Land Use Regulations Related to Housing, Phase 1

Clackamas County, like many other regions across the country, doesn't have enough housing -- and housing that people can afford – to meet the needs of its residents.

One way Clackamas County can help is to make sure its land use and zoning regulations allow for different types of housing -- apartments, manufactured homes, single-family homes, townhouses, etc. To help make that happen, the Planning & Zoning Division is considering changing regulations to allow for more flexibility in housing development in urban unincorporated areas of the county (see map below).

These changes will be considered in three phases, each with a focus on different housing types and in different locations in the urban unincorporated area (cross-hatched areas on map). Phase 1 -- under way now – is focused primarily on multi-family housing (apartments/condos) and specifically on housing density in commercial zones (red areas on map), parking requirements for multifamily residential developments and affordable housing bonuses. Later phases will focus on changes in land use regulations for housing found primarily in residential zones.

Please take a few minutes to learn more about the Phase 1 options being considered and let us know how you feel about them. The responses we receive from this survey will be taken into consideration as we draft amendments to our land use zoning code. Thank you.

Question Title
Areas being considered in Phase 1: Urban unincorporated (cross-hatched); commercial (red)

Clackamas County Urban Unincorporated Areas Included in the Land Use Housing Strategies
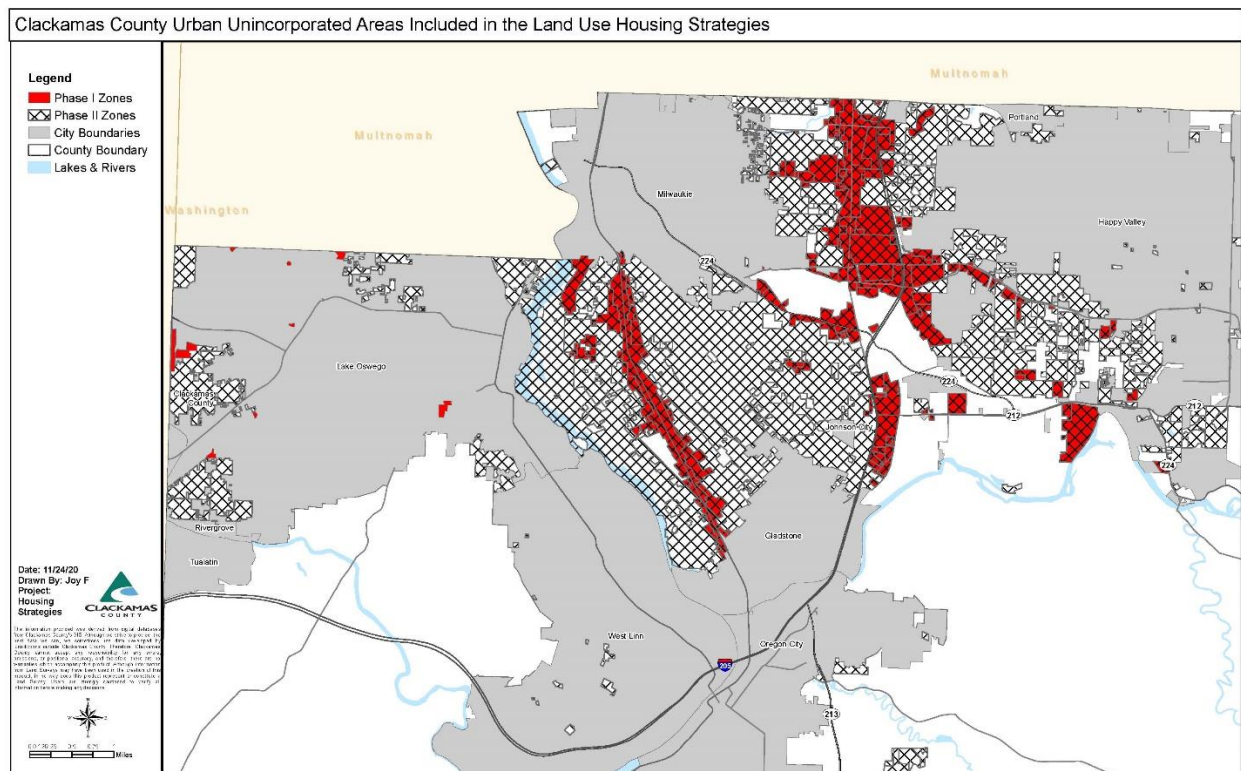
I.   DENSITY

Land use regulations often limit housing density -- the number of dwelling units that can be built on an acre of land. The county is considering increasing the housing density allowed for multi-family housing on some land that is zoned for commercial uses (retail, services, offices, restaurants, entertainment, etc.).

Right now, Clackamas County code allows for multi-family homes (apartments, duplexes, townhomes, etc.) to be built in most commercial zones, but in many areas limits the housing to 25 units per acre. Increasing the number of housing units allowed near commercial areas and job centers could substantially improve housing opportunities for people who want, or need, to be closer to such services.

The following questions give you a chance to let us know how you feel about some possible ways to change this.

1. Please let us know which types of new residential/housing development you would prefer to see in commercial zones.
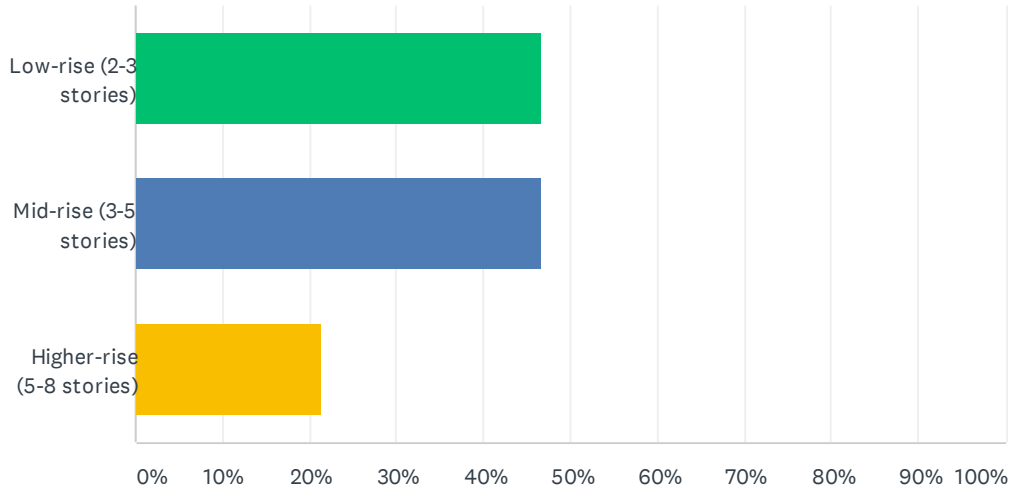
☐

Low-rise (2-3 stories)☐

Mid-rise (3-5 stories)☐

Higher-rise (5-8 stories)

Q1 Please let us know which types of new residential/housing development you would prefer to see in commercial zones.

Answered: 412   Skipped: 51

ANSWER CHOICES	RESPONSES	
Low-rise (2-3 stories)	46.60%	192
Mid-rise (3-5 stories)	46.60%	192
Higher-rise (5-8 stories)	21.36%	88
Total Respondents: 412		

Q2 For each of the following six statements, let us know if you agree, disagree, have no opinion or need more information.

Answered: 461   Skipped: 2

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D. Raise the maximum dens...

E. Eliminate maximum dens...

0%   10%   20%   30%   40%   50%   60%   70%   80%   90%   100%
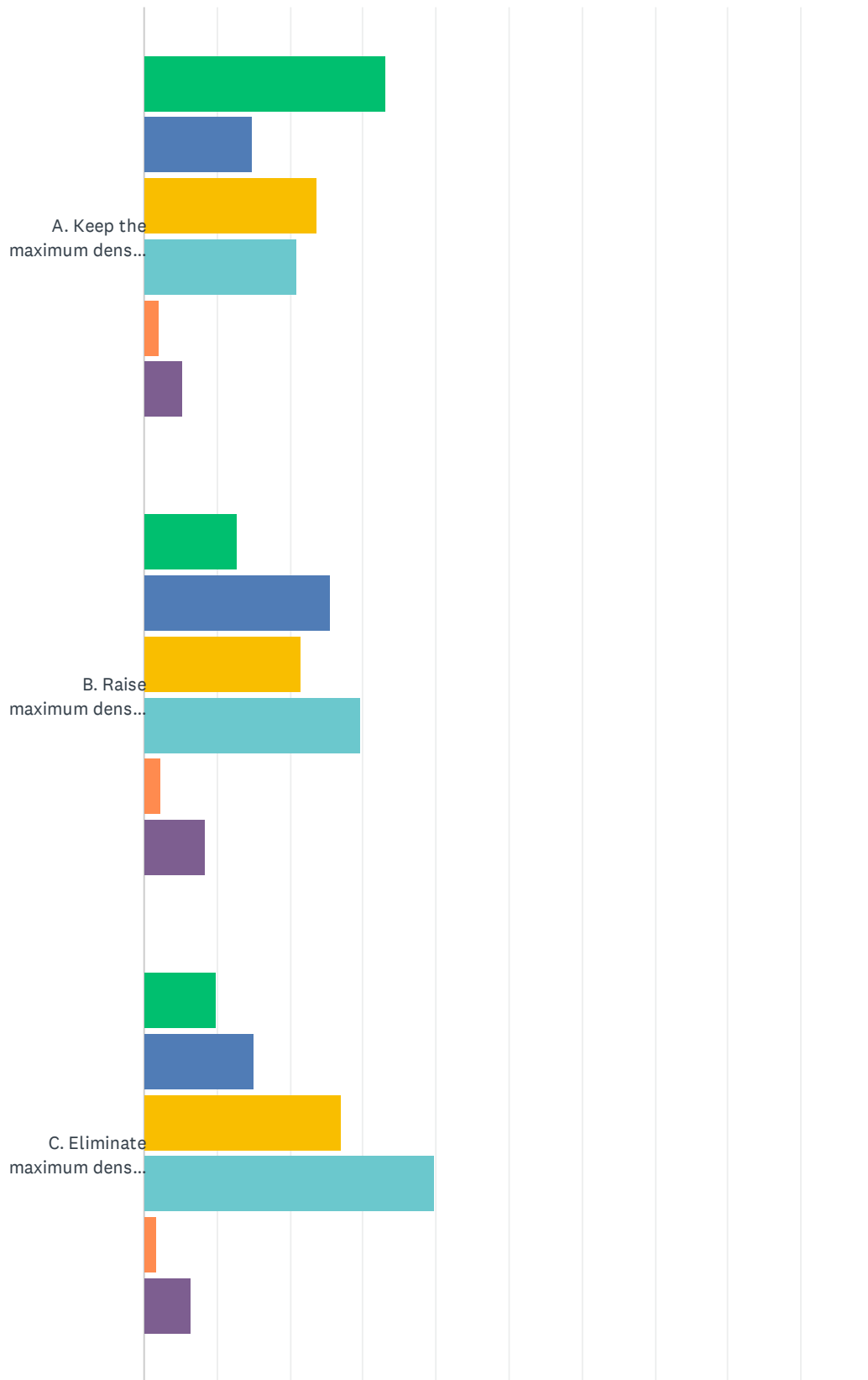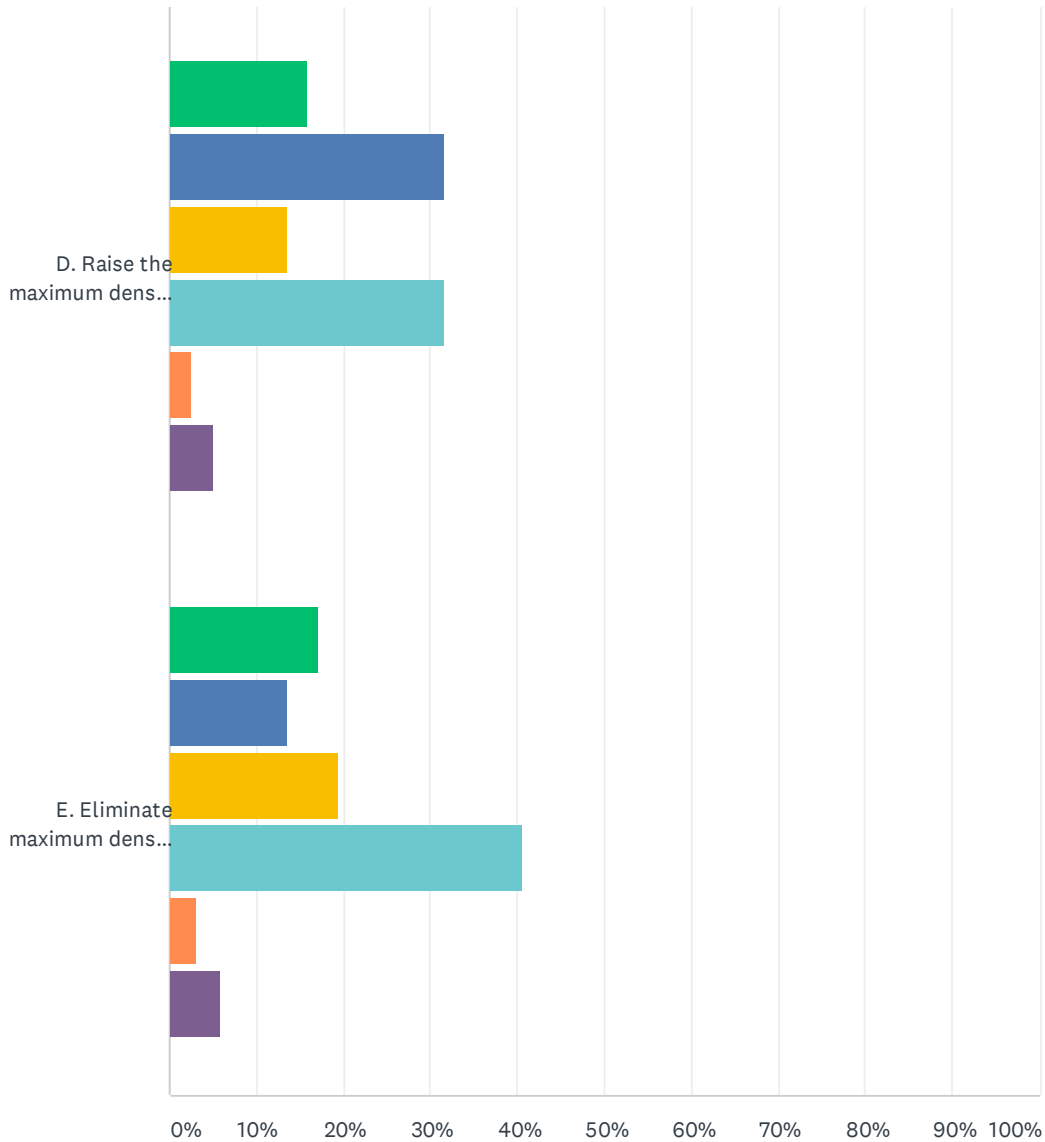
- Strongly agree
- Agree
- Disagree
- Strongly disagree
- No opinion/don't know
- Need more information

Land Use Regulations Related to Housing, Phase 1

	STRONGLY AGREE	AGREE	DISAGREE	STRONGLY DISAGREE	NO OPINION/DON'T KNOW	NEED MORE INFORMATION	TOTAL
A. Keep the maximum density limits for housing in commercial zones at 25 units/acre to limit options to low-rise (2-3 stories) housing development.	33.04% 151	14.88% 68	23.63% 108	21.01% 96	2.19% 10	5.25% 24	457
B. Raise maximum density limits only for low-income housing in commercial zones so there can be mid-rise (3-5 stories) housing development.	12.83% 58	25.44% 115	21.46% 97	29.65% 134	2.21% 10	8.41% 38	452
C. Eliminate maximum density limits only for low-income housing developments in commercial zones so there can be mid-rise (3-5 stories) and higher-rise (5-8 stories) housing development.	9.87% 45	15.13% 69	26.97% 123	39.69% 181	1.75% 8	6.58% 30	456
D. Raise the maximum density limits for all housing in commercial zones above the current 25 units/acre, to allow for mid-rise (3-5 stories) housing development.	15.86% 72	31.50% 143	13.66% 62	31.50% 143	2.42% 11	5.07% 23	454
E. Eliminate maximum density limits for all housing in commercial zones, to allow for low-rise (2-3 stories), mid-rise (3-5 stories) and higher-rise (5-8 stories) housing development.	17.14% 78	13.63% 62	19.56% 89	40.66% 185	3.08% 14	5.93% 27	455

#	OTHER (PLEASE SPECIFY)	DATE
1	Along with increasing housing density allow for individual ownership, not just lease/rental units.	12/31/2020 2:24 AM
2	dddddddddddddddddddddddddddddddddddddddddddddddddddddddddddddddddddddddddddddddd dsddddddddddddddddddddddddddddddddddddddddddddddddddddddddddddddddddddddddddddddd dddddddddddddddddddddddddddddddddddddddd ddrd dad ddnings Lodge CPO to provide input on the county's proposal to purchase the EconOLodge on McLoughlin Blvd they used misinformation and flat out lies to sell the proposal. That misinformation and the lies told during this meeting was supported by 3-commissioners (2-of them outgoing commissioners) at the following weeks Tuesday biz meeting and subsequent regular Thursday meet ing. Both of those meetings became contentious after the real truths to the matter became apparent. The fact of the matter was this was a done deal before any transparency occurred.	12/29/2020 1:01 AM
3	Low rise or mid-rise only would be preferred	12/29/2020 12:27 AM
4	Stop building in older established neighborhoods	12/28/2020 9:46 PM
5	Density should be dependent on the individual property - No cookie cutter stuff	12/28/2020 7:44 PM
6	allow trailer parks	12/28/2020 6:45 PM
7	too much high density in our area(Mt. Scott)	12/27/2020 7:23 AM
8	Allow for 1 and 2 story dwelling units in high densities in cluster communities	12/19/2020 11:04 AM
9	Focus on mixed type housing so that additional housing does not become just high end urban living. Use tools to encourage mixing low-income or subsidized housing options with other market-level housing.	12/17/2020 7:58 PM
10	Allow density in all single family zones within the county	12/17/2020 5:16 PM
11	Very confusing survey/can't see the top labels by each question	12/17/2020 1:56 PM
12	Reduce density to 10 units per acre and no multistory	12/16/2020 8:25 AM
13	Have incentives for builders to build low income housing and not allow for the property management to hike up the rent prices.	12/15/2020 10:02 PM
14	We do not need an increase in density in any way. Our roads are already saturated, and crime is going up in our neighborhoods.	12/14/2020 10:53 PM
15	consider the area, rural vs. congested	12/13/2020 7:55 AM
16	We see what is happening in other areas where medium or high density is allowed, no parking is available. It needs to be available.	12/12/2020 3:50 PM
17	Stop packing people into small areas.	12/10/2020 8:14 PM
18	Do whatever is necessary so there is housing for people who need it at a rent they can afford	12/10/2020 6:57 PM
19	Leave it as is. Most people moved out here to get away from big city BS. We don't want more density and congestion. We especially don't want the urban ghettos you all call low income housing.	12/10/2020 4:24 PM
20	to be consistent within indiviudal neighborhoods future buildout	12/10/2020 7:42 AM
21	County is over populated, don't increase houses, decrease humans.	12/9/2020 8:53 PM
22	No high density building in residential or unincorporated areas	12/9/2020 7:46 PM
23	Stop allowing loq-income housing to transition to privately owned housing without requiring 100% return of taxpayer assisted funds and grants before selling off low-income housing.	12/9/2020 7:26 PM
24	High rise housing would be out of place in most cases. Low rise or mid-rise housing would provide a more neighborhood feel to an area.	12/9/2020 6:19 PM
25	Until there is sanity in drug laws nothing you do for low income will work. High rise for low income just produces trash and violence.	12/9/2020 2:09 PM
26	Offer more density for more affordable housing - link the two.	12/9/2020 12:07 PM
27	Remove all minimum requirements for parking for both residential and commercial properties.	12/8/2020 10:24 AM

28	Height & density of existing development should be a factor in approval of new development so that the end product appears well integrated.	12/5/2020 10:12 AM
29	possibly higher rise at the core, then gradually lower maximum rise out from there.	12/3/2020 6:44 PM
30	Increasing density for all developments will provide for mixed incomes throughout Clackamas Co. and may avoid concentration of lower cost housing in certain areas. Instead allow density bonuses for any development that includes units of affordable housing.	12/3/2020 4:37 PM
31	provide parking, showers, etc., for those living in cars and vans.	12/2/2020 7:00 PM
32	Keep Portland density in Portland!	12/2/2020 6:55 PM
33	Flood the market with housing to lower the rent rates. If there are more housing options then demand these landlords will finally have to lower their rates instead of profiting from people who are barely making ends meat	12/2/2020 6:24 PM

Q3 Please share any comments, suggestions or questions you have about residential density in commercial areas.

