the primary gateways to the “core area” of Fairview. These would provide a unique identity for the neighborhood and reinforce the historic flavor.



Sketch
Entry Columns



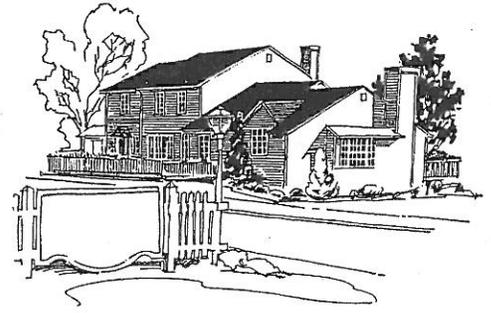
Sketch
Entry Sign

8. Put Existing Utilities Underground

Utilities in the “core area” are currently located overhead. In many communities new utilities are placed underground and existing overhead lines are being replaced by underground systems. In most cases this is being done to improve the appearance of the community. However, underground utilities also provide an additional benefit by providing protection from the weather especially ice storms.

9. Identify Historic Structures

Several homes and buildings in Fairview have historical significance and contribute to the character of the "core area". A program, which identifies these structures and provides recognition in the form of a plaque or sign, could be established for the neighborhood. This program might also provide information to property owners regarding financial assistance to improve and preserve structures which may be available from various groups and agencies.



10. Town Christmas Tree

Many communities celebrate the holiday season with decorations and lights. A "Town Christmas Tree" could be planted in a prominent location, visible to residents and visitors of Fairview. It would be decorated each holiday season, and continue to grow and benefit the community from year to year.



11. Community Cleanup Day



Community cleanup day would give residents an opportunity to remove debris and rubbish from their property. Neighbors might also work together cleaning up a vacant lot, or helping another neighbor. Debris could be placed in piles for removal or in temporary dumpsters.

12. Community Awards

Many residents of the community go to extraordinary efforts to improve, maintain, and decorate their homes. A community awards program would recognize citizens for things such as, yard and garden care, home fix-up and holiday decorations.



What do you think?

Now that you have had a chance to read about the ideas the committee has developed, we would like you to take a few minutes to fill out the questionnaire on the following page. After you have finished please cut off the page, fold it as indicated, and mail it to the City of Fairview. If you would like you may drop off the form at City Hall. All responses should be returned no later than March 10th. Thanks for your help.

1. How desirable or undesirable are each of the improvements or programs described previously?
(Please circle one number for each item)

Age No.	Item	Extremely Undesirable	Somewhat Undesirable	Neutral	Somewhat Desirable	Extremely Desirable
2	Places to Park	1	2	3	4	5
2	Places to Walk	1	2	3	4	5
2	Street Lights	1	2	3	4	5
3	Street Tree Program	1	2	3	4	5
3	Alley Improvements	1	2	3	4	5
3	Fairview Creek Walkway	1	2	3	4	5
4	Traffic Bump-outs	1	2	3	4	5
4	Traffic Circles	1	2	3	4	5
4	Speed Humps	1	2	3	4	5
4	City Hall Plaza	1	2	3	4	5
5	Entry Columns	1	2	3	4	5
5	Entry Signs	1	2	3	4	5
5	Put Existing Utilities Underground	1	2	3	4	5
6	Identify Historic Structures	1	2	3	4	5
6	Town Christmas Tree	1	2	3	4	5
6	Community Cleanup Day	1	2	3	4	5
6	Community Awards	1	2	3	4	5

If you were given 100 points to allocate to these projects how would you distribute the points. (Please divide the points between those items which you feel are most important.)

_____ Places to Park	_____ Places to Walk
_____ Street Lights	_____ Street Tree Program
_____ Alley Improvements	_____ Fairview Creek Walkway
_____ Traffic Bump-outs	_____ Traffic Circles
_____ Speed Humps	_____ City Hall Plaza
_____ Entry Columns	_____ Entry Signs
_____ Put Existing Utilities Underground	_____ Identify Historic Structures
_____ Town Christmas Tree	_____ Community Cleanup Day
_____ Community Awards	100 Points Total

3. Optional

Name: _____

Number of years lived in Fairview?