Answered: 185   Skipped: 278

#	RESPONSES	DATE
1	Concerned about mid and high rise buildings obscuring views of existing residences above proposed area (referring to McLoughlin Blvd)	12/31/2020 11:16 PM
2	I marked "need more information" on many choices, but really meant there "needs to be more analysis presented" on how these choices work with and impact different types of surrounding neighborhoods. This survey conveys a "one choice fits all" approach; and treats housing in commercial areas as being separate from the surrounding neighborhood. Neither is the case. These questions need to be answered: What options will best create a complete, viable, livable and equitable neighborhood in each particular neighborhood, given its current neighborhood conditions? For neighborhoods where adding more multifamily housing in the commercial areas wouldn't achieve those goals (and perhaps take them further away from those goals), what else would need to be provided?	12/31/2020 3:52 PM
3	Residential products in commercial zones should be located and designed to maximize their locational advantages in being walkable, close to services and commercial, and to take pressure off locating higher density in areas more distant from services. Specific du/acre should be based on locational characteristics rather than arbitrary upper limit or range.	12/31/2020 3:01 PM
4	The overall design needs to encourage a respectful community.	12/31/2020 1:43 PM
5	This depends on the site and its ability to serve higher density.	12/31/2020 1:00 PM
6	NA	12/31/2020 9:07 AM
7	Allowing more dense housing will damage the community feel in our neighborhoods. Low income dense housing in neighborhoods brings down our home values. Dense housing overloads our schools, and does not bring in enough taxes to pay for school expansion.	12/31/2020 7:10 AM
8	Public green spaces need to be included as well as grocery stores and small markets within walking distance or ground level commercial units with residences above.	12/31/2020 2:24 AM
9	Look for balance, so that neither the commercial nor the residential overwhelms the other.	12/30/2020 8:49 PM
10	Commerce is changing faster and is more adaptive than the need for housing. Areas zoned commercial must be re-zoned to allow for safe, healthy, affordable housing.	12/30/2020 5:23 PM
11	You're heading over the map does not agree with the legend on the map. The map is exceptionally hard to read. Both of these issues can seriously skew the survey.	12/30/2020 4:58 PM
12	Eliminate mandatory parking minimums.	12/30/2020 4:29 PM
13	Concentrate on building standard single family homes in undeveloped lands close to existing public infrastructure. Push for expanding urban growth boundaries to accommodate new village housing developments. The demand for housing is in single family, not dinky Metro planner favored homes. Stop being a clone for Metro regional planning doctrine. Adopt our own (Clackamas) independent, prosperous housing policy.	12/30/2020 4:26 PM
14	There seems to be way more proposed density on the east side of the Willamette than in West Linn.	12/30/2020 12:34 PM
15	I would like to see low income housing mixed into middle income and other income housing rather than segregated.	12/30/2020 11:18 AM
16	Na	12/30/2020 10:49 AM
17	Consider creating housing that's a blend for low income and higher income; take care not to separate people merely because of income.	12/30/2020 2:06 AM
18	We need more affordable housing in commercial areas	12/29/2020 9:33 PM
19	The commercial areas along Mcloughlin Blvd are too close to existing residential units to allow high rise apartment complexes. The ultimate spill-over would result in mid-rise units within established residential areas, which should be prohibited.	12/29/2020 6:31 PM
20	NA	12/29/2020 5:37 PM
21	Increased living density will require improved transportation options in Clackamas county	12/29/2020 4:02 PM
22	residential density supports businesses	12/29/2020 3:39 PM

23	Catering to high density, homeless and low income housing is a recipe for disaster .... take a quick look at what used to be a very nice city next door .... Portland, or what is left of it!	12/29/2020 2:47 PM
24	What evidence is there that merely constructing residential units in a commercial zone means that the residents of those units work in the area?	12/29/2020 1:32 PM
25	I think it is time to allow development of high-rise housing along the McLoughlin corridor. It is the logical place to put denser housing, with transit and other amenities withing walking distance.	12/29/2020 11:21 AM
26	Increasing density in any area, residential or commercial brings too many problems that outweigh the benefits. Your "solutions", light rail and increased busing have brought crime and violence to areas that previously had much less of both. The greatest creator of carbon pollution in our area is the higher density of our population-traffic is now a nightmare in far too much of the metro area.	12/29/2020 9:01 AM
27	I'd love to see more affordable housing, especially near the MAX line.	12/29/2020 7:31 AM
28	Traffic will increase without adequate roads	12/29/2020 7:05 AM
29	Low income housing bring more crime and riff raff to the area, look at Portland, burnside	12/29/2020 6:47 AM
30	Where would parking be for 8 story housing? Can schools and other community services here accommodate that level of density?	12/29/2020 5:38 AM
31	lower density is desired	12/29/2020 5:13 AM
32	Make sure there are plenty of AFFORDABLE spaces available for people. They don't have to be fancy apts, but need to be functional and well built.	12/29/2020 1:46 AM
33	You really aren't interested in community input when it might disagree with planning you have already completed.	12/29/2020 1:01 AM
34	What are the Fire District's thoughts in regards to what their ladder trucks are capable of handling safely?	12/29/2020 12:27 AM
35	I do not want to see density limits changed in this area.	12/29/2020 12:11 AM
36	The commercial zone Along McLoughlin with rapid bus service including East West lines will make the best use of mixed use commercial zones	12/29/2020 12:09 AM
37	If categories are open ended, development may meet only maximum standards. Be sure to put in the ZDO standards that will graduate intensity and density to be compatible with surrounding community character.	12/28/2020 11:26 PM
38	After living in Portland for 58 years I moved to unincorporated CC for the lower density. Portland has been ruined by the infill, high density with no parking.	12/28/2020 11:17 PM
39	What's to prevent you from changing zones from residential to commercial in order to add more density?	12/28/2020 9:58 PM
40	You cannot afford to bring more people into this area. The fires of 2020 should be reason enough, not to mention traffic, noise and light pollution and lack of proper infrastructure. Also note that a critical question has been left out. What if you don't agree with any of it? You left that out. The answer would probably be no to any increase in population.	12/28/2020 9:46 PM
41	I think it's best to keep low income housing in commercial areas where services are easily available, transportation, food, etc.	12/28/2020 9:30 PM
42	What prevents you from changing the zone from residential to comnercial?	12/28/2020 9:26 PM
43	Increase the Infrastructure before more housing is allowed	12/28/2020 9:20 PM
44	It does t make any sense to only I crease housing density only for low income low income housing should be mixed in with all other housing so you don't put ALL low Inome in one complex. people need to be mixed JP and have role models with people Me from many income levels	12/28/2020 8:38 PM
45	Write the rules/regulations to allow the properties to be developed flexibly to allow individuality to take place. Stop the cookie cutter development.	12/28/2020 7:44 PM

46	Don't believe there is enough infra structure to support higher density housing	12/28/2020 7:10 PM
47	Reducing parking requirements need to go hand in hand with this. There is No reason to ensure parking or multiple parking spots for every unit	12/28/2020 6:48 PM
48	Oak Grove wants single family housing, not high rise aprtments.	12/28/2020 6:45 PM
49	Its time to start seeing more Mixed Use: commercial / residential in the commercial areas	12/28/2020 6:37 PM
50	If you want to raise the unit limit, then do it for all ,not just low income housing. Also prefer strategies that require builders to include low income units in all new and rehab construction thereby folding low income households into and throughout the community not just in one building or location. Also structures should be appropriate to the area and "like " makeup of an area. Encourage in fill.	12/28/2020 6:36 PM
51	Mixed use, is great, we also need more public transit and more roads. A second bridge over Johnson Creek would be ideal	12/28/2020 6:35 PM
52	No comment at this time	12/28/2020 6:29 PM
53	We need to get car lots removed from McLaughlin or decrease the number of them. Then we need to create high residential density which will allow shops and neighborhoods to thrive. Add trees, lighting, and transportation and you'll have a thriving community. The recipe is easy - many cities have done it. It's not rocket science - it just needs to be done.	12/28/2020 6:22 PM
54	Mixed development both in size and income levels would be the best option. A diversity of housing choices, flexibility to build as needed - within the parameters of a comprehensive plan - allows a community to best respond to and be proactive regarding the beefs of community members.	12/28/2020 5:57 PM
55	I think the high rise 5-8 stories would be too much population density for many of Clackamas Co. areas	12/28/2020 5:54 PM
56	prioritize low-income housing, but there's a need for additional inventory for mid-income tiers, too. I think density should be increased to allow for both.	12/28/2020 4:01 PM
57	Let the market determine best use. Eliminate all restrictions. We can build enough affordable housing if allowed and eliminate the problem.	12/28/2020 12:06 PM
58	Allow more mixed use street level commercial with residential above. Encourage better businesses, variety.	12/27/2020 12:37 PM
59	There is way too much building period and the towns involved get stuck with way too many unsold and abandoned buildings and the farm land is gone!	12/23/2020 10:04 AM
60	Would love to see more low income housing options!	12/22/2020 7:25 PM
61	Although in commercial areas, the immediate impact will be felt by the whole community of a town. Police, fire and other services might not be able to keep pace.	12/21/2020 5:29 PM
62	Don't continue only supporting developers and consider us residents and tax payers.	12/21/2020 5:28 PM
63	The housing shortage for affordable housing is a huge barrier for many. My family cannot find affordable housing anywhere near estacada where we reside and I know that many friends also cannot find affordable housing	12/20/2020 1:22 PM
64	Roads can't handle high density. Fix the road problem first and limit how many vehicles to unit. Adding more grocery stores.	12/20/2020 8:06 AM
65	Mid rise options are best, along with ample parking. Unincorporated areas of the country offer better options along with commercial property use and or re-zoning.	12/20/2020 7:05 AM
66	High-Density 3, 4, 5 story housing development do not create community. Individual dwelling units where access is from a ground-level door and where there are porches and common areas with: grass, flowers, gardens and outreach one to another.	12/19/2020 11:04 AM
67	I moved to Clackamas County recently and I enjoy living near downtown Milwaukie. More people should have that opportunity	12/19/2020 10:35 AM
68	I think allowing for more density for low income housing is a necessity. Possibly believe in increasing density for other housing as long as there is adequate infrastructure to reduce traffic	12/19/2020 10:10 AM

congestion in the areas (public transit, good roads, parking)

69	I'm confused about why it would be suggested that this changes would only apply to low-income housing.	12/18/2020 5:42 PM
70	If you're going to cram people in to high density housing, give them somewhere to park! Or better yet, don't make high density housing	12/18/2020 7:57 AM
71	The questions are structured in a way that is hard not to make answers contradictory. High rises don't provide quality of life and there are other ways to increase density such as permitting MDUs and permitting subdividing existing homes into more units. A great example is Capitol Hill in Seattle, that converted many homes to 4 - 10 units with a variety of configurations. This allows more density AND maintains quality of life for residents that are not served by cheap yucky high rises, and can retain quality and character with more greenspaces that are needed in lower income as much as upper. Denying lower income quality of life by prioritizing density over outdoor appeal is short sighted and presumptive.	12/17/2020 9:14 PM
72	Mix low-income housing with market-rate housing, with local services so that people can live in walkable communities and not rely on driving everywhere or encouraging people to live in bedroom communities and drive across the metro area for employment. Housing must meet the needs of those who work nearby and/or economic development must encourage employment which matches residents.	12/17/2020 7:58 PM
73	It will add too much traffic if there are too many units for the area.	12/17/2020 7:32 PM
74	If you are going to raise it, then do it in a smart way that addresses traffic and crowd concerns.	12/17/2020 7:21 PM
75	The issue with allowing density of any kind in commercial zones is that eventually the residents become annoyed with any form of commercial activity that was there long before residential activity.	12/17/2020 6:36 PM
76	I need more information to answer such big questions about my community. That being said, I would prefer to see multi-use 3-5 story buildings that benefit all income residents. Often times businesses that occupy such buildings are desirable to everyone and provide essential services to building residents. I would not like to see high rise apartment buildings in Happy Valley. There are already so many three-story homes, very large apartment buildings, and general overcrowding. The city is no longer pretty.	12/17/2020 6:18 PM
77	How will this affect Transportation System Planning and school systems?	12/17/2020 5:39 PM
78	reduce regulatory burdens on developers to reduce the cost of building	12/17/2020 5:25 PM
79	N/A	12/17/2020 5:23 PM
80	Confining these changes to "commercial areas" drastically limits the supply of available land to build on, and increases disparities of which neighborhoods will shoulder the burden of more density. All residential zones should be open to increases in zoning from existing SF. Not necessarily high-rises of course, but rather duplex, tri, and quadplex. Everyone complains about affordability, but no one wants density in their backyard. Which is why we have an affordability problem to begin with, combined with drastic limitations on building outward as a result of UGBs.	12/17/2020 5:16 PM
81	I am very interested in learning more about the transportation impacts tied into the density. It makes sense to allow mid-rise or even high-rise in these targeted areas IF there are transit, road, and parking improvements. It is still difficult to live in Clackamas County without a vehicle. Allowing urban designs for density (like less parking spots) will have a negative impact on neighborhoods. Multimodal options are necessary as well as the understanding that the distance from housing to jobs/services is a barrier to the time it takes to make those connections.	12/17/2020 2:55 PM
82	Please help the homeless and low income in this area. It is shameful when our county is so rich.	12/17/2020 1:56 PM
83	Too many people in too small a space always creates tension and hostility	12/16/2020 10:55 PM
84	It is critical that area that have issues with pollution and toxicity are not the only areas where low income housing is allowed to be built. the rate at which POC and those with low incomes are being harmed by the COVID outbreak is an indication that people living with pollution are at	12/16/2020 4:57 PM

serious risk. Please take this into account and make room for low income housing is the "clean" places in Clackamas as well

85	We do not need more housing in any zones. There is not jobs enough right now. We do not need to have more people in Clackamas County. This should not be a goal.	12/16/2020 8:25 AM
86	City of Canby was duped into "affordable housing" for its high rise monstrosity to be built. The property management charges $1500 per month (starting) for a studio apartment. When the majority of jobs requires experience, if not also some form of higher education, yet only pays minimum wage and barely above, people cannot afford that kind of rent.	12/15/2020 10:02 PM
87	Would prefer not to have more low income housing in the area.	12/15/2020 9:01 AM
88	Our roads are already nearing capacity. I do not believe we need any high density housing east of 135th St., which is the Damascus/Happy Valley area. Adding low-income housing in the Happy Valley area is not something we need. It will bring Increased crime, and a population level that our current infrastructure cannot support. Several new large capacity apartment buildings have gone in near the new Happy Valley Fred Meyer area. This will further tax our roads. We need more neighborhoods of single-family homes, not higher density housing.	12/14/2020 10:53 PM
89	I think having a mix of 2-3 story units with business occupying bottom units of each would be good start. Definitely need more food service places with healthier options.	12/14/2020 9:52 PM
90	Must include parking.	12/14/2020 2:40 PM
91	It is not good to concentrate too much low income housing in one spot. Having it mixed is ideal.	12/14/2020 9:39 AM
92	Work with Trimet to ensure service to currently unserved or underserved commercial areas that might see new housing	12/14/2020 9:24 AM
93	Infrastructure in some areas will not allow for added congestion	12/14/2020 8:55 AM
94	Before you do anything, PLEASE consider the traffic and access roads to wherever new buildings will be. Traffic is bad enough as it is	12/13/2020 12:36 PM
95	You must take into consideration the size and density of the commercial area. Welches is not Happy Valley	12/13/2020 7:55 AM
96	Density changes should be made to better the community with low and mid income housing, not benefit developers and investors. We need more low and affordable housing.	12/12/2020 8:28 PM
97	People that move here from out of state, and plop down cash for a home or second home because they sold there house for lots of money in, lets say California, and out bid people and make housing unaffordable for people that have lived and worked in Oregon their whole life, should have to pay a large impact fee to move into Oregon!!!!!	12/12/2020 7:50 PM
98	Parking is important and must be considered. On street parking should be limited for adjacent businesses. To just build a housing unit without considerations of water ways, greenery, businesses and their customers is not satisfactory and must be taken into account.	12/12/2020 3:50 PM
99	It should be the least dense as possible. If people can't afford to live in Clackamas County then they can move elsewhere or get roommates.	12/10/2020 8:14 PM
100	Let's lower the cost of housing we already have, so people can afford it. Needing to make 3x's the amount of rent in pay is ridiculous with the cost of rent/housing. Let's fix the actual problem instead of cramming more people into the Milwaukie, Gladstone, Clackamas areas.	12/10/2020 7:37 PM
101	Leave the county alone. Leave things as they are. We don't want this area ruined with low income ghettos and the crime and problems they bring. We don't want more density and congestion. My family moved here from sport land to get away from that. I will personally vote against any member f the County that pushes for the over the livability that we currently have. County pockets are not more important than quiet neighborhoods and livability.	12/10/2020 4:24 PM
102	We should make it easier to divide lots and install tiny houses	12/10/2020 4:24 PM
103	I'm still waiting for someone to explain why there's an obligation to pack more people into existing areas. Isn't there plenty of completely undeveloped land across this country? Why do we need to reduce the quality of life for existing resident by cramming more people into fixed space?	12/10/2020 3:18 PM

104	Let's not become Portland Yes let's try to make more homes for low income But	12/10/2020 2:51 PM
105	I see empty houses on Ag land that should be able to be used for rentals.	12/10/2020 2:06 PM
106	My concern is traffic flow and parking!!! Making it convenient for cars and bikes and pedestrians and transit	12/10/2020 12:10 PM
107	There are still residential areas surrounding those commercial areas and it is best to add a small amount more to allow for retail business as well, but no mass packing in, it just destroys the feel. Don't turn CC into Portland.	12/10/2020 11:49 AM
108	It should fit into the area it is located in. Our area is not low income, so placing that sort of housing where it best serves it's community would be a fitting solution.	12/10/2020 11:31 AM
109	Don't limit it to low income.	12/10/2020 11:23 AM
110	With higher residential density, each development shall be required to contribute to the purchase of land and construction of additional emergency services as well as educational facilities for students.	12/10/2020 11:13 AM
111	There needs to be wider allowances for density in all areas.	12/10/2020 10:12 AM
112	It would be more affordable if house taxing in Clackamas county wasn't so high.	12/10/2020 9:50 AM
113	Keep Clackamas county, Clackamas county. We don't need another multnomah county.	12/10/2020 9:27 AM
114	Increasing density without improving infrastructure first will create congestion and lessen response times addressing pressing issues.	12/10/2020 8:54 AM
115	Why Cant' we keep some of our open spaces and farm land as it is? If Commercial is not being built on it, then leave it. The developers come in and make a s--- load of money but they don't pay for infrastructure. Mainly our poor road systems	12/10/2020 8:51 AM
116	the concept of commercial business on the main floor with mid rise or high rise above is a good as well as multi unit mid rise and high rise apartments or units with shared resources available. ie a telecenter, laundry facility on site,	12/10/2020 7:42 AM
117	Please consider natural light, too many high rise become gloomy.	12/10/2020 7:05 AM
118	You're asking the wrong questions. Any county (or city, or state) has a certain population carrying capacity, i.e., the number of people that the area can reasonably serve. That capacity depends on the civil infrastructure in that locale. Increasing housing density without adding the requisite infrastructure just increases the strain on transportation, utilities, schools, and other facilities.	12/10/2020 5:44 AM
119	If you raise the density levels and allow people to build anything but low-income housing, they will build the most expensive housing they can afford to further pushing housing prices up and exacerbating our housing crisis. This region DESPERATELY needs more low-income housing or our livability will suffer further.	12/10/2020 3:29 AM
120	Leave our area alone. People moved to low density areas because they do not want to be packed in like rats	12/10/2020 2:23 AM
121	I'm fine with more housing, including mid-rise and higher-rise, but I don't want it to be limited to low income only.	12/10/2020 1:07 AM
122	No comment	12/9/2020 11:18 PM
123	Increase the residential density in commercial areas.	12/9/2020 11:12 PM
124	High density housing benefits absolutely no one except the builder and investors. It only leads to overcrowding, worse traffic and an influx of cookie cutter corporate strip malls resulting in the further destruction of small businesses.	12/9/2020 11:03 PM
125	high density needs to be kept in The city core. Creating an urban sprawl is not appropriate for a rural area	12/9/2020 9:41 PM
126	You need to open up more land for housing than what is shown on your map. Improve the roads and widen major arterials to ease congestion.	12/9/2020 9:00 PM
127	See above.	12/9/2020 8:53 PM

128	HIgh density has to be balanced with opportunities for outdoor spaces, especially green spaces. HIgh density does mean that infrastructure costs are spread over many people which makes housing more affordable. Being able to walk to grocery stores, for exa mple, would be really good. Also, some people would find it convient to live and work in close proximinty.	12/9/2020 8:29 PM
129	Ensure there is adequate off-street parking as a requirement regardless of density.	12/9/2020 8:28 PM
130	will there be off street parking for all of these new residents? if high or medium rise dewellings are allowed, they must account for parking for a min. of two cars per residence either in a garage under the residence or somewhere on the property. NOT ON THE STEET!!!	12/9/2020 8:08 PM
131	Commercial areas are for commerce not for low income housing.	12/9/2020 7:46 PM
132	Why can't this include tiny home villages with shared facilities and daycares on the land?	12/9/2020 7:26 PM
133	Density is important not only because of the amount of services required, but because too much density results in the area being too crowded and looking dirty. The city missed any aesthetic appeal it had.	12/9/2020 7:08 PM
134	Allow more density zoning out in Damascus	12/9/2020 6:52 PM
135	Think increasing housing density will work best in areas where residents could walk/bike to majority of stores for necessities otherwise parking becomes an issue	12/9/2020 6:42 PM
136	I would support changing the limits in untidy if more the walkability of Milwaukie was better considered and if there were a plan in place to plant medians on 224 and 99, and plant more trees on Harrison to make it easier, more pleasant, and safer for Ardenwald residents to access the new library, the light rail, waterfront park, and restaurants, bars, and other businesses in downtown Milwaukie on foot, to reduce the impending glut of traffic and cars parked in residential neighborhoods. I also feel there needs to be more money allotted for schools and social services before adding thousands of new residents to Milwaukie. I also would like to see a more equitable division of housing responsibility In Clackamas county. I believe housing density should be increased in other cities in Clackamas Country, like Weat Linn and Lake Oswego. Milwukie should not be shouldering the entire affordable housing burden in Clackamas County	12/9/2020 6:30 PM
137	Please DO NOT increase the housing density. This only creates MORE problems further down the road rather than solving existing problems. Increased housing density, by design, will lead to increased population in Clackamas County which will lead to an increase need for roads and other infrastructure. This won't solve any problems long term and will create additional problems we'll be trying to address later.	12/9/2020 5:47 PM
138	I like to see mid-rise & high-rise residential use of commercial land because (A) such use prevents destruction of existing forest-land therefore preserves crucial old tree-canopy for carbon sequestration and fir wildlife (B) higher levels of residential buildings provide views from windows/balconies which can be high-value economically; (C) please consider providing/creating far more opportunities for low/lower income residents to PURCHASE condominiums si they can build equity & stability fir themselves and their children.	12/9/2020 5:33 PM
139	Change Gun Club hours and on the Skeet shooting hours. We live across the street which makes us a tax payer of this county. 7am to 10pm is crazyness. Sense the HS starting going there. It's too much and needs to be addressed.	12/9/2020 5:29 PM
140	definitely think it should be increased, especially so people don't have to drive as much	12/9/2020 5:28 PM
141	Keep rural areas rural in look and feel.	12/9/2020 5:18 PM
142	Need more information about infrastructure to support higher-density housing (and who will pay for it).	12/9/2020 2:58 PM
143	This questionnaire: some of the paragraph-length options require very close reading to understand the choices. This is not going to make for reliable responses for your analysis. I'm smart, but even I had to pause to make sure I understood.	12/9/2020 2:56 PM
144	A decision should be made to put all the "cross hatched" areas in the Urban Growth Boundary ,,so Phase 1 can be better planned/maybe higher density with the surrounding area in mind.	12/9/2020 1:25 PM
145	There needs to be adequate public transportation, sidewalks and parking to increase density. You put so much effort into bike lanes which are hardly used and no effort into walkability, public transportation or safe parking.	12/9/2020 1:17 PM

146	Need to work to keep additional housing in areas with infrastructure in place and avoid urban sprawl into farm ground	12/9/2020 1:15 PM
147	I like the idea of higher density housing near/adjacent to job centers.	12/9/2020 12:59 PM
148	In small areas like Sandy our Schools can't hold more children. Our roads don't hold more people. Crime rates have risen terribly and a huge population of homeless and drug addicts have taken over our area.	12/9/2020 12:45 PM
149	The idea of raising allowed housing density in commercial areas is good, and mixed housing retail is better.	12/9/2020 11:48 AM
150	I would like to see density in commercial areas but relative building height to the rest of the neighborhoods. For instance, I don't think higher rise buildings flow with SFH of one stories. But if the SFH area are larger homes (2-3 stories), then going taller buildings would be more appropriate as to blend neighborhoods.	12/9/2020 11:23 AM
151	Since I want more people to be able to live near where they work, which could encourage them to walk or bike to work instead of drive, I support higher density housing in commercial areas. Does the County have a form-based code to make sure the residential and commercial uses are designed most effectively?	12/8/2020 9:38 PM
152	include cottage clusters	12/8/2020 10:24 AM
153	n/a	12/8/2020 8:56 AM
154	If you build it they will come. I only hope they will invest in their neighborhood & be a positive addition ... so we all can live well & be safe.	12/7/2020 7:10 PM
155	Many people who work in the area cannot find affordable housing that is close by.	12/6/2020 1:58 PM
156	Incentives should be built in to develop workforce housing in existing commercial structures. E.G. add a second floor to one-story strip malls so waiters, clerks or even store owners can live over the shop. Also, adding efficiency apartments over a warehouse would be a way to provide both housing & employment for sex offenders.	12/5/2020 10:12 AM
157	Increasing density limits for low-income housing will increase crime in the area which I am against. It will also make parking and congestion worse in those areas.	12/4/2020 11:45 PM
158	Time to make zoning changes in rural Clackamas County, Sandy, Boring, Estacada, Eagle Creek. Allow land zoned in EFU to be subdivided into .25, .5, .75 and 1 acre lots. These areas are quickly becoming commute cities, ie.,people live there but work closer to the metro area. We need more housing, further from town in order to make owning a home in Oregon attainable. You are limiting the number of houses built which drives up housing costs.	12/4/2020 4:40 PM
159	Nothing should be changed until roads, schools, fire depts, etc are figured out - BEFORE - more people are moved into the area first	12/4/2020 10:06 AM
160	Higher density must be accompanied by adequate services, including parking.	12/3/2020 7:45 PM
161	need limits so not to over use commercial land causing faster need for commercial expansion. Also, does Metro have to be "in" on the deal?	12/3/2020 6:44 PM
162	The McLoughlin corridor from Park Avenue to Oak Grove Blvd. is perfect for such mixed-income high density housing. I'm very pleased to see the County is moving in this direction.	12/3/2020 4:37 PM
163	Please stop taking unused lands, which are homes to many animals & provide beauty for those of us who ARE ALREADY HERE. We don't want more housing which brings traffic & crowds. We all came for semi-rural living & beauty, & every new housing development takes that away. Build up the areas that are already built up as that does less damage to the land. The roads/highways in this county are already crowded & cannot handle more traffic. Growth is not always good. Please stop making this area uglier, more crowded & less livable.	12/3/2020 4:30 PM
164	A housing crisis is at hand and the region needs to address this NOW.	12/3/2020 9:24 AM
165	It should not block current views of mountains or rivers nor should it disturb natural areas.	12/3/2020 9:00 AM
166	Mixed use great as long as adequate parking and not too tall	12/3/2020 7:32 AM
167	I strongly disagree with allowing the infiltration of low income housing in areas that are clearly	12/3/2020 6:56 AM

higher income areas. This changes voter outcomes and an area that is clearly republican can turn blue. This is an attempt to change things politically under the guise of helping lower income families.

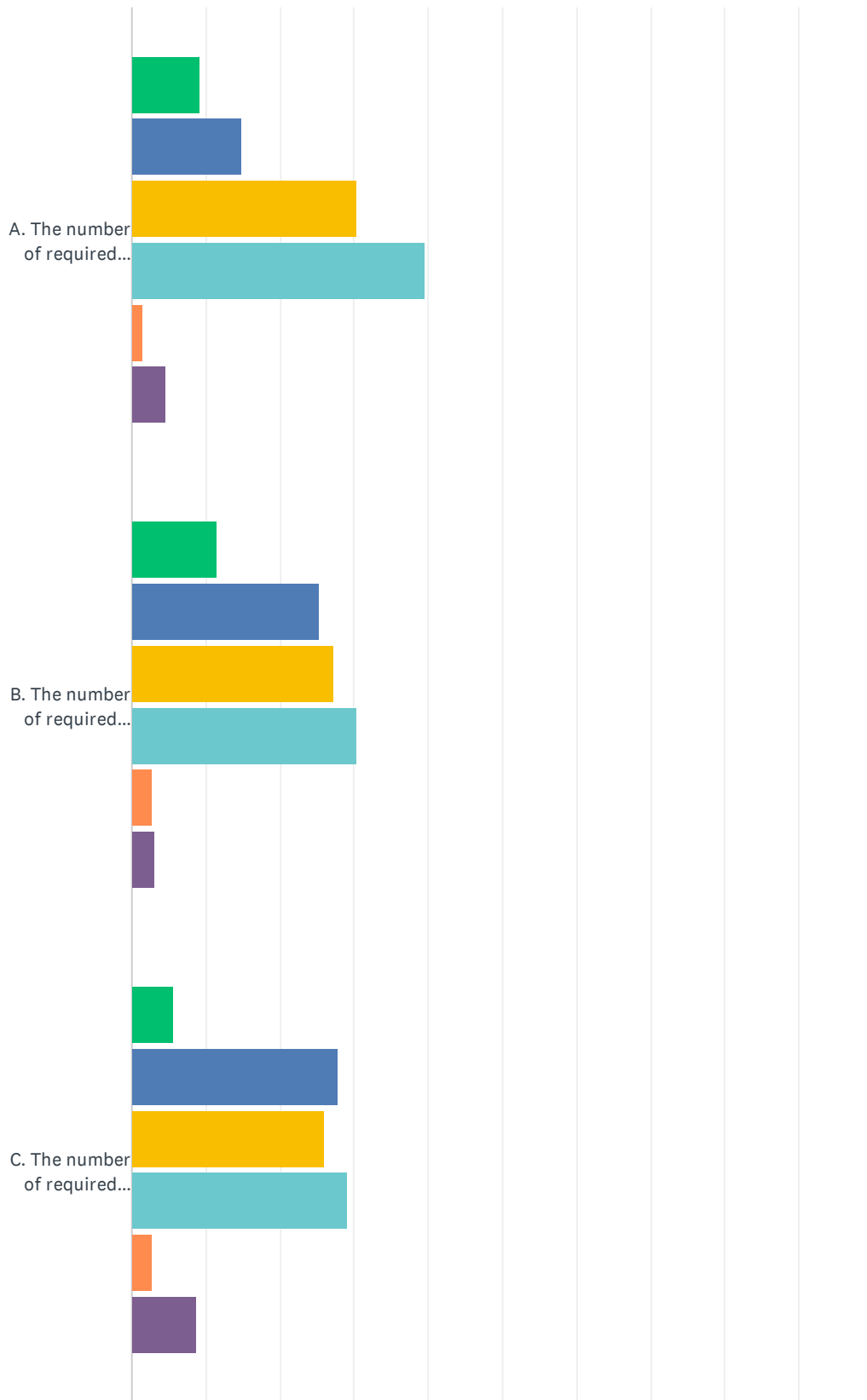| 168	No further comments.	12/3/2020 6:39 AM
169	Don't over do it	12/3/2020 6:14 AM
170	Clearly we need higher-density housing. The main restrictions I would like to see are 1. The developers required to provide adequate (as opposed to minimal) parking in their developments, and 2. The developers working with the county, before breaking ground, on the capacity of the surrounding road system to accommodate a significant increase in traffic. I've seen in areas like Beaverton and Tualatin the results of not thinking things thru to their logical conclusions before building. I'm glad I don't live there.	12/2/2020 10:12 PM
171	There isn't strong infrastructure for more houses on land.	12/2/2020 8:41 PM
172	Keep people spread out! Cramming a bunch of people into one area is not beneficial for anyone.	12/2/2020 8:09 PM
173	Want to avoid increasing density at all and preserving small-town feel. Also concerned about fewer home owners and increase in rentals.	12/2/2020 7:44 PM
174	We don't have the infrastructure to support high de misty housing. Traffic alone makes livability unpleasant	12/2/2020 7:41 PM
175	We need more affordable housing in Clackamas County!	12/2/2020 7:39 PM
176	Must include improvements to roads to accommodate the increase in traffic.	12/2/2020 7:38 PM
177	The main problem I see in anything larger than a single family dwelling, is lack of parking, and streets so narrow you can barely drive down the street. All this is made worse when there is no place for delivery folks to pull over to make deliveries, so they clog the road.	12/2/2020 7:19 PM
178	Keep it in Portland. Are all the soviet-style apartment blocks in Portland at capacity? No! They aren't! The reason there is an alleged "housing shortage" is the arbitrary UGB.	12/2/2020 6:55 PM
179	I could go for high rise but I think buildings should be mixed use in terms of income level. We don't need to segregate lower income people	12/2/2020 6:40 PM
180	You're going to raise the density of people in these areas but you have no plan for traffic improvements. We are already burdened with traffic overpopulation now with no room for widening current roadways to handle the current traffic. It seems like you're interested in more tax revenues, but not interested in the people currently burdened and struggling, but still working, who you are asking to pay for the non-working that want a handout. Don't forget who pays the taxes! The working people	12/2/2020 6:39 PM
181	Protect landlords and property owners. The moratorium for rent by the state of Oregon really hurt the mom and pop owners of rental property with no documentation required by the tenant	12/2/2020 6:29 PM
182	If you put low income housing into commercial zoning it will continue the cycle of placing less desirable homes in less desirable living locations which would not align with Clackamas counties desire to be equitable. I do believe that there needs to be so much more housing but the approach needs to be looked at from a different lens.	12/2/2020 6:24 PM
183	Would be great to discourage all these disjointed strip malls and encourage apartment buildings with stores on the ground floor to make more attractive and walkable shopping, eating, entertainment areas.	12/2/2020 6:21 PM
184	Try to keep low cost taxpayer funded high density housing from destroying existing neighborhoods. No sense in stirring up the wrath of the taxpayer anymore than it is.	12/2/2020 6:19 PM
185	We definitely need more of it.	12/2/2020 6:18 PM

II.   PARKING

Parking requirements can impact the type of housing that developers can afford to build and that people can afford to rent or buy. Constructing parking spaces can be a significant cost for multi-family housing developments, which then can result in increased rents or sales prices. While reducing the number of required parking spaces could provide space for more housing units, not providing enough parking could lead to people parking on neighboring streets, which also can be a problem.

Right now, the county requires all multi-family residential developments to provide 1.25 to 1.75 parking spaces per housing unit, depending on the number of bedrooms, with no exceptions for type of housing, access to transit or other considerations.
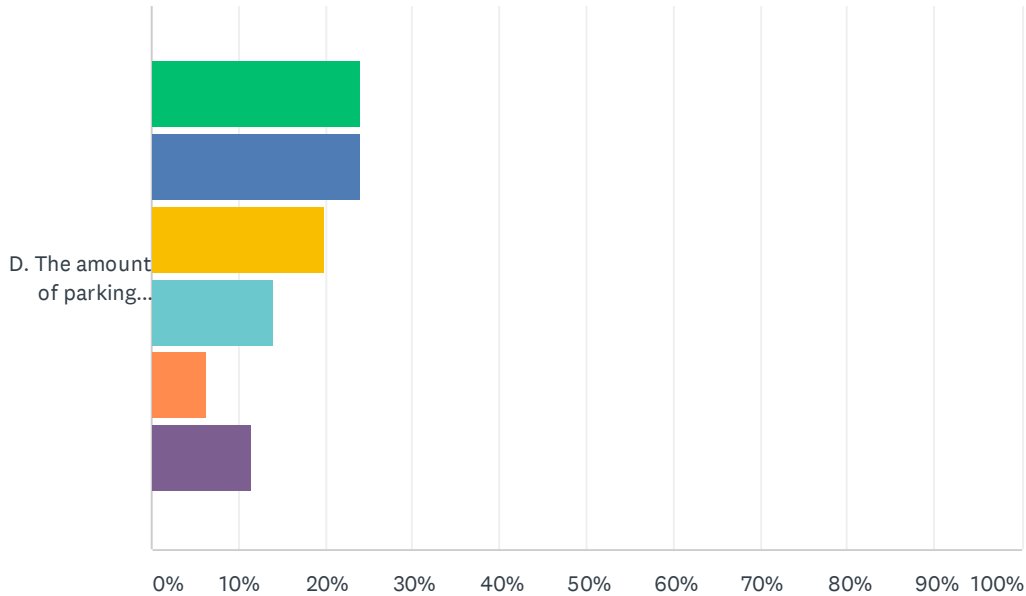
Modifying parking standards could provide expanded housing opportunities. The following questions give you a chance to let us know how you feel about possible ways to change this.

Q4 For each of the following four statements, let us know if you agree, disagree, have no opinion or need more information.

Answered: 461   Skipped: 2

Land Use Regulations Related to Housing, Phase 1

	STRONGLY AGREE	AGREE	DISAGREE	STRONGLY DISAGREE	NO OPINION/DON'T KNOW	NEED MORE INFORMATION	TOTAL
A. The number of required parking spaces should be reduced for multi-family housing units built for low-income households and/or for senior adults.	9.21% 42	14.91% 68	30.26% 138	39.47% 180	1.54% 7	4.61% 21	456
B. The number of required parking spaces should be reduced for multi-family housing units built near major transit stations and/or commercial services.	11.45% 52	25.33% 115	27.09% 123	30.40% 138	2.64% 12	3.08% 14	454
C. The number of required parking spaces should stay the same, but developers should have the option to build fewer spaces if they can demonstrate that the residents will not need that much parking.	5.73% 26	27.75% 126	25.99% 118	29.07% 132	2.64% 12	8.81% 40	454
D. The amount of parking required at housing developments should remain the same as it is now.	24.12% 110	24.12% 110	19.96% 91	14.04% 64	6.36% 29	11.40% 52	456

#	OTHER (PLEASE SPECIFY)	DATE
1	Agree, in situations that don't meet transit or other enforceable specific criteria	12/31/2020 3:01 PM
2	Need to limit vehicles that tenants can have to available parking spots.	12/31/2020 1:00 PM
3	Increase number of required parking spaces	12/31/2020 11:15 AM
4	parking needs to be balanced with bike/walkability. Don't just put a nice sidewalk in front that goes nowhere. Bike storage also needs to be considered.	12/31/2020 2:24 AM
5	Younger people are clear that they want more options for transportation and all trends show that the suburbs as envisioned in the 50's is now one of the most destructive forms of 'planning' there is. Take advantage of the infrastructure investment of the Orange Line! Consider having separate zoning requirements in differing areas! Have Vision! Plan for the FUTURE! Join the 21st Century - for all of life!	12/30/2020 5:23 PM
6	Eliminate parking minimums. Let the market decide.	12/30/2020 4:29 PM
7	Stop this anti-car nonsense. Cars remain the primary means of quickly and economically getting around in Clackamas County; and by far.	12/30/2020 4:26 PM
8	We don't want to see what has been done to SE, NE & NW Portland where parking in front of every single family house!	12/30/2020 12:25 PM
9	The parking on the street is dangerous for drivers, mail/garage service and children	12/30/2020 12:23 PM
10	I would include bonuses for other options, such as shared vehicles, etc.	12/30/2020 11:18 AM
11	NA	12/29/2020 5:37 PM
12	The number of parking spaces should be kept the same or increased	12/29/2020 4:02 PM
13	Giving developers an out on parking is just dumb. The best result is that there will be increased parking in residential areas bordering the new housing.	12/29/2020 9:01 AM
14	Most people have TWO vehicles per unit...any unit low income or not, number of bedrooms doesn't matter either.	12/29/2020 12:27 AM
15	no matter what type of housing is built for whatever residents financial resources they WILL own and drive cars...usually multiple cars. One only needs to stroll through Sellwood to see what no parking has done to those neighborhoods. The high density housing residents park all over the neighborhoods. If housing is built...there must be ample parking for each unit...this is still the suburbs.	12/29/2020 12:11 AM
16	Regardless of type of development needs to have off street parking for all residents	12/28/2020 10:25 PM
17	Again if you bring in more population you should not allow the cars and trucks that come along with it. Your ruining this area. Let it be. You cannot afford this line of thinking.	12/28/2020 9:46 PM
18	Leave this a flexible rule dependent on what is being planned for the individual properties. Income should not even be a factor.	12/28/2020 7:44 PM
19	Parking will be a problem regardless! Review the parking near the Milwaukie light rail line	12/28/2020 7:27 PM
20	Don't make Clackamas Co. the same as places like Sellwood with huge parking problems	12/28/2020 5:54 PM
21	if not enough parking spaces they park on the street and clog streets	12/27/2020 7:23 AM
22	Increase parking provision for multi-family housing.	12/21/2020 9:13 PM
23	It should definitely be considered to increase parking spaces when feasible in non elderly housing and some very low income housing. Parking spaces are a huge issue in apartments	12/20/2020 1:22 PM
24	Low income housing development, should be allowed without having any onsite parking when alternative modes and choices can mitigate that land use.	12/19/2020 11:04 AM
25	Reduce the number of parking spaces required. Period.	12/17/2020 9:14 PM
26	Evaluate existing usage to determine need so that residents have safe, reliable access to parking. Put greenspaces on parking?	12/17/2020 7:58 PM
27	Improve mass transit options so less parking is required	12/17/2020 6:12 PM

28	Drastically reduce parking requirements to encourage the development of MF. Spread out where that MF can be built so the parking impacts are equitable throughout the county, including in exisitng SF zones	12/17/2020 5:16 PM
29	It's clear that there already isn't enough parking. Increase available parking to 2.0	12/17/2020 2:12 PM
30	Caregivers for seniors/disabled need parking.	12/17/2020 1:56 PM
31	No one ever said "we have too much parking"	12/16/2020 10:55 PM
32	The county should consider providing subsidies for developers the include space saving parking options like mechanized parking.	12/16/2020 4:57 PM
33	Or increase it.	12/16/2020 8:25 AM
34	If they cant afford the parking they cant afford to build it. Cutting corners like this only solves one problem to create another which is much harder to correct with higher density population.	12/12/2020 9:37 PM
35	I think there should be a minimum of 2 spaces. Neighborhoods nearby get the abuse when there isnt enough parking for the number of units. . Most people own 2 cars.	12/12/2020 8:28 PM
36	Significant parking, storage and road improvements should be an absolute requirement for all new housing. There should be places to park where you live, work, play and visit, without the fear of being towed or ticketed.	12/12/2020 7:50 PM
37	There should be PLENTY of parking! Stop trying to limit it.	12/10/2020 8:14 PM
38	Parking is the biggest issue for anyone living in apartment complexes, especially if the have guests over. This needs serious rethinking from all sides!	12/10/2020 7:37 PM
39	Allow more angled street parking so that parking requirements don't negatively affect housing	12/10/2020 6:57 PM
40	Yo can go to any neighborhood where they reduce the number f parking spaces and see that people just park their cars out on the street.SE Causey near the Town Center is the first area the comes to mind. It makes the neighborhood more dangerous(more pets in the street to get to cars) and it also looks terrible.	12/10/2020 4:24 PM
41	Again let's not become Portland they have given the green light to build and not include parking there's way to many cars parked on the streets around their new multi residential buildings	12/10/2020 2:51 PM
42	The impact on surrounding property is huge if there is not adequate parking; i.e. dropping off groceries and moving house becomes a major problem for everyone if that person has no designated parking area.	12/10/2020 11:31 AM
43	Parking for residents of the new housing should be underground. Additional parking requirements for residential visitors of at least one space per residential unit.	12/10/2020 11:13 AM
44	It's impractical and unrealistic not to have ample parking unless it's very close to transportation or large scale employment	12/10/2020 10:12 AM
45	The parking required should not be less than 1 no matter the category.	12/10/2020 9:55 AM
46	situational parking density based on location	12/10/2020 7:42 AM
47		12/10/2020 5:44 AM
48	County is over populated with cars. Plant trees in existing parking spaces.	12/9/2020 8:53 PM
49	2 spaces per bedroom	12/9/2020 8:33 PM
50	Parking as well as traffic that will come from these high density homes must be considered. What good is more housing if the roads become so congested that it takes extended amount of time to travel where you need to go	12/9/2020 8:08 PM
51	Noine.likes to use public transit so provide adequate parking spaces for their vehicles	12/9/2020 7:46 PM
52	More people have both parents working, less access to mass transit cutbacks and frequency of stops - people need a place to park safely, especially in rural areas where there are cameras to stop theft and destruction of cars.	12/9/2020 7:26 PM
53	Parking should be increased of anything, otherwise people will be parking in other residential	12/9/2020 7:08 PM

areas on the street, and mucking everything up.