Age: _____

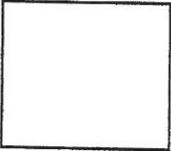
_____ 0-2

_____ 3-5

_____ 5-15

_____ 16 or more

Please write additional comments on a separate sheet and attach.



City of Fairview
300 Harrison St., P.O. Box 337
Fairview, OR 97024

City of Fairview
300 Harrison St., P.O. Box 337
Fairview, OR 97024

Place
Stamp
Here

City of Fairview
300 Harrison St., P.O. Box 337
Fairview, OR 97024

*Fold with this side
out to return*

City of Fairview Renaissance Plan

Concepts Survey Results March 1997

Total Surveys Sent = 360

Total Respondents = 41

Question 1: How desirable or undesirable are each of the improvements or programs described previously?

- Extremely Undesirable = 1
- Somewhat Undesirable = 2
- Neutral = 3
- Somewhat Desirable = 4
- Extremely Desirable = 5

Results:

<u>Item</u>	<u>Mean Score</u>
Extremely Undesirable to Somewhat Undesirable	
None	
Somewhat Undesirable to Neutral	
Traffic Bump-outs	2.8
Traffic Circles	2.8
Speed Humps	2.8
Neutral to Somewhat Desirable	
Entry Columns	3.1
City Hall Plaza	3.2
Alley Improvements	3.3
Places to Park	3.3
Entry Signs	3.3
Fairview Creek Walkway	3.5
Identify Historic Structures	3.5
Community Awards	3.6
Street Tree Program	3.7
Town Christmas Tree	3.9
Somewhat Desirable to Extremely Desirable	
Places to Walk	4.0
Street Lights	4.1
Community Cleanup Day	4.4
Put Existing Utilities Underground	4.4

Question 2: If you were given 100 points to allocate to these projects, how would you distribute the points? (*Please divide the points between those items which you feel are most important*).

Results:

<u>Item</u>	<u>Mean Score</u>	<u>Min.</u>	<u>Max.</u>
Traffic Bump-outs	0.9	0	10
Identify Historic Structures	1.3	0	10
Community Awards	1.6	0	30
Entry Columns	2.0	0	20
Entry Signs	2.4	0	20
Traffic Circles	2.9	0	25
City Hall Plaza	3.0	0	15
Town Christmas Tree	4.2	0	30
Alley Improvements	5.1	0	35
Street Tree Program	5.7	0	20
Speed Humps	6.3	0	60
Fairview Creek Walkway	6.7	0	50
Places to Park	7.2	0	50
Street Lights	10.2	0	30
Places to Walk	10.2	0	50
Community Cleanup Day	10.6	0	55
Put Existing Utilities Underground	17.4	0	70

Question 3: Number of years lived in Fairview?

Results:

<u># Years</u>	<u>% of Respondents</u>
0-2 years	24%
3-5 years	17%
5-15 years	22%
16 or more	32%
no response	5%

Other Comments:

Respondent	Comments
003	City Hall Plaza: Isn't there supposed to be a new City Hall built in the new Fairview development? Do we want to spend \$ on the old if it is closing? Street Tree Program: We'd rather have sidewalks.
006	We like the city as it is currently. We do not feel we need a lot of these changes.
007	Fairview Creek Walkway: too much loitering. Speed Humps: rattle bar height. Community Cleanup Day: Include old cars & junk cars.
008	94 [out of 100 points] to water run-off solution.
009	Storm drains would be <u>50</u> points!
011	<u>Deed</u> alleyways to the owners bordering alleys.
012	<i>(see attached letter.)</i>
013	To improve the alley as was described would encourage more foot and vehicle traffic through them. As of now vehicles go down my alley racing, and there are young people gathering there at night. Sometimes not for a good reason.
014	The brutal and unsightly Hawthorn trees should be replaced.
022	What about fund raising? You should ask early and often.
038	I think a few traffic circles and bump-outs at other intersections that need calming. Definitely more occasions – openings for neighborhood-people interactions. * See growing dumping on depot wooded site.
039	It would be such a boost for this community if you actually carry these proposals to fruition. You have my support.

APPENDIX D

CAPITAL IMPROVEMENTS PLAN

 209 S.W. SECOND AVENUE, SUITE 200
PORTLAND, OREGON 97204