54	In order to support traditional families where both parents work, some developments will need 2 parking spaces per unit.	12/9/2020 5:20 PM
55	we need increased mass transit - including bus lines - particularly along McLoughlin. With. better transit service we can reduce parking requirements.	12/9/2020 4:59 PM
56	Reduced for low income	12/9/2020 1:44 PM
57	Or increase	12/9/2020 1:17 PM
58	Many times in a apartment rental there are atleast 2 vehicles usually kids have cars to. Where are they going to park?	12/9/2020 12:45 PM
59	Run models to understand the economics in a development regarding parking ratio.	12/9/2020 12:07 PM
60	Or increase it to 2 spaces per	12/9/2020 11:51 AM
61	PARKING NEEDS TO BE INCREASED!!	12/9/2020 11:30 AM
62	Please remove parking minimums. https://www.strongtowns.org/journal/2018/11/23/a-map-of-cities-that-got-rid-of-parking-minimums-updated	12/8/2020 9:38 PM
63	Instate parking maximums, i.e. max of 1.75 parking spots/unit. Remove parking minimum requirements for both residential and commercial properties.	12/8/2020 10:24 AM
64	It should be different for different areas, especially if there is great transit and services available.	12/6/2020 1:58 PM
65	The income status of a resident should NEVER be a factor in determining parking. While a senior may no drive, their caregiver will likely need a place to park. Additional parking can be achieved by either going underground or creating multi-level parking adjacent to a building.	12/5/2020 10:12 AM
66	Developers will tweak numbers the way they want to make the dollars. It should not be left up to them.	12/4/2020 10:06 AM
67	We need housing for people, not cars. However, each development must incorporate some transportation options, such as parking spaces for Lyft, rentals, EV shuttle, etc.,	12/3/2020 4:37 PM
68	An increase in public transportation would decrease the need for more parking spaces.	12/3/2020 4:30 PM
69	Housing is for people, not for cars.	12/3/2020 9:24 AM
70	SOME units have multifamily within them, resulting in way more vehicles.	12/3/2020 7:57 AM
71		12/3/2020 7:32 AM
72	See previous comments.	12/2/2020 10:12 PM
73	Everyone living in any type of housing deserves the right to park at least one car at or around their residence. Most families have more than one car!	12/2/2020 8:09 PM
74	Not trusting developers to tell the truth. Then we'll have parking gridlock. I live in a low-rise unit with a garage and use it for my car, but I'm the only one who parks inside. Almost everyone else keeps projects, old toys, bikes, and seasonal decorations in garages. Alley is a parking lot, sometimes hard to maneuver.	12/2/2020 8:04 PM
75	See previous comment. Parking is always an issue. 1.25 spaces? Who can park in .25 of a space? With the high cost of rentals causing families to double up or single adults.to get roommates, there should be a 2 space minimum per unit.	12/2/2020 7:19 PM
76	…or you need to be very pro-active in providing ride sharing type solutions.	12/2/2020 7:00 PM
77	Consider making the areas more bike friendly	12/2/2020 6:40 PM
78	Housing prices are so high here that every family needs to have both parents working. That means two cars. In your "perfect world " minds everyone will use mass transit, but studies have shown that is not the case. So with that said, you have doubled the traffic, and when you double the people you double the crime. When you overpopulate these areas are you going to hire more police officers to protect these areas? Or will you bow to the whiners and "defund" the police, allowing for more crime?	12/2/2020 6:39 PM

| 79 | Build more parking spaces, this is America, people drive. | 12/2/2020 6:29 PM |

Q5 Please share any comments, suggestions or questions you have about parking requirements for multi-family residential developments.

Answered: 173   Skipped: 290

#	RESPONSES	DATE
1	N/A	12/31/2020 11:16 PM
2	My area already has many multifamily developments (maybe a higher number/% than other areas), so we have experience with the parking issues. Parking from multifamily housing can spill into narrow neighborhood side streets, with vehicles from visitors, service providers, employees, and the renters themselves, when there is inadequate onsite parking (even when there is nearby access to public transit). Parking on these side streets takes away from the limited house-dweller parking, AND creates traffic blockages and safety hazards for pedestrians, bicyclists and autos. Developing an understanding of the current holistic neighborhood parking issues in each area, the realistic possible impacts from added multifamily housing in that area, and what would be needed to prevent or fix problems, is a critical part of developing parking regulations that will work for each neighborhood. This would lead to very different survey questions, from a different orientation than the basic which-of-these-ways-can-we-reduce-parking-requirements questions included in this survey.	12/31/2020 3:52 PM
3	there needs to be a way to control the number of vehicles that tenants can have to avoid parking on streets.	12/31/2020 1:00 PM
4	current regulation is unrealistic - causes jammed neighborhoods	12/31/2020 11:15 AM
5	Reduce parking requirements across the board!	12/31/2020 9:07 AM
6	Walking/biking/public transport all have to be included in the discussion of parking.	12/31/2020 2:24 AM
7	nothing to add	12/30/2020 9:12 PM
8	Off street parking for two cars should be available to all residents.	12/30/2020 8:49 PM
9	I think that for Senior-oriented facilities parking can be allotted at 2/3 space per living unit on average. This would mean two of each three units could have a family member or care giver visit with car at one time. Don't forget there'll be larger care meetings in-apt. at one time for "some" residents.	12/30/2020 5:52 PM
10	Electric bikes, light rail, vespas, etc. There is a great reconsideration taking place - the past is not returning and current parking requirements are woefully outdated.	12/30/2020 5:23 PM
11	Parking on city streets is not save or good. Complex's must provide adequate parking onsite.	12/30/2020 12:30 PM
12	Each Project should provide enough parking on-site for their needs	12/30/2020 12:25 PM
13	I would make sure that on-street parking doesn't become a substitute of on site parking.	12/30/2020 11:18 AM
14	Na	12/30/2020 10:49 AM
15	Take care not to create barriers for mobility or access for low income and seniors. If parking is reduced, assure there is convenient visitor parking, Uber/Lift staging and delivery, safe routes to transit.	12/30/2020 2:06 AM
16	None	12/29/2020 9:33 PM
17	Many families will have two vehicles, so the existing allowed parking per unit is already low, in my opinion. A lot of stress, crime and problems arise when adequate off-street parking is not provided.	12/29/2020 6:31 PM
18	NA	12/29/2020 5:37 PM
19	Most complexes have numerous households with roommate arrangements- most of those members have their own vehicle. which essentially works out to one vehicle per bedroom. As housing prices skyrocket we will find that more couples live together to manage costs- which increase the needs for parking. Access to essential services is very hard without a vehicle in Clackamas county. more parking garages should be built as part of new complexes instead of parking spaces	12/29/2020 4:02 PM
20	It is naive to think that because people are located near transit that they will not own or use a vehicle.	12/29/2020 1:32 PM
21	Much of the county lacks efficient mass transit. Planning for cars is essential until more options are developed for shuttle and frequent bus services.	12/29/2020 12:22 PM

22	Keep or increase the standards-there are numerous instances of this done right (the new development in the Cove in Oregon City) and instances where it's been a big problem (the apartments on the East side of McLoughlin).	12/29/2020 9:01 AM
23	I like the idea of making developers prove more parking won't be needed. Someday it might not be needed, so this would give flexibility to account for that. Don't just assume, though, that poor people don't drive.	12/29/2020 7:31 AM
24	lower density is best , therefore parking will not be problematic	12/29/2020 5:13 AM
25	Available parking places could/should be reduced when housing is built very near to frequent public transportation options.	12/29/2020 1:46 AM
26	You really aren't interested in community input on the back room planning that you have already completed.	12/29/2020 1:01 AM
27	PLEASE try to have enough parking so there doesn't need to be on-street parking. Very much appreciated!!	12/29/2020 12:27 AM
28	see above comments. Go look at Sellwood. High density housing and a lack of parking has ruined that area. People still drive.	12/29/2020 12:11 AM
29	Subsidized housing near Clackamas Town Center vividly shows the folly of reducing parking standards even with excellent transit options. On-street parking is always evident and utilized by residents. Seniors are driving into their 80s and 90s and need secure parking for safety and distance to dwellings.	12/28/2020 11:26 PM
30	What ever the type of development a minimum of (2) parking spaces should be required.	12/28/2020 10:25 PM
31	All the parking for multi housing units is not sufficient now thus requiring folks to park on the streets and a perfect example is the car lot on McLouglin and Jennings that consistently parks on the street forcing residents to veer into the oncoming lane to get by.	12/28/2020 9:58 PM
32	More people more traffic, more pollution. All you questions so far are asked as if everyone wants to grow. You don't leave a square for a flat out no answer	12/28/2020 9:46 PM
33	We don't have enough transit services at this time in any of the unicorporated areas to serve the current need. Putting in less parking won't cause people to have fewer cars or reduce their need for them. It will only cause long term difficulties for the entire community. Don't cause worse problems trying to solve current ones.	12/28/2020 9:41 PM
34	The developers should have no input into cutting parking. They are not concerned about the live ability of the tenants or the community of which they live , only concern in money in their pockets.	12/28/2020 9:30 PM
35	Nothing	12/28/2020 9:20 PM
36	The burden of having to rely on public transportation should not be placed on the shoulders of low income people.	12/28/2020 8:43 PM
37	The market should dictate this determination - not the government.	12/28/2020 7:44 PM
38	Mass transit will not solve parking shortages just because people us it does not mean they are not vehicle owners.	12/28/2020 7:10 PM
39	Reducing parking requirement is a REAL step towards attracting transit/bike/ and other uses	12/28/2020 6:48 PM
40	allow 3 car garages and a place for a boat or RV Put the high rises in Portland Oregon, not clackamas county	12/28/2020 6:45 PM
41	What data do you have that any of these strategies do in fact require fewer parking spaces? If low income, seniors and near public transit. Specifically in regards to such housing in the milwaukie and oak Grove areas. We must already have experience with wether these assumptions hold true in our area.	12/28/2020 6:36 PM
42	Less parking for elderly or low income units is fine, but there needs to be plenty of commercial parking for shops and businesses	12/28/2020 6:35 PM
43	No comment at this time	12/28/2020 6:29 PM
44	We need better transportation. I tried to take transit to work (Lloyd Center) and by my	12/28/2020 6:22 PM

	calculations it would have taken me 90 minutes. That's unacceptable, so parking and transportation go hand and hand. Better transportation equals the need for less parking.	
45	As with housing, all of us need to be able to have choices when it comes to transportation. We need both public transportation options but also need to be able to rely on a car esp. when getting to and from work. And cars mean parking. Reducing parking spaces at multifamily apartments does not solve anything.	12/28/2020 5:57 PM
46	if builders build them they must be required to have on site parking period! This is not Portland and do not want it to be!	12/27/2020 7:23 AM
47	No changing anything!	12/23/2020 10:04 AM
48	None	12/22/2020 7:25 PM
49	For the parts of town being considered for development, reducing parking availability still likely disenfranchises many people who cannot always really on public transportation.	12/21/2020 5:34 PM
50	2 car spaces per family.	12/21/2020 5:29 PM
51	Far too often not making developers provide the parking causes an impact in the neighborhood as parking is forced to take other residents on street partaking. Don't let the developers hoodwink or slime their way out of providing adequate parking for their developments residents. There isn't enough public transportation to not expect vehicles	12/21/2020 5:28 PM
52	Even though developers think people would use mass transit they still have cars and require parking.	12/20/2020 4:29 PM
53	See above	12/20/2020 1:22 PM
54	Too many new units are being built with little to no parking. All residents do not rely on or trust mass transit.	12/20/2020 7:05 AM
55	Transit Center Housing, should be allowed with minimal onsite parking requirements to reduce the cost of the development but with good mitigation plans.	12/19/2020 11:04 AM
56	I live with my partner who does not have a car and does not drive because he can take the MAX downtown for work and other errands. Parking requirements are an impediment to people like us finding suitable housing, especially if they are not as wealthy as we are	12/19/2020 10:35 AM
57	I believe that limiting parking spots only for low-income housing could lead to NIMBYism when housing is being built in residential areas.	12/18/2020 5:42 PM
58	People in Oregon City need to drive, thus need a place to park	12/18/2020 7:57 AM
59	Developers should bear the costs of their development and minimize the public impact - meaning that they should include sufficient parking in the project costs and not rely on publicly provided street parking. Until we get people to walk and get out of their cars because they value being local and not having the extra expenses, it doesn't make sense to limit parking and make low income housing more stressful to live in - having to worry about where to park a car, how safe the vehicle is, how safe it is to get to and from the vehicle, etc. Be creative with parking options which meet resident needs for access, reliability, and safety. Encourage mass transit and building local communities - professional space, retail space (but not just high-end boutiques, real stores that local residents can use without driving their cars to. Cars are both means of transport and symbols of status and rugged individualism. The independence gained through letting someone else drive needs to continue to be promoted in mass transit and systems need to work for riders, especially in connections and proximity to where people need to get to and when they need to get there. Many systems aren't available nights and all weekend, when many people are still working.	12/17/2020 7:58 PM
60	Most People will drive cars and not take bus or max. Provide enough parking for all units or dont build the units	12/17/2020 7:32 PM
61	X	12/17/2020 7:21 PM
62	Parking within a community is a requirement that should not be changed. It can lead to on street parking density and hamper the flow of traffic as well as have spill over into other areas/neighborhoods.	12/17/2020 6:36 PM
63	I own a townhome off of Otty Road x 91st near a new low-income housing building. I like the	12/17/2020 6:18 PM

building and I like that it has easy access to shopping and transportation. What I have noticed is that despite what appears to be a large parking lot, visitors and/or residents are parking on Otty and in the parking lot of a fiberglass business. They are now crossing Otty in a very dark area of the road to the apartment complex. I nearly hit someone dressed in all black the other day. It is dangerous. I worry that if buildings do not have adequate parking, there will be accidents that will harm pedestrians, drivers, and property. I anticipate this risk will increase as residents return to work and traffic increases.

64	I question the assumption that users of low income housing are more likely to be able to rely on mass transit, particularly in light of COVID-19. Most that I know have kids, multiple jobs, or elder care obligations that do not allow the potential extended commute times and inflexibility (i.e. hard to run multiple errands on the way) from mass transit options. They are also less likely to be able to work from home.	12/17/2020 5:39 PM
65	Forcing people to choose between living in a home versus being able to get to work easily is just insane.	12/17/2020 5:25 PM
66	N/A	12/17/2020 5:23 PM
67	see above	12/17/2020 5:16 PM
68	Very important to distinguish "near a transit center" (real ones like Oregon City or Milwaukie) versus a transit line (like Hwy 43). So many in ClackCo commute to MultCo for jobs/services compared to those closer to Portland. Reducing spots makes sense of low income housing can meet their needs without a car along a line. The reality is there's like another 45+ minute connection add-on to travel away from service lines (versus a transit center).	12/17/2020 2:55 PM
69	A variety of options is best; some with parking, some with less. The county needs to watch the whole area, make sure there are parks/schools/libraries/bus stops/grocery stores to serve each development.	12/17/2020 1:56 PM
70	Mandate parking garages and/or underground parking for new developments	12/17/2020 1:49 PM
71	Parking requirements must be proportional to at least the number of bedrooms. Residents should not need to park on the street. Force underground parking if necessary.	12/17/2020 1:45 PM
72	Always, always need more parking. Parking in the streets leads to break ins and vandalism and creates hazards	12/16/2020 10:55 PM
73	Access to safe, clean mass transit is extremely important, but walkable neighborhoods are just as important. If people have access to basic needs within walking distance the need for vehicles is significantly less.	12/16/2020 4:57 PM
74	At least 1.5 spots per unit.	12/16/2020 8:25 AM
75	It should be required for property management companies keep a record of what vehicles each resident has. So many places will put 24 hour notices on vehicles and have them towed away at owner's expense. If vehicle license plate matches that of a k own resident, that should not happen!	12/15/2020 10:02 PM
76	There should be flexibility with parking depending on the area's conditions.	12/14/2020 9:39 AM
77	Provide opportunities for reduced parking requirements in all commercial and multifamily zones when supported by data, even if base minimum is reduced during this process	12/14/2020 9:24 AM
78	Please consider the amount of parking spaces given to each home. The lack of parking only forces drivers to seek alternate parking elsewhere. This could be on the road side or even in fire-lanes.	12/13/2020 12:51 PM
79	If a dwelling does not have enough parking for the amount of residents living there, they start parking where they shouldn't be, and it creates problems for all involved. The only winners are the towing companies	12/13/2020 12:36 PM
80	None, I have experienced too many places where parking was sacrificed. It is a mess. It is a misconception to think that many or most low income residents can just use mass transit. The need to drive long distances to work, deal with daycare where an extra hour breaks the bank, and the other challenges of life need to include vehicles and the parking for them.	12/12/2020 9:37 PM
81	Same as above. Its aggravating to see multifamily builidngs going up in residential areas with inadequate parking. They spill out into the neighborhoods and you cant hardly drive down the	12/12/2020 8:28 PM

streets. If a developer can eliminate space for parking and get more units out they will and then the community is left with the effects of that. You cant have no parking for people like they have done in Multnomah county.

82	There should be parking for every apartment PLUS plenty of visitor parking. Tow companies are predators and thieves in Clackamas county and prey on apartments and low income communities.	12/12/2020 7:50 PM
83	Sellwood is an example of apartments with no parking. Long time residents and new apartment dwellers are constantly at odds over the parking. Home owners cannot invite people to their homes because there is no parking to be found for blocks around their homes.	12/12/2020 4:47 PM
84	Just because a person is near public transit does not mean they can rely on it. Some families still need at least one car to get to their jobs - remember, a lot of low-income people have more than one job - or anywhere else they need/would like to go in a timely manner. Only having public transit to rely on also makes it hard when transit times are delayed or interrupted. Most employers will not tolerate late arrivals regardless of the transportation method. And all it takes is one missed connection to mess everything up, even if plenty of time is allotted. Heavy objects are also an issue when riding public transit. Transporting groceries can be burdensome - not just for weight, but with frozen foods or other perishables that may get ruined with long transit times. Not everywhere in Clackamas County even has access to TriMet. Someone can live right next to a transit stop, but if the place they're going has little or no TriMet service, they may have a long walk ahead of them. Not everyone can make this trek - remember people with disabilities exist. Not everyone can walk even short distances. Not everyone needing a wheelchair can walk/and or push themselves that far. Motorized wheelchairs are very expensive. Public transit cannot fix all.	12/11/2020 3:54 PM
85	save parking	12/11/2020 12:36 PM
86	Personally I avoid any areas that don't have parking. I think they need MORE parking not less.	12/10/2020 8:14 PM
87	Parking is the biggest issue for anyone living in apartment complexes, especially if especially if the have guests over. This needs serious rethinking from all sides!	12/10/2020 7:37 PM
88	It is irrational and irresponsible to assume that any but the smallest minority of people living in Clackamas County can do without a car or two if the household has two adults. Also, the need for extra parking for visitors/household employees-nurses, etc. needs to be admitted. This is not NYC. Most people still need cars Doing away with parking doesn't do away with that need-it just makes life harder.	12/10/2020 6:49 PM
89	Like it or not, residents need parking near their homes. Build in parking spaces.	12/10/2020 2:09 PM
90	When people have to park elsewhere it raises anxiety about their car being broken into overnight. If they have designated parking close to their dwelling it eases their mind and helps for unloading and loading	12/10/2020 12:10 PM
91	Parking requirements should never be allowed below one space per housing unit, otherwise people just monopolize all the parking for other residents and retail businesses.	12/10/2020 11:49 AM
92	Every unit needs and must have their own parking spot.	12/10/2020 11:31 AM
93	Limiting parking increases issues of vehicles on the street and lowers security for vehicles, especially if near light-rail.	12/10/2020 11:23 AM
94	Never reduce parking facilities for residents, even if assumed elderly won't drive. Where are their family members supposed to park when visiting?	12/10/2020 11:13 AM
95	Parking shortages caused massive disruption and conflict	12/10/2020 10:12 AM
96	limiting parking leads to parking nearby in residential areas causing problems for those neighborhoods.	12/10/2020 10:09 AM
97	Again, the parking should not be less than 1 per unit no matter the type of development. Unincorporated clackamas county does not have that good of public transit or close by options. Pretty much every family needs at least 1 car.	12/10/2020 9:55 AM
98	N/A	12/10/2020 9:50 AM
99	People living at their residence should have enough parking in their own driveway to be able to park. Street parking not only makes visibility poor and creates a hazard, it also looks poor and	12/10/2020 9:27 AM

gives Clackamas county a bad image.

100	Raise parking requirements to 2+	12/10/2020 9:26 AM
101	Developers will manipulate data to increase profits and serve their needs at this time. It is a mistake to make decisions for another families needs in the future.	12/10/2020 8:54 AM
102	If these are low income housing units. Then I imagine the people living there would only be able to afford 1 car.	12/10/2020 8:51 AM
103	up is better than out. maybe have carport foundations with living above	12/10/2020 7:42 AM
104	The county needs to consider transit-oriented development, the approach used by Denver, Colorado. The county should also take into consideration the impacts of COVID-19 and the likelihood that in the future, many more people will be working from home.	12/10/2020 5:44 AM
105	Parking considerations should only be given to developers that will pass that savings on to consumers	12/10/2020 3:29 AM
106	Keep maximum parking requirements in place	12/10/2020 2:23 AM
107	Most of Clackamas County is car dependent and has low walk scores. The distance to grocery stores, for example, requires most of us to have a car.	12/10/2020 1:07 AM
108	None	12/9/2020 11:18 PM
109	It's pretty simple, parking issues arise when there too many people trying to occupy too little space. Don't overbuild/over saturate and you'll never have to deal with parking issues.	12/9/2020 11:03 PM
110	if I lived in a condo id need 3 spaces and rv parking. Shoe box living is not the answer	12/9/2020 9:41 PM
111	Parking allowances should be one per bedroom for multi-family	12/9/2020 9:00 PM
112	Why are you ***holes paving over more of the County, why are you suffocating more of the living earth? You are the ones that need paving over.	12/9/2020 8:53 PM
113	Government regulation of real estate is usually counter productive. Applying new ideas from better sources is nessesary	12/9/2020 8:47 PM
114	2 spaces per bedroom	12/9/2020 8:33 PM
115	it's a dilemma. We live ikn a car society and mass transit has n ot been accesible enough inour area to make people have fewer cars.	12/9/2020 8:29 PM
116	Don't make the same mistakes that Portland has made. Parking is needed, regardless.	12/9/2020 8:28 PM
117	Each development should be required to accommodate for 2 or more cars per residence. To make it less is allowing for more congestion on streets around these new developments.	12/9/2020 8:08 PM
118	We will never fix the problem of car supremacy if we don't try to address it, and reducing or eliminating mandatory parking minimums is an important first step.	12/9/2020 7:50 PM
119	Provide parking for all units	12/9/2020 7:46 PM
120	"Less" parking is hard to endorse without an idea how much less.	12/9/2020 7:42 PM
121	Build underground garages.	12/9/2020 7:26 PM
122	Only comment besides the comment above, is that income should not influence what parking amount people get. That is biased and not equitable.	12/9/2020 7:08 PM
123	I would be more likely to support this if the city had a plan in place to create more pleasant and safe pedestrian routes to downtown Milwaukie from Ardenwald. Ie Planting medians at major intersections along 224 and 99 to slow traffic and give pedestrians a place to stop midway. Planting trees along Harrison from Safeway crossing over to 17th.	12/9/2020 6:30 PM
124	How would contractors prove the need for less parking. Low income people often work multiple jobs and require access to a car.	12/9/2020 6:19 PM
125	The first question is a bit misleading since it combines (but uses and/or) "low-income households" with "senior adults" assuming the combination is fine. But while I may agree that parking spaces could be reduced for "senior adults" (e.g. in an assisted-living environment),	12/9/2020 5:47 PM

low-income households don't necessarily need fewer parking spaces. And like the first set of questions, these changes will likely have additional ramifications (e.g. increased usage of mass transit which may require additional expenditures on mass transit in the future -- who pays for those expenditures? Everyone or just the people living in the dense housing with reduced parking spaces?)

126	People near mass-transit and near bike lanes should not need more than one "space" for a vehicle to be parked. It's a waste of land which should be used for kids' play-areas, community gardens, and young replacement forest-land with native-trees & native-shrubs to help sustain birds & pollinators. Perhaps larger condominium developments could provide a residents-only shuttle van to make it easier to live car-free. Also provide very secure bicycle-storage with a bike maintenance room for residents.	12/9/2020 5:33 PM
127	parking requirements have held dense development hostage, people who live on the streets that get parked in can deal with it	12/9/2020 5:28 PM
128	Na	12/9/2020 5:18 PM
129	Parking requirements should depend on access to mass transit.	12/9/2020 5:04 PM
130	There should be as many parking spaces as there are vehicles belonging to residents. The current 1.25 to 1.75 space requirement seems too low.	12/9/2020 2:58 PM
131	It's absurd to expect people to manage employment and schooling or daycare without adequate parking. Transit cannot accommodate all needs. Even transit stations require parking space, as evidenced by the Orange Line parking disaster.	12/9/2020 2:56 PM
132	Married couples usually have 2 cars. Parking requirements will depend on the mix of married, families and singles.	12/9/2020 2:09 PM
133	If truly Low Income, no need for multiply parking or even garage/ driveway/parking areas except to ensure move in/out/guest parking (in road area or turn out parking areas). A thought would be -- each Development would have Storage Facilities (clustered) maybe surrounded/separated by walking/park type areas .Each unit either by rental/sold home(could have more than one) with living facility.	12/9/2020 1:25 PM
134	We are a car culture, especially since public transport outside of downtown portland is lacking. You need to support this and provide adequate parking.	12/9/2020 1:17 PM
135	Parking is vital to our community	12/9/2020 1:15 PM
136	Looking at how Portland waived parking requirements for multifamily housing and negative impact it had on the livability of those neighborhoods, I would tread very cautiously on altering parking requirements.	12/9/2020 12:59 PM
137	I don't want apartment dwellers parking in front of my house from 3 blocks away.	12/9/2020 12:45 PM
138	Increase the required number of spaces as parking is already a problem	12/9/2020 11:51 AM
139	The idea that developers could demonstrate that residents will need less parking is laughable.	12/9/2020 11:48 AM
140	If anything, the number of parking spaces should be increased. At the very least, keep them the same. Even if people are inclined to use public transportation for their work commute, they still need a vehicle for errands and such. Public transportation options, may reduce the number of vehicles commuting into Portland by some degree, but those vehicles just end up getting left at home.	12/9/2020 11:37 AM
141	THERE NEEDS TO BE AT LEAST 2 SPACES FOR EACH UNIT.	12/9/2020 11:30 AM
142	While government wants to force people to not drive with these kind of laws, it doesn't happen. People will drive and just park and clog the streets, which in commercial areas, means less parking for customers. If reducing parking means people will park on street and take parking away from customers, this will kill the businesses.	12/9/2020 11:23 AM
143	Please remove parking minimums. https://www.strongtowns.org/journal/2018/11/23/a-map-of-cities-that-got-rid-of-parking-minimums-updated	12/8/2020 9:38 PM
144	Parking lots don't pay taxes; tenants, businesses, and customers do. Many people travel, commute, shop by transit or bike. Extra car parking does not serve them. Secure bike parking	12/8/2020 10:24 AM

(Valet or OoneePOD) would serve them. Better public transit would serve them. Safe streets and crossings would serve them.

145	There should be underground parking for every unit built.	12/8/2020 8:56 AM
146	Not all can use public transit. In this Covid world I'd stick w/ my vehicle over mass transit. And there's a whole wonderful state to explore ... I'll stick w/ my transportation. 🚗🚙	12/7/2020 7:10 PM
147	areas for rideshare or uber/lyft zones could be created too.	12/6/2020 1:58 PM
148	Multi-family housing requires more land, plain & simple. More than likely there will be 2 driving adults, whether it be parents or multi-generation occupants. To not face this reality is where trouble arises.	12/5/2020 10:12 AM
149	Reduction of parking spaces has a negative impact on congestion and reduces business visits as people can't find parking so will go to other places of business.	12/4/2020 11:45 PM
150	There should be regs and they should be followed. No abandoned cars. Cars not moved for days should be sheltered elsewhere. Neighborhoods should not be used for rental parking. Completely unfair to those not choosing apartment life.	12/4/2020 10:06 AM
151	Perhaps allow developers to buy credits to parking structures instead of building all parking spaces into developments.	12/3/2020 7:45 PM
152	should be assurance this housing would NOT overcrowd existing streets!	12/3/2020 6:44 PM
153	Housing is for people, not for cars. Providing some spots for flex-use, car share, electric charging stations is crucial though. And safe/secure bike storage. Designing areas to be more bike/multi-modal friendly is good for any town.	12/3/2020 9:24 AM
154	There's no guarantee that the building will remain in it's original designation forever so parking should be built to accommodate both current and future needs.	12/3/2020 9:00 AM
155	It makes sense to have the developer show (within reason) that fewer parking spaces are needed for a particular development.	12/3/2020 8:04 AM
156	dont lump low income with seniors when talking about parking. Needs and alternative transportation opportunities are very different.	12/3/2020 7:57 AM
157	seems there is either not enough or more than adequate...especially in the mixed use areas	12/3/2020 7:32 AM
158	No further comments.	12/3/2020 6:39 AM
159	Never enough	12/3/2020 6:14 AM
160	Most commercial sites don't have transit service to eliminate vehicles.	12/2/2020 8:41 PM
161	Builders can afford to pay for parking. If we quit building parking spots we run out of parking spaces, and it causes a lot of problems, and eventually people leave because of parking. Parking spots sell houses, or are a huge bonus for renters.	12/2/2020 8:09 PM
162	No comment	12/2/2020 7:44 PM
163	Drive through these places in the evening when folks are all home from work. You will see the problem of inadequate parking easily.	12/2/2020 7:19 PM
164	sometimes nothing substitutes for a car!	12/2/2020 7:00 PM
165	Again, look at Portland. It's a complete fiction that people will all ride public transport. Portland is turning into SF, cars parked everywhere blocking up residential streets. All because people don't public transport and they aren't going to because it's not practical for most people.	12/2/2020 6:55 PM
166	Light rail, bike friendly commuting options. Walkable neighborhoods with amenities accessible (access to grocery and entertainment)	12/2/2020 6:40 PM
167	See above.	12/2/2020 6:39 PM
168	I had a fourplex build across the street from me in Portland, they had four cars on the street-for all the one bedroom apartments. The garages we all use for storage	12/2/2020 6:29 PM
169	Restrict from non working cars and boats and rv parking	12/2/2020 6:29 PM

170	If there's a way to subsidize a mix of private underground and public parking garages, that is the ideal solution in most cities.	12/2/2020 6:21 PM
171	Could the ratio of parking be one space to each unit no matter size of unit	12/2/2020 6:21 PM
172	Visitors and guests need places to park. Typically low cost housing is manifested by the increased number of vehicles parked everywhere- sidewalks, curbs in front of driveways etc. providing ample parking will help keep the mess to a minimum.	12/2/2020 6:19 PM
173	We need to increase transit options in Clackamas County	12/2/2020 6:18 PM

III.   AFFORDABLE HOUSING BONUSES

Some jurisdictions allow a developer to build more housing units or a taller building, and change other standards (such as parking, landscaping, etc.) in exchange for ensuring that some units are affordable for lower income households. This is commonly referred to as an "affordable housing bonus".

Right now, Clackamas County has a minimal and rarely used affordable housing bonus -- 1 additional unit allowed for each affordable unit, up to 8% of base density. (For example, if the allowed density is 100 units and a developer proposes to make eight or more units affordable, they could add up to eight units to the project.) We are considering ways to provide a more meaningful affordable housing bonus that would provide incentives for developers to build affordable units.

Q6 For each of the following statements, let us know if you agree, disagree, have no opinion or need more information.

Answered: 459   Skipped: 4
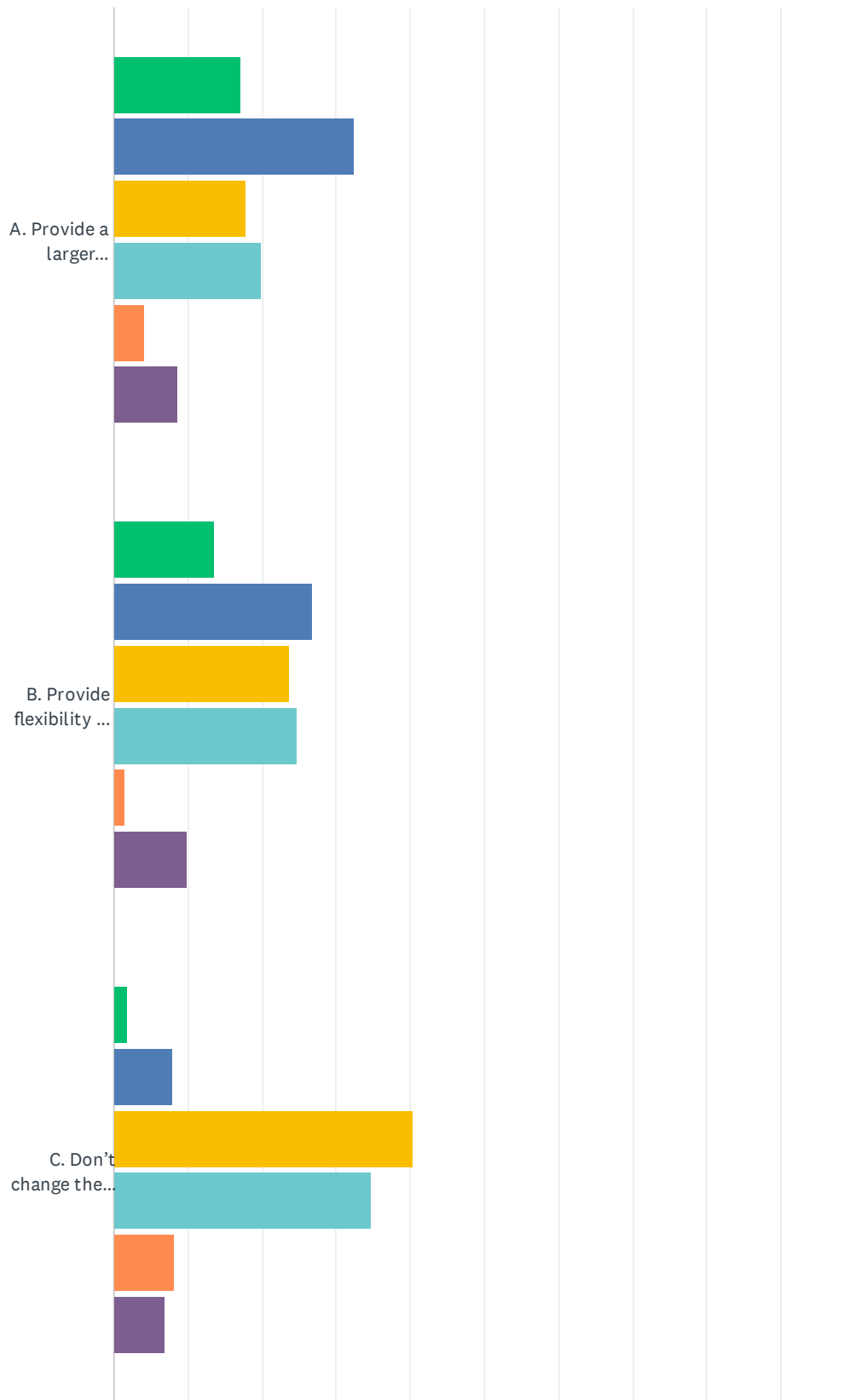
Land Use Regulations Related to Housing, Phase 1
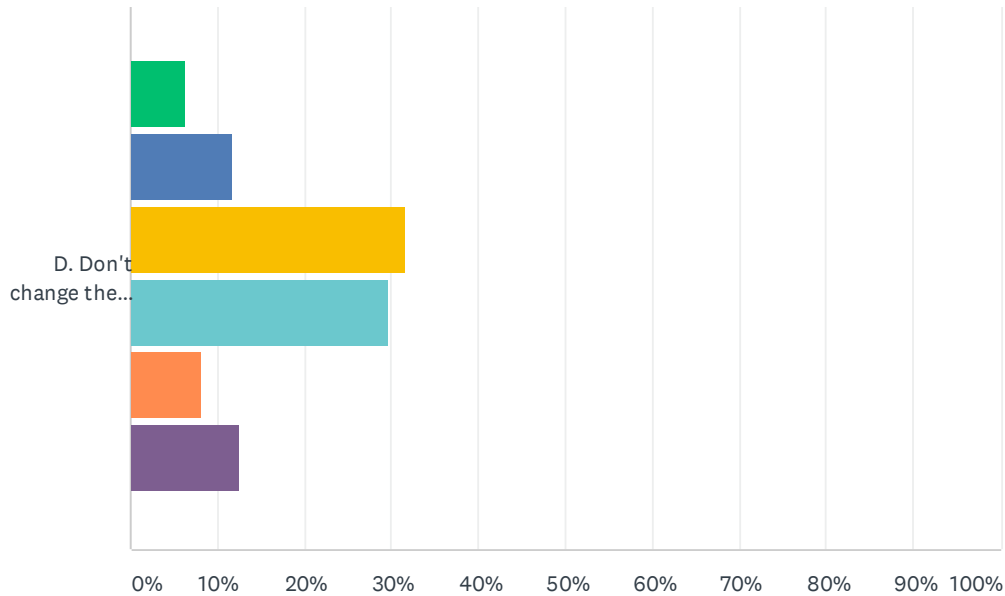
- ■ Strongly agree
- ■ Agree
- ■ Disagree
- ■ Strongly disagree
- ■ No opinion/don't know
- ■ Need more information

	STRONGLY AGREE	AGREE	DISAGREE	STRONGLY DISAGREE	NO OPINION/DON'T KNOW	NEED MORE INFORMATION	TOTAL
A. Provide a larger residential density bonus to developers who commit to providing more affordable housing units.	17.14% 78	32.53% 148	17.80% 81	19.78% 90	4.18% 19	8.57% 39	455
B. Provide flexibility in other development requirements (such as parking, open space or roadside improvements) to developers who commit to providing more affordable housing units.	13.50% 61	26.77% 121	23.67% 107	24.78% 112	1.55% 7	9.73% 44	452
C. Don't change the affordable housing bonus, but reduce the parking requirement.	1.98% 9	7.93% 36	40.31% 183	34.80% 158	8.15% 37	6.83% 31	454
D. Don't change the affordable housing bonus, but remove maximum density limits for all multi-family affordable housing developments in commercial and multi-family zoning districts.	6.24% 28	11.80% 53	31.63% 142	29.62% 133	8.24% 37	12.47% 56	449

#	OTHER (PLEASE SPECIFY)	DATE
1	How has this worked in other areas?	12/31/2020 1:00 PM
2	Of A, B, and C, I like B the best.	12/30/2020 5:52 PM
3	For "D", whichever is best and will be most effective.	12/30/2020 4:29 PM
4	Some of these questions seems to be trick questions and confusing.	12/30/2020 12:23 PM
5	NA	12/29/2020 5:37 PM
6	One of the issues causing a supply issue is the legislature. It's impact on rentals has been a disaster-in my area structures previously used for rental have been turned into properties for sale. Giving developer bonuses is a bad idea.	12/29/2020 9:01 AM
7	dont bring in more low income housing	12/29/2020 5:13 AM
8	There certainly need to be more options here.	12/29/2020 1:46 AM
9	obviously you have completed this planning process and this is just a stab at your definition of transparency.	12/29/2020 1:01 AM
10	Maintain all requirements, give a reduction on all county fees associated with each development	12/28/2020 10:25 PM
11	Where is the answer box for no?	12/28/2020 9:46 PM
12	C and d are misleading questions	12/28/2020 9:30 PM
13	Affordable housing bonus - another bogus government way of control which we don't want or need.need or	12/28/2020 7:44 PM
14	Jennings Lodge and Oak Grove are dense enough!	12/28/2020 7:27 PM
15	Oak Grove does not want multifamily high rise units.	12/28/2020 6:45 PM
16	Don't make it a bonus. Make it a requirement. And yes those low income units should be allowed to exceed the density limits but not the whole project	12/28/2020 6:36 PM
17	It would be great if car lots and mobiles home parks could be targeted for redevelopment	12/28/2020 6:35 PM
18	Stop distorting the market, let people decide how much parking they need.	12/28/2020 12:06 PM
19	just ruins neighborhoods	12/27/2020 7:23 AM
20	Consider all other options that can create dwelling units with an average cost of under $100,000 per dwelling units. one story Tiny houses, duplex's, manufactured home parks, senior housing with owner occupied high density manufatured homes, 5' feet apart in a cluster horseshoe.,	12/19/2020 11:04 AM
21	Again, lower income folks deserve quality construction and green spaces just like others don't sacrifice quality of life for developers/landlords to make more $	12/17/2020 9:14 PM
22	If the bonus doesn't work, make a requirement that multi-housing developers include 10% or more low income housing units in their development.	12/17/2020 7:58 PM
23	Investigate ways to streamline permitting processes. Lengthy and complex reviews increase carrying costs and risk of needing to review. Something like City of Portland's Streamlining Committee for environmental issues but for plan review, etc.??	12/17/2020 5:39 PM
24	Parks, green space must be preserved, high priority need for community gardens, preserve old trees.	12/17/2020 1:56 PM
25	Quit trying to pack more people in.	12/16/2020 8:25 AM
26	Developers should be required to provide affordable units no matter what	12/13/2020 10:51 PM
27	save parking	12/11/2020 12:36 PM
28	We don't need more affordable housing.	12/10/2020 8:14 PM
29	Low income housing should be truly low income housing. I am unaware of any being built in our	12/10/2020 6:49 PM

county for many decades.

30	Again, the impact on the community must be considered	12/10/2020 11:31 AM
31	Don't give developers brakes on parking or road conditions.	12/10/2020 10:12 AM
32	Give developers a bonus for leaving the County, the State, and never returning, ever!	12/9/2020 8:53 PM
33	Many aspects to these questions indicate shallow government ideas	12/9/2020 8:47 PM
34	There's a reason we live in Clackamas County and not the republic of Portland/Multnomah County and hi density low income no parking space housing is a big reason	12/9/2020 7:46 PM
35	Give developers priority bidding on future developments IF they keep a certain percentage of affordable housing units in all previous projects for a minimum of 10 years AND use LEED and solar to reduce utility bills.	12/9/2020 7:26 PM
36	Leave it as is. There is no reason to be trying to pack 10 pounds of crap in a 5 pound bag!	12/9/2020 7:08 PM
37	Eliminate the bonuses entirely.	12/9/2020 5:47 PM
38	Provude a developer bonus for (A) building condominiums which are "affordable" to lift peole out of poverty by BUYING/INVESTINg so low income residents can stop wasting their money on "rent" (B) offer developers a bonus for retaining/preserving existing trees and for planting additional native trees & shrubs which won't require chemical/mechanical maintenance and will support pollinators & wildlife into the future.	12/9/2020 5:33 PM
39	again, density = better public transportation	12/9/2020 4:59 PM
40	require affordable housing without a bonus	12/9/2020 1:17 PM
41	I think having a mix of affordable within a building is very nice so that this group does not stand out/stigma with a huge ugly building that is obviously affordable.	12/6/2020 1:58 PM
42	If the goal is to achieve more affordable housing units, forget about incentivizing private developers. Instead, the County should develop an Affordable Housing Land Trust and allow flexible development options for non-profit community housing agencies.	12/5/2020 10:12 AM
43	B. They should be allowed flexibility in certain areas -NOT in the parking piece.	12/4/2020 10:06 AM
44	make sure everyone knows the difference between "open space" and "green space". I found out the hard way that open space can be a parking lot!	12/3/2020 6:44 PM
45	I see that developers are wagging the dog. Too much control undoes the desire of the people. They take advantage.	12/3/2020 6:52 AM
46	Don't use the builders that won't build affordable units. IF they want the job, they will come down on the quote, and do the build!	12/2/2020 8:09 PM
47	until there is sufficient housing (never) you have to wake up to the fact that more people are becoming city "nomads" because they can't and will never in their LIFETIMES be able to afford the rent. but you can't see that dirty little slum around the corner. e	12/2/2020 7:00 PM

Q7 Please share any comments, suggestions or questions you have about affordable housing density bonus.

Answered: 121   Skipped: 342

#	RESPONSES	DATE
1	N/A	12/31/2020 11:16 PM
2	Affordable units have the same or sometimes more need for parking as other units as there may be multiple tenants per unit and all working/commuting. If adjacent to light rail, then could reduce. Would rather raise density rather than waiving open space, landscaping or other amenities	12/31/2020 3:01 PM
3	NA	12/31/2020 9:07 AM
4	no comments at this time	12/30/2020 8:49 PM
5	Wages are not keeping up with housing costs - especially in the PDX metro area. Housing costs in this area are rising as people priced out move in. Every effort must be made to house people - the ripple effect is so grave - e.g. - children who face homelessness in their lives never recover psychologically.	12/30/2020 5:23 PM
6	Lowering standards will only create less desirable areas which will lead to lower accountability to keep the areas liveable and safe.	12/30/2020 12:30 PM
7	As long as there is sufficient parking, I'm in favor	12/30/2020 12:25 PM
8	Na	12/30/2020 10:49 AM
9	It's difficult to comment on this section that could result in developers interpreting the standards for their benefit but diminishes the quality of housing. Each development has unique physical constraints and opportunities. The County should review, outline, and guide the developers to assure they deliver on the County's vision of housing for residents with low income, which I hope includes a good quality of life (inside and outside the home). A bonus appropriate for the development could be determined during this process. There are good developers and bad; the County is the entity we rely on to monitor and manage developers, assure consistency and quality, and determine what is best for our community.	12/30/2020 2:06 AM
10	There should be more incentive for affordable housing	12/29/2020 9:33 PM
11	Anyone who can afford to develop doesn't need a bonus	12/29/2020 9:24 PM
12	Appears to currently be about right.	12/29/2020 6:31 PM
13	NA	12/29/2020 5:37 PM
14	If somebody wants to build an entire highrise apartment building that's all affordable housing, let them build it as big as they want. Compromising on parking or other features is a terrible idea though.	12/29/2020 7:31 AM
15	lower density	12/29/2020 5:13 AM
16	Many more affordable housing units need to be required, regardless of any 'bonuses' offered.	12/29/2020 1:46 AM
17	Your planning department provided nothing but misrepresentation and outright lies at their hastily drawn together meeting with the JLCPO to discuss the county's purchase of the EconOlodge on McLoughlin. Those lies were exposed and called out during last weeks Tuesday and Thursday BCC meetings. Even then, 3-commissioners (2-of which are outgoing) voted to proceed with this reckless endeavor sold to the public in bad faith with absolutely no real transparency. As a result, I have no faith whatsoever in the county's planning dept. or the BCC itself. I will strongly oppose any and all future projects the county may embark on until such time as I see truth and real transparency coming out of the Taj Mahal at Red Soils. By the way, what does the future planning look like for affordable housing and housing the homeless look like in Lake Oswego ?	12/29/2020 1:01 AM
18	I believe that affordable housing should look just like "regular" housing. If certain consessions are on the books now, that's fine. But no need to add more.	12/29/2020 12:27 AM
19	Reducing amenities such as open space creates a "desert" of community interactions and perception of reduced quality of life. An effective way of maintaining affordable housing are deed restrictions on subsequent sales of houses. That will likely require monitoring by a housing agency. Another method would be to buy tracts of lands for-sale housing with affordable deed restrictions that would accrue a percentage of sale proceeds to a housing agency to reinvest in more affordable housing.	12/28/2020 11:26 PM

20	Changing any requirement housing density or parking requirements only leads to building slums. we have enough of them already.	12/28/2020 10:25 PM
21	Leave it alone.	12/28/2020 9:58 PM
22	Think of California before you decide to grow. Fires, mudslides, pollution, congestion. Look at Tigard and how that landscape has turned into a sea of crap homes chewing up a once beautiful landscape	12/28/2020 9:46 PM
23	Developers take advantage of the bonus, but don't build the units or use loop holes to claim units are low income when they are not. There is evidence of this all over Multnomah County. The Clackamas County system is notorious for not holding developers accountable for such things or easily waving requirements. We don't need to incentivize this behavior.	12/28/2020 9:41 PM
24	Any future developments needs to take into consideration and protect existing neighborhoods and communities, and developers do not have the right to reduce the live ability of either existing or future developments. Stop allowing the developers to reduce the live ability of people just to increase their bottom line of profit.	12/28/2020 9:30 PM
25	Affordable housing density is a fallacy. Don't be putting poverty upon poverty which is what this does.	12/28/2020 7:44 PM
26	Pass	12/28/2020 7:10 PM
27	Use every tool available to build QUALITY housing of ALL income ranges	12/28/2020 6:48 PM
28	Put high rise units in Multnomah County or Lake Oswego	12/28/2020 6:45 PM
29	Waive or increase the limit for density requirements based on the number of low income units.	12/28/2020 6:36 PM
30	Need more information	12/28/2020 6:35 PM
31	No comment at this time	12/28/2020 6:29 PM
32	No enough information on what "bonus" truly means.	12/28/2020 6:22 PM
33	Whatever the agreements the key is holding developers accountable. Additionally, "affordability" needs to be specifically defined for each building or each population being targeted for housing. "Affordability " must be defined relative to a tenant's income.	12/28/2020 5:57 PM
34	All these questions assume perfect information or a personal vision of how things should be. We need to recognize that the landowners have the freedom to decide how to best develop their land.	12/28/2020 12:06 PM
35	not a fan	12/27/2020 7:23 AM
36	More!	12/22/2020 7:25 PM
37	This appears to be a set up to dump Multnomah's houseless problem on Clackamas county. The immediate impact on the infrastructures of towns will cause a strain and impact the livability of communities.	12/21/2020 5:29 PM
38	Stop bending over to developers for $$$	12/21/2020 5:28 PM
39	We have great spaces in the county for affordable housing but need to be sensitive to residents in towns that moved here for a specific reason. Overcrowding in residential areas is very bad and causes too many issues. We need to use empty commercial space first, and build a better economy.	12/20/2020 7:05 AM
40	We cannot afford more high-density, high-rise housing developments that have a real cost of creating affordable dwelling units at $300,000 on average per dwelling unit. The subsidies required to create affordable housing at $300K per dwelling are not sustainable.	12/19/2020 11:04 AM
41	There seems to be a lot of factors involved in making these decisions and it's difficult for someone who isn't knowledgeable about land use and development to know what is best.	12/18/2020 5:42 PM
42	None	12/18/2020 7:57 AM
43	If the bonus doesn't work, make a requirement that multi-housing developers include 10% or more low income housing units in their development. Maintain community requirements for green space, roads, parking, etc.. Developers have their "right" to profit, but as they fill in	12/17/2020 7:58 PM

lands, they impact all of the community, so the community should be able to have expectations.

44	Developers should be made to pay 25% for infrastructure	12/17/2020 7:43 PM
45	X	12/17/2020 7:21 PM
46	I feel that all multi-unit housing developments should be REQUIRED to offer a percentage of units to low and middle-income buyers. The only reason I was able to buy my home was through a downpayment assistance program. More and more residents are being priced out of the market.	12/17/2020 6:18 PM
47	N/A	12/17/2020 5:23 PM
48	Density bonuses are artificial constraints that arent needed. Just allow a certain level of density outright, and broadly increase that level across all existing commercial and residential districts so that the impacts of density and development are spread throughout the county.	12/17/2020 5:16 PM
49	We are still navigating HB2001 for zoning impacts. While the need for affordable and low-income housing is immediate, the impacts of poor planning are felt forever. At some point there will be less need for vehicles. Connected Autonomous vehicles and ride-sharing options for low-income may dramatically shift the need to own an maintain a vehicle. It's important to have some flexibility to allow for current conditions that can adapt to future conditions. (Ie: adequate parking where the site can have housing or commercial space be built in future obsolete parking).	12/17/2020 2:55 PM
50	Developers should have a moral obligation to build some affordable housing because it's the right thing to do, not that they'll make more money off doing it.	12/17/2020 2:12 PM
51	Why is this a bonus/incentive? It should be a REQUIREMENT	12/17/2020 1:49 PM
52	Messing with the market never works. Stop doing it.	12/17/2020 1:45 PM
53	with for profit developers the critical piece is the requirement for a non-profit partner for the constructed affordable units and through this relationship the commitment for permanent affordability on any units that receive any kind of bonus or alteration of requirements.	12/16/2020 4:57 PM
54	No bonus. We don't need more people.	12/16/2020 8:25 AM
55	I will again say that creating a significant amount of low income housing in our area is not something I believe most people want. We already have too many recently built apartment complexes in the area.	12/14/2020 10:53 PM
56	Definitely increase the bonus to at least 20%, but do other things too. If people are going to leverage this bonus it needs to be profitable for investors.	12/14/2020 9:24 AM
57	If developers weren't pay the high cost of fees for permits, they wouldn't have to pass on the costs to buyers/renters. Also, the bureaucracy of a project from start to finish is ridiculous.	12/13/2020 12:51 PM
58	Affordable housing is useless unless there is transportation and jobs to support it	12/13/2020 7:55 AM
59	What other incentives would a builder have to building more affordable units, besides a government bonus? This is an artificial way of making them want to. I would think if they are in demand, they would spring up. Why not? Some other factors going on? I guess the most affordable housing would end up being the most crime ridden, which would make it less likely people would want to build because the potential tenants would be worse than others on the average? We need laws that will favor landlords MORE in such developments, understanding that they are more likely to have crime, so such areas need laws that management can have greater power and flexibility in dealing with problems. Also, we need more freedom to make the housing as simple, and as inexpensive as possible. So certain requirements may need to go. Are there any safety requirements in building that go too far that we could eliminate? Simplifying a condo or apartment in any way can make it more affordable.	12/12/2020 9:53 PM
60	We need to make it easier and profitable for builders to build this housing, but remember how changing those density amounts will affect the neighborhood not just this building. How will the neighborhood look and community be affected with these changes	12/12/2020 8:28 PM
61	We are not a socialist society. It's a matter of supply and demand. Affordable housing in the same area or building is unfair to those who pay more. Do away with affordable housing.	12/10/2020 8:14 PM

62	Just do what's necessary so that all families have homes they can afford.	12/10/2020 6:57 PM
63	Maybe instead of a density bonus, we should have a fee for homes over a reasonable square footage. Also, it is ridiculous that people live two families to a house on acreage that could certainly hold two (maybe one temporary) houses. I am all for controlled growth but Clackamas County has long had a lousy version of it. I commute on Beavercreek Rd (45 years now) I see developments of expensive/over-priced homes going in all the way out. Increased traffic and no increase in affordable homes. A development of simple three-four bedroom ranch homes on smaller lots would provide more housing and frankly better communities instead of encouraging people who don't live and work in our county to move here. Kids need yards.	12/10/2020 6:49 PM
64	We should not be incentivizing developers by letting them hurt our neighborhoods. Less parking equals more people parking in neighborhood streets. And of course, being against higher density, I'm against adding Ben more units	12/10/2020 4:24 PM
65	How about skip the low-income housing, it ruins otherwise nice/peaceful neighborhoods.	12/10/2020 3:18 PM
66	We need more affordable housing. Period.	12/10/2020 12:10 PM
67	If the program CC has now is not being used, why change it to the detriment of everyone else?	12/10/2020 11:49 AM
68	This bonus allows developers to skirt the requirements and build more dense units without adequate parking. I don't like it.	12/10/2020 11:31 AM
69	Developers already are cramming in units. Adding more bonus units would seem to make it worse and they don't need to remove parking or other amenities. At some point, enough is enough.	12/10/2020 11:23 AM
70	I wouldn't support many incentives involving parking or density unless I knew the specifics.	12/10/2020 9:55 AM
71	Providing more free will mean more costs in the long run as the cheaper are not taken care of. When we don't have to work for something, we have less need to take care of it as it's not seen as our responsibility.	12/10/2020 9:50 AM
72	Not necessary in Clackamas county	12/10/2020 9:27 AM
73	People don't want "affordable housing" in our area. Crime and livability issues come with "affordable housing". Keep that in Portland. That's not why we live in Clackamas County.	12/10/2020 8:57 AM
74	follow up that the bonus units are actually put in the pool for subsidized housing with an yearly or every two year review	12/10/2020 7:42 AM
75	This survey makes the presumption that increasing the population density of Clackamas county is a good idea. In my experience, it's a good idea for county government as it increases the tax base in an existing area. Conversely, it's a bad idea for the current county residents as they get no benefit from the increased revenue in the form of improved infrastructure and suffer the consequences of increased housing density, e.g., traffic congestion, crowded facilities.	12/10/2020 5:44 AM
76	I'd like to see the bonus get bigger, the more affordable housing they add	12/10/2020 3:29 AM
77	Quit trying to lower the quality of our neighborhoods	12/10/2020 2:23 AM
78	I agree with flexibility for open spaces only	12/10/2020 2:04 AM
79	None	12/9/2020 11:18 PM
80	Affordable housing programs are a scam that provide little to no benefit to the lessor only lining pockets of builders and investors.	12/9/2020 11:03 PM
81	Quit efforts to social engineer housing and allow market to govern or dictate what is needed	12/9/2020 9:00 PM
82	There is no hope because you and developers share same sheets. The County will continue to be destroyed. Money is the only value you know, or ever will know. The Genie is out of the bottle, you are her pathetic servants.	12/9/2020 8:53 PM
83	Government regulation is usually based on political agenda rather than good sound reason	12/9/2020 8:47 PM
84	No bonus needed, let market drive it.	12/9/2020 8:33 PM
85	It's a workable strategy that has been used in other jurisdictions	12/9/2020 8:29 PM
86	the bonus must be implemented so that the developer is making a larger impact on the	12/9/2020 8:08 PM

situation. In addition, how does this equate to affordable housing in the furture? Will the start off as affordable but as tenants/owners move on how do you guarantee that the unit remains as affordable housing?

| 87	The bonus for developers should be at least as large as the number of visitors to Tootie Smith's Thanksgiving party!	12/9/2020 7:50 PM
88	There is a reason why we live in Clackamas County and not the Peoples Republuc Of Portland. Do not turn our beautiful County into a Portland slum	12/9/2020 7:46 PM
89	We can't just hope developers will make some of the housing they build affordable—we must make *certain* our policies drive the construction of more affordable housing. Expanding the density bonus seems to do that.	12/9/2020 7:42 PM
90	Get tough - I am sick of manufacturing the downturn of areas such as the area east of 205 by syphoning off their funds for the Pearl District and Moda Center area while their streets decay, and they become ripe for gentrification. Trimet stops are cut, lights remain out, sidewalks are dangerous while area after area rebuilds and loses its style. Makes me ill. Developers are doing FINE - families are not. Make them create housing for low income working families without the greed involved. There is a point at which profit and product can work for everyone. Get a grip. I have a BS in Urban Planning and Studies and this is infuriating. People need to choose people over profits for those doing ok at this point in history.	12/9/2020 7:26 PM
91	You seem to have the developers profit as the one non-negotiable factor in this conversation. Why can't they be encouraged to build low income housing without the county having the sacrifice parking spaces, increase density maximums etc.	12/9/2020 7:24 PM
92	Would need to know if affordable units are within walking/biking distance to store and transit.	12/9/2020 6:42 PM
93	Developers currently remove established trees to pave over, create parking, and often only plant saplings that don't survive.Developers should be required to preserve old, established trees	12/9/2020 6:30 PM
94	What is considered to be affordable housing. So much of what is considered "affordable" is not truly affordable for many low income people.	12/9/2020 6:19 PM
95	I'm strongly opposed to bonuses like this. Seems like a "loophole" to enable developers to build denser housing which ends up costing all Clackamas County residents due to the infrastructure issues I mentioned elsewhere regarding dense housing.	12/9/2020 5:47 PM
96	Na	12/9/2020 5:18 PM
97	depending on the density, don't cut down too much in outdoor spaces and places for community gathering/services delivery	12/9/2020 4:59 PM
98	Green space/tree canopies are IMPORTANT even for low income.	12/9/2020 4:57 PM
99	All high rise affordable housing I have seen turns to crime and violence. If built near single family homes the crime rate sky rockets. Low income usually involves drugs and crime. Until sanity is returned to drug laws nothing you do will work.	12/9/2020 2:09 PM
100	The affordable housing benefits should mirror "low Income requirements --no cars,etc.	12/9/2020 1:25 PM
101	While I generally support the bonus, it is imperative that there are significant consequences if developers game the system like they did in the South Waterfront and other projects throughout Portland.	12/9/2020 12:59 PM
102	Fix infrastructure first. Sandy is over populated now. People don't stop here in Sandy for Anything except donuts and Gas.	12/9/2020 12:45 PM
103	Same comment as before. Don't change parking where it would take away street parking for customers.	12/9/2020 11:23 AM
104	n/a	12/8/2020 8:56 AM
105	Just getting a whole lot more housing would make a big difference for affordable housing because of market conditions. Low income is a different animal. County should play a role in waiving fees and supporting infrastructure, safety measures and roads to make the projects more affordable for developers.	12/6/2020 1:58 PM
106	Mixed use/mixed income housing that is close to commercial activity is the most desirable.	12/5/2020 10:12 AM

	Allow maximum flexibility to community-based developers to add to the affordable housing stock.	
107	Affordable units need to be lower cost not subsidized rent. They also need to be well built and maintained with access to regular amenities. Lower costs should come from smaller sizes and less glitz.	12/3/2020 7:45 PM
108	I support improving the housing affordability bonus, but don't support eliminating landscaping, particularly if it's part of a clean rivers initiative or providing more shade in the concrete jungle.	12/3/2020 9:24 AM
109	This sort of "trade" often leads to abuse of the original intention.	12/3/2020 9:00 AM
110	People will always be driving cars in Clackamas County....roads, hills, etc not conducive to bicycles, etc	12/3/2020 7:32 AM
111	Watched this get abused by developers time and again in Portland high and mid rise construction. Be very careful with this.	12/3/2020 6:39 AM
112	Developers make enough money on this land. Require sites to keep trees and open space.	12/2/2020 8:41 PM
113	If there are enough housing options, people can move to other towns. People also don't like to be over crowded!! People want space and parking, and I guarantee those units will sell the fastest!!	12/2/2020 8:09 PM
114	Prefer to focus on betterment of education and business options in Clackamas county and don't want to see us become and adjunct of a failed Portland / Multnomah County.	12/2/2020 7:44 PM
115	builders already make a huge profit. it is ok to expect them to help make communities livable.	12/2/2020 7:41 PM
116	We need to incentivize affordable housing in Clackamas County.	12/2/2020 7:39 PM
117	.	12/2/2020 7:19 PM
118	you have to take the biggest blighted area and turn it into a camping zone. for the old, infirm, never to be employed, etc. and let the hippie spirit turn it into organic garden help each other creative world and let them organize themselves, make their creations and mind your business.	12/2/2020 7:00 PM
119	No! Who defines "affordable?" Do we all get a nice house by the river courtesy of the government? Will you follow Portland and make housing taxes go up to make housing "affordable?" People that want Portland style govt. should live in Portland.	12/2/2020 6:55 PM
120	To many developers promise affordable house and not all keep their commitments. No one followed up and tthere were no penalties. Underhanded and crafty and rumor has it people were paid off	12/2/2020 6:29 PM
121	Need more affordable housing in Clackamas county to accommodate everyone affected especially once the moratoriums are lifted	12/2/2020 6:24 PM

Q8 What type of residence do you live in? (Please check the response that most closely reflects your situation.)

Answered: 457   Skipped: 6
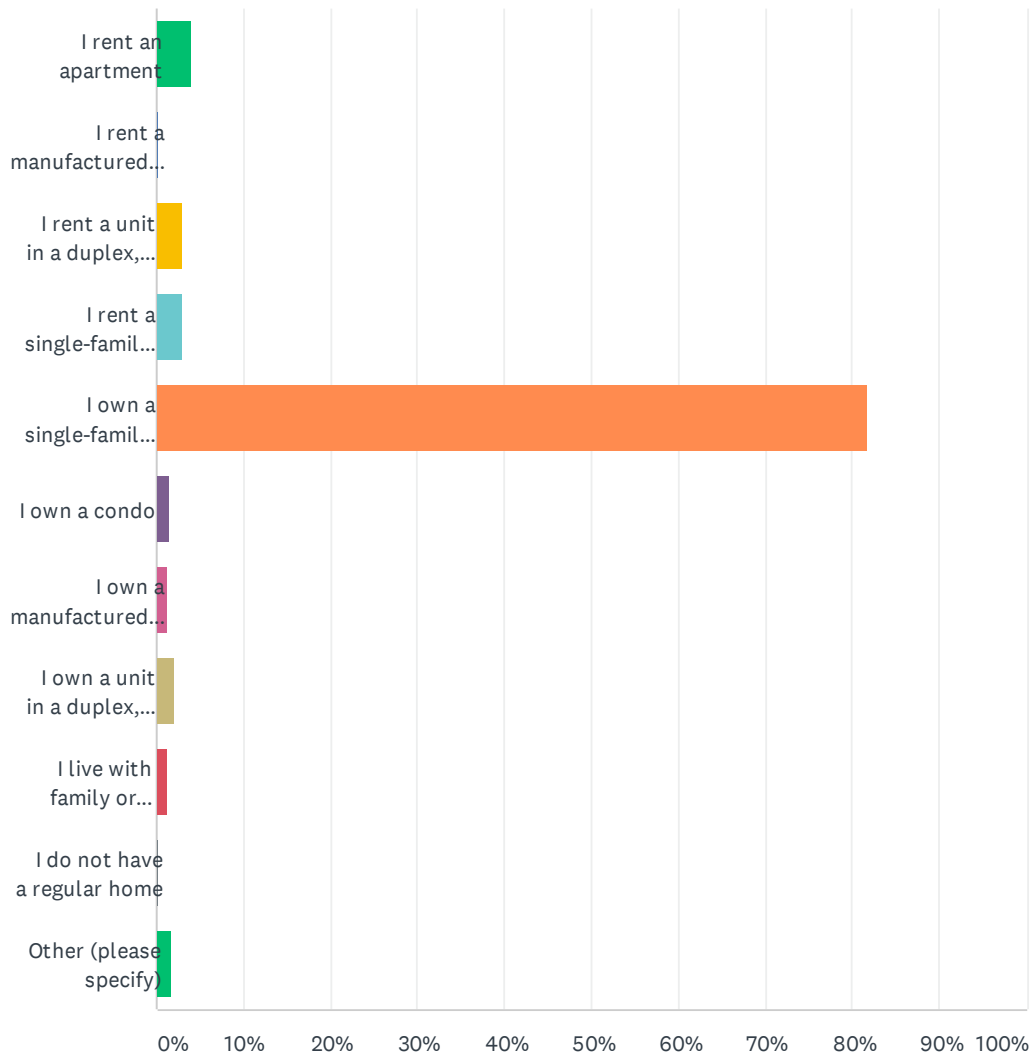
ANSWER CHOICES	RESPONSES	
I rent an apartment	3.94%	18
I rent a manufactured or mobile home	0.22%	1
I rent a unit in a duplex, townhouse, quad or other multi-family building	2.84%	13
I rent a single-family home	2.84%	13
I own a single-family home	81.84%	374
I own a condo	1.53%	7
I own a manufactured or mobile home	1.31%	6
I own a unit in a duplex, townhouse, quad or other multi-family building	2.19%	10
I live with family or friends	1.31%	6
I do not have a regular home	0.22%	1
Other (please specify)	1.75%	8
TOTAL		457

#	OTHER (PLEASE SPECIFY)	DATE
1	I own a business in the area.	12/30/2020 10:43 AM
2	I own commercial property with residential units and live in a single family home	12/19/2020 11:04 AM
3	Home owner and tax payer in area	12/17/2020 7:32 PM
4	I work in this area.	12/14/2020 2:40 PM
5	I rent a room in a single family home.	12/10/2020 2:04 AM
6	I live on a family farm between former farms you and your developer buddies have long ago destroyed. *uck you!	12/9/2020 8:53 PM
7	I own and occupy a 4 plex	12/3/2020 9:24 AM
8	I share a house with another family, almost 2 separate units, but not quite.	12/2/2020 7:19 PM

Q9 What is the zip code at your residence?

Answered: 457   Skipped: 6
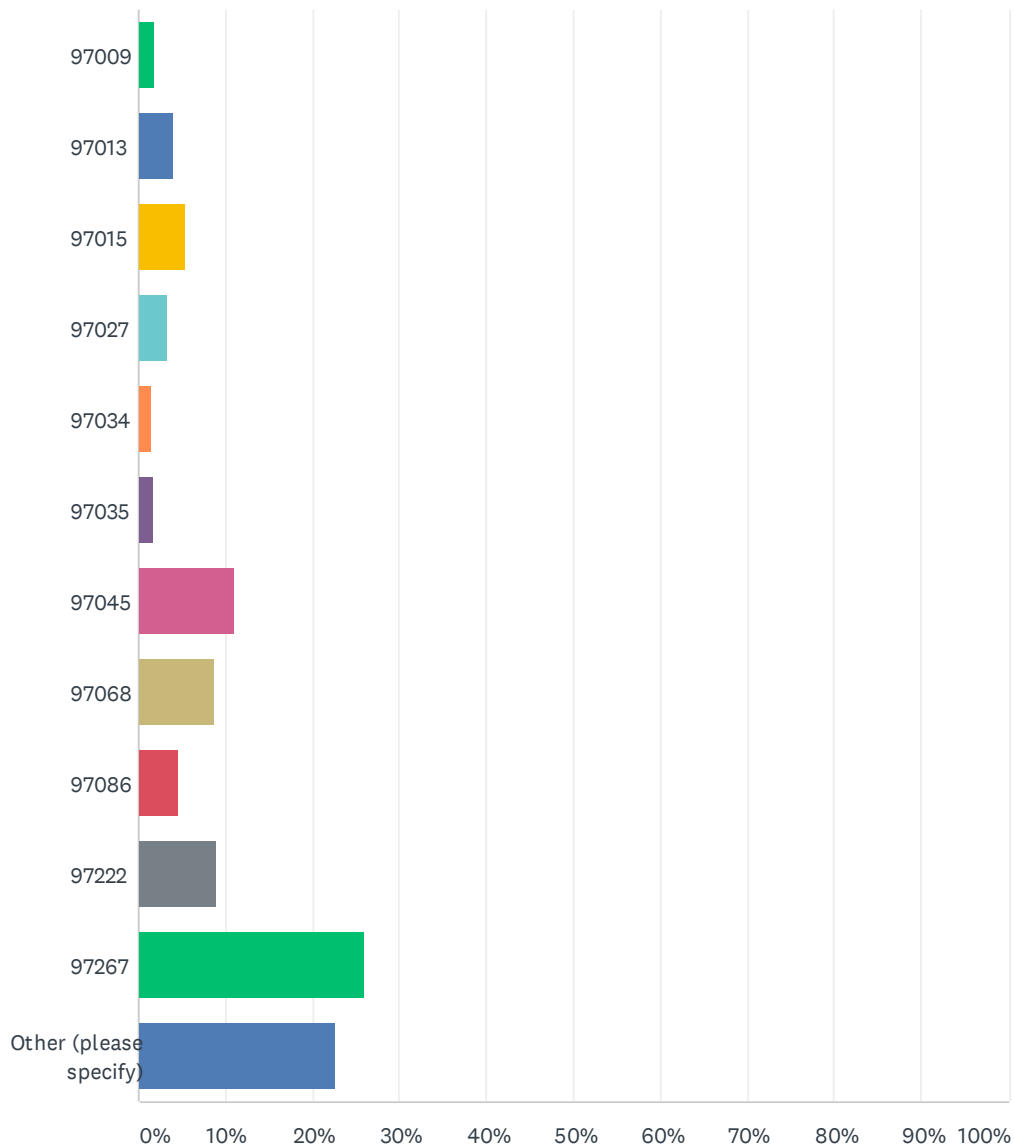
ANSWER CHOICES	RESPONSES	
97009	1.97%	9
97013	3.94%	18
97015	5.47%	25
97027	3.28%	15
97034	1.53%	7
97035	1.75%	8
97045	11.16%	51
97068	8.75%	40
97086	4.60%	21
97222	8.97%	41
97267	26.04%	119
Other (please specify)	22.54%	103
TOTAL		457

#	OTHER (PLEASE SPECIFY)	DATE
1	97068	12/31/2020 9:07 AM
2	97267	12/31/2020 7:20 AM
3	97212	12/30/2020 8:29 AM
4	97089	12/30/2020 2:06 AM
5	97206	12/29/2020 9:33 PM
6	97215 - but I work in 97222	12/29/2020 5:37 PM
7	97004	12/29/2020 4:02 PM
8	97060	12/29/2020 3:39 PM
9	97267	12/29/2020 2:40 PM
10	97086	12/29/2020 1:32 PM
11	97267	12/29/2020 12:31 PM
12	97202	12/29/2020 5:38 AM
13	97267	12/28/2020 8:43 PM
14	97267	12/28/2020 5:03 PM
15	97267-6132	12/28/2020 4:01 PM
16	97089	12/28/2020 12:06 PM
17	97070	12/21/2020 5:13 PM
18	98685 but work in 97222	12/21/2020 8:30 AM
19	97038	12/20/2020 8:10 PM
20	97023	12/20/2020 1:22 PM
21	97068	12/18/2020 12:13 PM
22	97089	12/18/2020 8:41 AM
23	97070	12/17/2020 6:45 PM
24	97086	12/17/2020 6:18 PM
25	97222	12/17/2020 5:10 PM
26	97202	12/17/2020 3:43 PM
27	97055	12/17/2020 1:32 PM
28	97038	12/17/2020 12:47 PM
29	97013	12/15/2020 10:02 PM
30	97089	12/14/2020 10:53 PM
31	97222	12/14/2020 2:13 PM
32	97067	12/13/2020 7:55 AM
33	97002	12/12/2020 9:42 PM
34	97055	12/12/2020 9:37 PM
35	97042	12/12/2020 8:28 PM
36	97049	12/12/2020 7:50 PM
37	97002	12/12/2020 4:09 PM

38	97222	12/11/2020 12:36 PM
39	97089	12/10/2020 9:04 PM
40	97004	12/10/2020 6:49 PM
41	97022	12/10/2020 5:50 PM
42	97222	12/10/2020 5:33 PM
43	97222	12/10/2020 4:43 PM
44	97023	12/10/2020 3:08 PM
45	97004	12/10/2020 11:23 AM
46	97055	12/10/2020 11:12 AM
47	97068	12/10/2020 10:09 AM
48	97290	12/10/2020 7:10 AM
49	97055	12/10/2020 7:05 AM
50	97267	12/10/2020 6:43 AM
51	97070	12/10/2020 5:44 AM
52	97206 unincorporated Clackamas County just off Johnson Creek	12/10/2020 3:29 AM
53	97089	12/9/2020 11:18 PM
54	97022	12/9/2020 11:03 PM
55	97089	12/9/2020 10:11 PM
56	97089	12/9/2020 9:56 PM
57	97002	12/9/2020 9:00 PM
58	023	12/9/2020 8:53 PM
59	97140	12/9/2020 8:47 PM
60	97089	12/9/2020 8:34 PM
61	97055	12/9/2020 8:33 PM
62	97070	12/9/2020 8:29 PM
63	97055	12/9/2020 8:11 PM
64	97222	12/9/2020 8:11 PM
65	97023	12/9/2020 7:45 PM
66	97023	12/9/2020 7:26 PM
67	97023	12/9/2020 7:08 PM
68	97042	12/9/2020 7:00 PM
69	97089	12/9/2020 6:52 PM
70	97023	12/9/2020 6:42 PM
71	97042	12/9/2020 6:19 PM
72	97004	12/9/2020 5:56 PM
73	97140	12/9/2020 5:47 PM
74	97080	12/9/2020 5:20 PM
75	97062	12/9/2020 5:16 PM

76	97038	12/9/2020 5:00 PM
77	97023	12/9/2020 2:58 PM
78	97004	12/9/2020 2:56 PM
79	94582	12/9/2020 1:41 PM
80	97055	12/9/2020 1:15 PM
81	97055	12/9/2020 12:45 PM
82	97222	12/9/2020 12:07 PM
83	97089	12/9/2020 11:37 AM
84	97045	12/8/2020 9:38 PM
85	97222	12/8/2020 8:56 AM
86	97128	12/6/2020 1:58 PM
87	97068	12/5/2020 10:12 AM
88	97070	12/5/2020 7:26 AM
89	97004	12/3/2020 7:45 PM
90	97089	12/3/2020 6:44 PM
91	97070	12/3/2020 2:30 PM
92	97215	12/3/2020 9:24 AM
93	97062	12/3/2020 8:21 AM
94	I work in Clackamas Co but don't live there	12/3/2020 8:04 AM
95	97038	12/3/2020 7:39 AM
96	97004	12/2/2020 9:24 PM
97	97004	12/2/2020 9:19 PM
98	97089	12/2/2020 7:38 PM
99	97070	12/2/2020 7:00 PM
100	97070	12/2/2020 6:24 PM
101	97055	12/2/2020 6:20 PM
102	97070	12/2/2020 6:19 PM
103	97206	12/2/2020 6:12 PM

Q10 Do you work in the housing industry?

Answered: 455   Skipped: 8
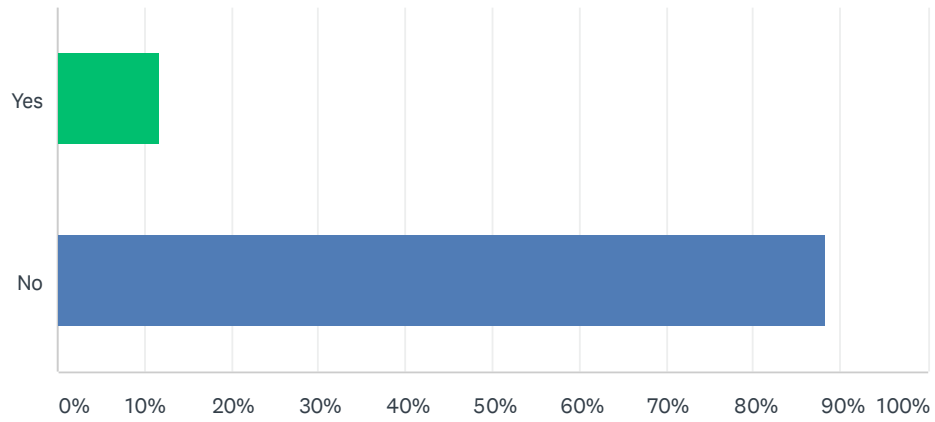
ANSWER CHOICES	RESPONSES	
Yes	11.65%	53
No	88.35%	402
TOTAL		455

Q11 What is your role in the housing industry? (Please check all that apply.)

Answered: 209   Skipped: 254
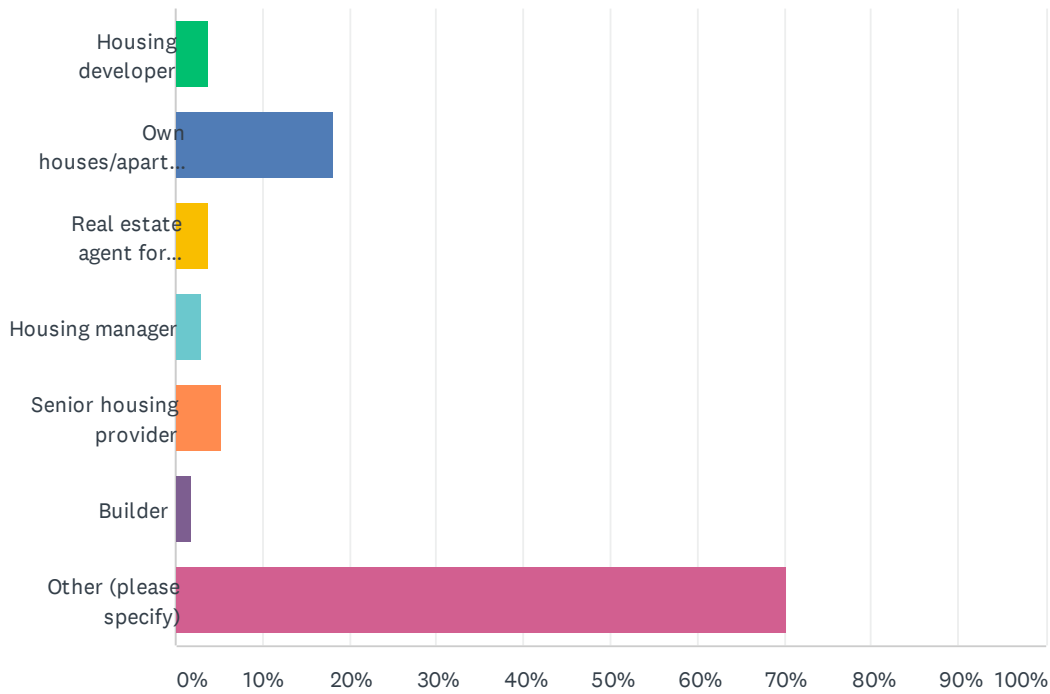
ANSWER CHOICES	RESPONSES	
Housing developer	3.83%	8
Own houses/apartments/condos/manufactured homes that I rent to others	18.18%	38
Real estate agent for residential properties	3.83%	8
Housing manager	2.87%	6
Senior housing provider	5.26%	11
Builder	1.91%	4
Other (please specify)	70.33%	147
Total Respondents: 209		

#	OTHER (PLEASE SPECIFY)	DATE
1	None	12/31/2020 11:16 PM
2	Retired	12/31/2020 3:01 PM
3	Not in the housing industry	12/31/2020 2:14 PM
4	none of the above	12/30/2020 9:12 PM
5	neighbor	12/30/2020 8:49 PM
6	This should've been skipped, I have no role!	12/30/2020 5:52 PM
7	Not involved. See Q 10	12/30/2020 4:58 PM
8	None	12/30/2020 4:29 PM
9	None - not in home building industry	12/30/2020 12:30 PM
10	Commercial Real Estate	12/30/2020 12:25 PM
11	N/A	12/30/2020 12:17 PM
12	No, I do not work in the housing industry.	12/30/2020 11:18 AM
13	I do not work on the housing market	12/30/2020 10:58 AM
14	None	12/30/2020 10:49 AM
15	I work for Willamette View retirement community	12/29/2020 5:37 PM
16	Renter	12/29/2020 4:10 PM
17	social services at a CCRC	12/29/2020 4:02 PM
18	resident and taxpayer	12/29/2020 12:22 PM
19	Concerned resident	12/29/2020 9:39 AM
20	i dont work in the housing industry	12/29/2020 9:15 AM
21	no involvement	12/29/2020 5:13 AM
22	Seventy year resident of North Clackamas County	12/28/2020 10:25 PM
23	None	12/28/2020 9:46 PM
24	Retired	12/28/2020 9:30 PM
25	Own house	12/28/2020 9:20 PM
26	I pay taxes!	12/28/2020 7:28 PM
27	Home owner	12/28/2020 7:10 PM
28	None	12/28/2020 7:00 PM
29	NONE	12/28/2020 6:48 PM
30	N/A	12/28/2020 6:48 PM
31	resident	12/28/2020 6:45 PM
32	I no longer work in construction	12/28/2020 6:35 PM
33	None	12/28/2020 6:29 PM
34	N/A	12/28/2020 6:07 PM
35	Work in nonprofit that assists low income seniors with housing	12/28/2020 5:57 PM
36	Homeowner	12/28/2020 5:39 PM
37	Not in industry.	12/28/2020 5:03 PM

38	none	12/28/2020 4:01 PM
39	Na	12/23/2020 8:59 PM
40	Assistant	12/23/2020 10:04 AM
41	None	12/22/2020 7:25 PM
42	None	12/21/2020 10:20 PM
43	None	12/21/2020 5:34 PM
44	None of the above	12/18/2020 5:42 PM
45	policy	12/18/2020 12:13 PM
46	Land owner	12/18/2020 8:41 AM
47	None	12/18/2020 7:57 AM
48	None	12/17/2020 9:14 PM
49	Community member impacted by the increased traffic, demand on infrastructure, and missing low-income and homeless housing options.	12/17/2020 7:58 PM
50	not	12/17/2020 7:42 PM
51	None	12/17/2020 7:21 PM
52	Architect - company I work for designs multi-family developments	12/17/2020 6:12 PM
53	Environmental permitting	12/17/2020 5:39 PM
54	Not in the industry	12/17/2020 5:23 PM
55	Land developer - rural. M49s, etc	12/17/2020 5:16 PM
56	None	12/17/2020 5:10 PM
57	Home owner and transportation professional.	12/17/2020 2:55 PM
58	Renter	12/17/2020 12:47 PM
59	staff with affordable housing developer	12/16/2020 4:57 PM
60	none.. Why is this not a choice on the list above?	12/16/2020 8:25 AM
61	I volunteer at homeless shelters and have been houseless myself.	12/15/2020 10:02 PM
62	Home owner	12/14/2020 9:39 AM
63	architect, planner, developer	12/14/2020 9:12 AM
64	Home owner	12/12/2020 4:47 PM
65	Homeowner	12/12/2020 4:09 PM
66	business owner	12/11/2020 12:36 PM
67	I am not in the housing industry	12/10/2020 6:57 PM
68	Human Resources Consultant	12/10/2020 6:06 PM
69	Lumber	12/10/2020 5:50 PM
70	None of these	12/10/2020 4:24 PM
71	Already said I'm not in the housing industry	12/10/2020 3:18 PM
72	renter	12/10/2020 3:08 PM
73	retired	12/10/2020 2:30 PM
74	Property owner with ag land that has extra house that sits empty.	12/10/2020 2:06 PM
75	My husband is a maintenance supervisor at a property	12/10/2020 12:10 PM

76	no role	12/10/2020 11:31 AM
77	none	12/10/2020 11:23 AM
78	None	12/10/2020 11:13 AM
79	None	12/10/2020 11:12 AM
80	None	12/10/2020 10:12 AM
81	own one rental home	12/10/2020 10:09 AM
82	Don't	12/10/2020 9:50 AM
83	I don't work in the housing industry.	12/10/2020 8:57 AM
84	None of these apply	12/10/2020 8:54 AM
85	none	12/10/2020 8:51 AM
86	appraiser	12/10/2020 7:42 AM
87	Farmer	12/10/2020 6:52 AM
88	Do NOT work in housing	12/10/2020 2:04 AM
89	Retired	12/9/2020 11:12 PM
90	na	12/9/2020 9:41 PM
91	Before retirment I managing Feeral hojsjing programs and worked in local government inckjding housing authorities,	12/9/2020 8:29 PM
92	NA	12/9/2020 8:11 PM
93	None	12/9/2020 7:46 PM
94	I don't work in the housing industry?	12/9/2020 7:42 PM
95	BS Urban Planning and Studies - PSU 2014 - Magna Cum Laude	12/9/2020 7:26 PM
96	home owner in rural Clackamas County	12/9/2020 7:00 PM
97	Housing authority of Clackamas county resident	12/9/2020 6:52 PM
98	Dont work in housing industry	12/9/2020 6:42 PM
99	I do not work in the housing industry	12/9/2020 6:30 PM
100	None ofabovo	12/9/2020 6:10 PM
101	invester	12/9/2020 5:56 PM
102	None of these	12/9/2020 5:47 PM
103	none	12/9/2020 5:28 PM
104	Dont work in housing industry.	12/9/2020 5:18 PM
105	n/a	12/9/2020 5:16 PM
106	retired from Home Forward, hsg. authority in MultCo	12/9/2020 4:59 PM
107	Renter	12/9/2020 4:51 PM
108	Housing Authority	12/9/2020 3:53 PM
109	None	12/9/2020 3:07 PM
110	N/A	12/9/2020 2:58 PM
111	In addition to my own home, I own one home I rent to others.	12/9/2020 2:56 PM
112	Retired CPA with much experience in housing industry.	12/9/2020 2:09 PM
113	Asset Manager	12/9/2020 1:44 PM

114	Utility services	12/9/2020 1:25 PM
115	Used to be---Retired many years ago.	12/9/2020 1:25 PM
116	Just a homeowner	12/9/2020 12:45 PM
117	Housing Case Manager for Homeless	12/9/2020 12:35 PM
118	N/A	12/9/2020 11:45 AM
119	No real role though sit on EDC for the city	12/9/2020 11:23 AM
120	Urban and regional planner	12/8/2020 9:38 PM
121	I am retired from a state housing finance agency and have 25+years experience in planning, zoning and special needs housing development.	12/5/2020 10:12 AM
122	I answered no but the survey is asking if I am in the housing industry anyway.	12/4/2020 4:40 PM
123	Homeowner	12/4/2020 10:06 AM
124	City planning commissioner	12/3/2020 7:45 PM
125	Interested resident.	12/3/2020 4:30 PM
126	none	12/3/2020 1:04 PM
127	I am not in the housing industry	12/3/2020 11:12 AM
128	I also own a real estate company and work for the Realtor Association	12/3/2020 9:24 AM
129	none	12/3/2020 7:57 AM
130	Housing Advisory board	12/3/2020 7:57 AM
131	I have no role other than I am a home owner and neighbor	12/3/2020 7:53 AM
132	None	12/3/2020 7:39 AM
133	J.E Krause Architect P.C.	12/3/2020 7:32 AM
134	none apply	12/3/2020 6:39 AM
135	None of the above	12/2/2020 10:09 PM
136	Landscaper	12/2/2020 8:41 PM
137	A voice in the community!	12/2/2020 8:09 PM
138	Asset Management, Housing Authority	12/2/2020 7:49 PM
139	We rent rooms in our home to 2 single people.	12/2/2020 7:32 PM
140	none,dummy	12/2/2020 7:26 PM
141	None	12/2/2020 7:19 PM
142	I'm not in the housing industry	12/2/2020 6:55 PM
143	Don't work in the housing industry	12/2/2020 6:40 PM
144	Homeowner	12/2/2020 6:29 PM
145	Work for dhs	12/2/2020 6:24 PM
146	HACC	12/2/2020 6:15 PM
147	None of the above	12/2/2020 6:12 PM

Q12 What is your gender?

Answered: 452   Skipped: 11
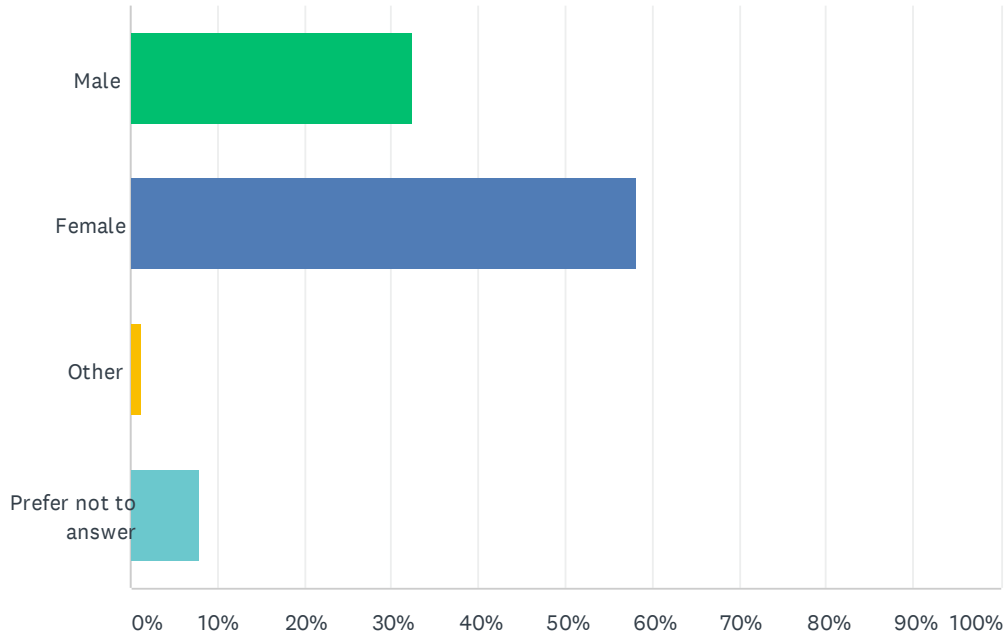
ANSWER CHOICES	RESPONSES	
Male	32.52%	147
Female	58.19%	263
Other	1.33%	6
Prefer not to answer	7.96%	36
TOTAL		452

Q13 How would you describe your race/ethnicity?

Answered: 452   Skipped: 11
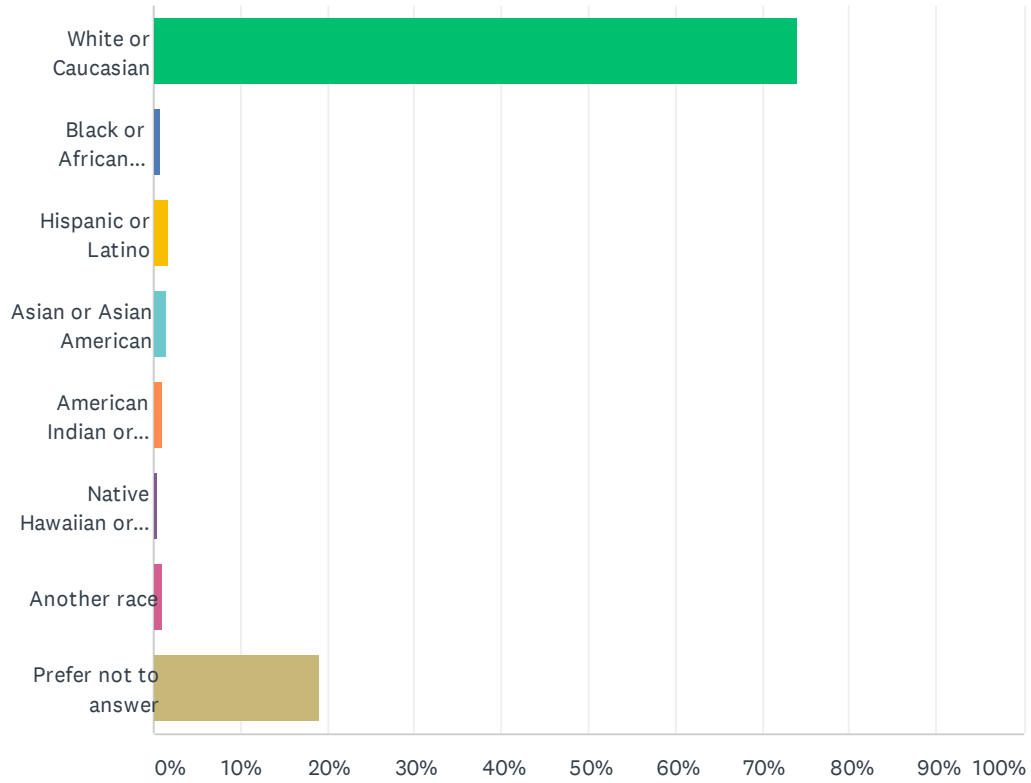
ANSWER CHOICES	RESPONSES	
White or Caucasian	74.12%	335
Black or African American	0.88%	4
Hispanic or Latino	1.77%	8
Asian or Asian American	1.55%	7
American Indian or Alaska Native	1.11%	5
Native Hawaiian or other Pacific Islander	0.44%	2
Another race	1.11%	5
Prefer not to answer	19.03%	86
TOTAL		452

Q14 How did you hear about this survey?

Answered: 457   Skipped: 6
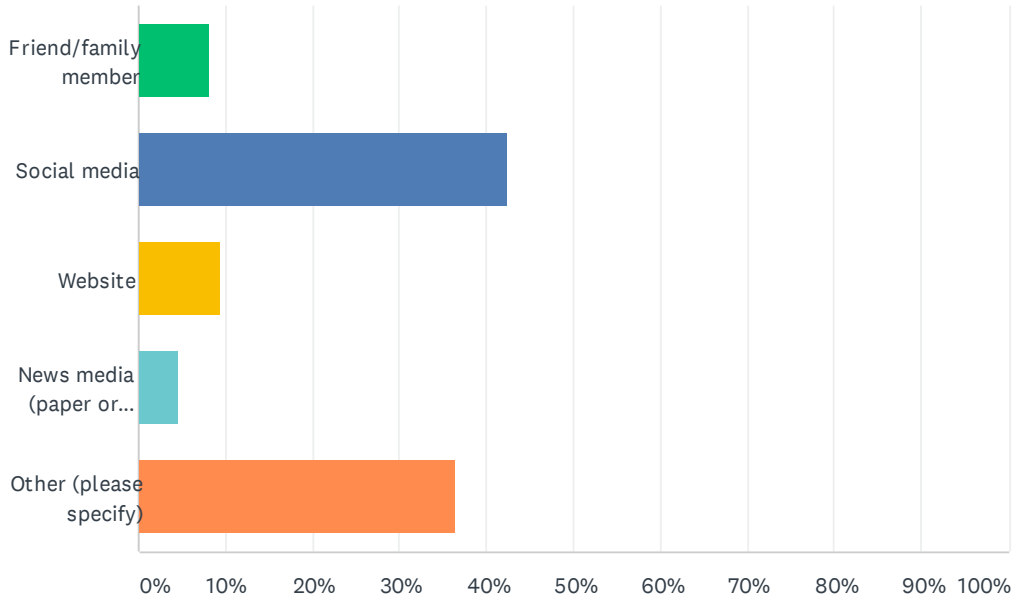
ANSWER CHOICES	RESPONSES	
Friend/family member	8.10%	37
Social media	42.45%	194
Website	9.41%	43
News media (paper or online)	4.60%	21
Other (please specify)	36.32%	166
Total Respondents: 457		

#	OTHER (PLEASE SPECIFY)	DATE
1	Email	1/4/2021 5:15 PM
2	CPO Email	12/31/2020 3:52 PM
3	Jennings Lodge CPO	12/31/2020 3:01 PM
4	Email	12/31/2020 2:14 PM
5	Oak Grove & Jennings Lodge community meetings	12/31/2020 1:43 PM
6	County notice	12/31/2020 1:00 PM
7	CPO	12/31/2020 11:15 AM
8	sent to me by Jennings Lodge CPO	12/30/2020 8:49 PM
9	CPO	12/30/2020 5:52 PM
10	forwarded by community member	12/30/2020 5:23 PM
11	Next Door	12/30/2020 2:49 PM
12	Neighbor sent link	12/30/2020 12:30 PM
13	Neighbors	12/30/2020 12:23 PM
14	jennings lodge CPO	12/30/2020 12:10 PM
15	Email to the JLCPO	12/30/2020 11:18 AM
16	Business organization	12/30/2020 10:43 AM
17	My work place has asked to fill this out.	12/30/2020 8:33 AM
18	Co-worker	12/30/2020 8:29 AM
19	CPO	12/30/2020 6:20 AM
20	Email invitation from Clackamas County	12/30/2020 2:06 AM
21	Employer	12/29/2020 7:25 PM
22	Workplace asked employees to complete	12/29/2020 5:37 PM
23	Work	12/29/2020 4:10 PM
24	Work	12/29/2020 4:04 PM
25	co-worker	12/29/2020 4:02 PM
26	work	12/29/2020 3:36 PM
27	Jennings Lodge CPO	12/29/2020 12:31 PM
28	local CPO	12/29/2020 12:22 PM
29	Jennings Lodge CPO	12/29/2020 11:21 AM
30	From a member of the committee	12/29/2020 9:39 AM
31	mbfa memeber	12/29/2020 9:15 AM
32	CPO	12/29/2020 8:41 AM
33	Business Alliance	12/29/2020 7:33 AM
34	Community Planning Org	12/29/2020 1:46 AM
35	CPO	12/29/2020 12:27 AM
36	I received an email.	12/29/2020 12:11 AM
37	Jennings Lodge CPO	12/29/2020 12:09 AM

38	CPO	12/28/2020 11:26 PM
39	Nextdoor	12/28/2020 11:17 PM
40	Jennings Lodge Community Planning Organization	12/28/2020 10:34 PM
41	Neighborhood ASS.	12/28/2020 10:25 PM
42	Cpo	12/28/2020 9:48 PM
43	Jennings Lodge CPO	12/28/2020 9:41 PM
44	Hoa	12/28/2020 9:30 PM
45	JOTS	12/28/2020 9:26 PM
46	Email	12/28/2020 9:20 PM
47	Email	12/28/2020 8:43 PM
48	Email JOTS	12/28/2020 8:38 PM
49	Neighbor	12/28/2020 8:05 PM
50	After the fact considering the deadline	12/28/2020 7:44 PM
51	Jennings Lodge/Oak Grove neighborhood group	12/28/2020 7:27 PM
52	Email	12/28/2020 7:10 PM
53	random	12/28/2020 6:45 PM
54	It was emailed to me	12/28/2020 6:22 PM
55	Email	12/28/2020 5:57 PM
56	Jots, Jennings lodge assoc.	12/28/2020 5:54 PM
57	Email from CPO	12/28/2020 5:45 PM
58	Email	12/28/2020 5:41 PM
59	Jennings Lodge CPO	12/28/2020 5:21 PM
60	Email from JOTS.	12/28/2020 5:03 PM
61	email	12/28/2020 4:01 PM
62	next door	12/27/2020 7:23 AM
63	in a county work group	12/21/2020 12:58 PM
64	Co-worker	12/21/2020 8:30 AM
65	I have made this a priority in my life to help create options for affordable housing.	12/19/2020 11:04 AM
66	Came to my email	12/17/2020 6:36 PM
67	email request to participate from Clackamas County	12/16/2020 2:18 PM
68	Employer	12/15/2020 9:01 AM
69	Email from Clackamas County	12/14/2020 9:52 PM
70	Direct email as I live in the area, as well as through work, because I work in the area.	12/14/2020 3:01 PM
71	Email	12/14/2020 2:13 PM
72	member of housing strategies group	12/14/2020 9:12 AM
73	Email	12/13/2020 7:09 PM
74	nextdoor welches	12/13/2020 7:55 AM
75	Next Door	12/12/2020 8:28 PM

76	nextdoor posting	12/12/2020 7:50 PM
77	It was emailed to me	12/12/2020 4:47 PM
78	County CPO member	12/12/2020 4:09 PM
79	received an email.	12/10/2020 6:49 PM
80	My client, a housing developer, distributed it to staff	12/10/2020 6:06 PM
81	email	12/10/2020 5:50 PM
82	Email from City of West Linn	12/10/2020 4:24 PM
83	email	12/10/2020 2:30 PM
84	Next Door Oak Grove app	12/10/2020 2:09 PM
85	West Linn news	12/10/2020 12:10 PM
86	Nextdoor.com	12/10/2020 11:31 AM
87	Nextdoor	12/10/2020 11:23 AM
88	Next door app	12/10/2020 11:12 AM
89	Email	12/10/2020 9:26 AM
90	Email	12/10/2020 8:39 AM
91	email	12/10/2020 7:42 AM
92	work email	12/10/2020 3:29 AM
93	Nextdoor	12/9/2020 11:36 PM
94	Nextdoor	12/9/2020 11:12 PM
95	Email	12/9/2020 11:03 PM
96	Nextdoor	12/9/2020 8:28 PM
97	sent to my email	12/9/2020 8:08 PM
98	Next door app	12/9/2020 7:46 PM
99	Nextdoor app	12/9/2020 7:26 PM
100	Next Door	12/9/2020 7:08 PM
101	Next door app	12/9/2020 6:53 PM
102	Email	12/9/2020 6:52 PM
103	I received an email	12/9/2020 6:30 PM
104	Email	12/9/2020 5:47 PM
105	email	12/9/2020 5:28 PM
106	email	12/9/2020 4:59 PM
107	email	12/9/2020 4:37 PM
108	received email from Clackamas County	12/9/2020 4:20 PM
109	email request	12/9/2020 2:56 PM
110	Coworker	12/9/2020 1:41 PM
111	You sent it to me . I get Clack. Cty. Information	12/9/2020 1:25 PM
112	County email list	12/9/2020 1:15 PM
113	By chance	12/9/2020 12:07 PM

114	email from County	12/9/2020 11:48 AM
115	email	12/9/2020 11:45 AM
116	email	12/9/2020 11:37 AM
117	I SUBSCRIBE TO CLACKAMAS COUNTY UPDATES.	12/9/2020 11:30 AM
118	email	12/9/2020 11:23 AM
119	Scott Hoelscher emailed it to everyone on the Clackamas County Pedestrian and Bikeway Advisory Committee.	12/8/2020 9:38 PM
120	Work	12/7/2020 7:10 PM
121	work	12/7/2020 11:09 AM
122	Work	12/7/2020 6:37 AM
123	Work request	12/6/2020 1:58 PM
124	Received Email from County	12/5/2020 10:12 AM
125	Email	12/5/2020 7:26 AM
126	email	12/4/2020 11:45 PM
127	Email from HA of Clackamas County	12/3/2020 4:37 PM
128	e-mail from the county	12/3/2020 4:30 PM
129	email	12/3/2020 3:10 PM
130	Email	12/3/2020 2:30 PM
131	I was notified by email	12/3/2020 11:12 AM
132	email	12/3/2020 9:24 AM
133	email from clackamas county	12/3/2020 9:00 AM
134	email	12/3/2020 8:36 AM
135	County e-mail	12/3/2020 8:21 AM
136	sent to me by a coworker	12/3/2020 8:04 AM
137	housing Board	12/3/2020 7:57 AM
138	e-mail	12/3/2020 7:32 AM
139	County info email	12/3/2020 6:52 AM
140	email from county	12/3/2020 6:39 AM
141	It was emailed to me from Com county	12/3/2020 12:17 AM
142	your email	12/2/2020 10:45 PM
143	Email	12/2/2020 9:27 PM
144	Email	12/2/2020 9:24 PM
145	Email	12/2/2020 9:20 PM
146	Email from County	12/2/2020 9:19 PM
147	Mail update	12/2/2020 8:49 PM
148	Email	12/2/2020 8:15 PM
149	It was emailed to me because I live in Clackamas County.	12/2/2020 8:09 PM
150	Received an email	12/2/2020 7:49 PM
151	Email	12/2/2020 7:44 PM

152	email	12/2/2020 7:32 PM
153	Email	12/2/2020 7:19 PM
154	Email newsletter	12/2/2020 7:06 PM
155	internet	12/2/2020 7:00 PM
156	email	12/2/2020 6:55 PM
157	Email	12/2/2020 6:40 PM
158	Email	12/2/2020 6:29 PM
159	EmAil	12/2/2020 6:29 PM
160	Emailed from clackco	12/2/2020 6:24 PM
161	Email	12/2/2020 6:21 PM
162	Email	12/2/2020 6:21 PM
163	Email	12/2/2020 6:19 PM
164	County email	12/2/2020 6:18 PM
165	It came in my email	12/2/2020 6:12 PM
166	Email	12/2/2020 6:09 PM