



Bridge Economic Development

Date March 25, 2019
To Karen Buehrig, Clackamas County
From Bridge Economic Development
SERA Architects
Subject Memorandum 2: Summary of Engagement: Roundtables and Survey
Project Park Avenue Community Project | Phase 1: Community Engagement

BACKGROUND

The intent of Phase 1 is to determine public awareness of the McLoughlin Area Plan (MAP), gather initial perspectives regarding the potential revision of design and development standards along the McLoughlin corridor, and bring new stakeholders and community members into the process.

The Phase 1 community engagement was extremely positive throughout all of the roundtable meetings and survey responses. The various stakeholders ranging from residents to commercial business and property owners are generally aligned in their desire for private investment and future development of the community. This consistent message was surprising and encouraging considering feedback at the outset of the project that suggested the community did not want change and was resistant to improvements such as sidewalks and connectivity. As outlined in the following key themes and detailed comments (bolded when a comment was a strong theme), the stakeholders have a very strong desire to build a community with walkable connections, more affordable housing, employment opportunities and a sense of place.

Key Themes

In response to the roundtable meeting feedback and survey responses, the following key themes emerged.

1. Focused Project Area

The project needs to focus on the area within the ½-mile radius around the Park Avenue transit station. It does not pertain to any other portions of McLoughlin Boulevard. Furthermore, in order to address the community interest in enhancing natural areas, providing open space, and increased connectivity, Phase 2 needs to focus on the entire unincorporated area within the ½-mile radius, not just the commercially-zoned property. Limiting the scope of work to just the commercial properties along McLoughlin will not achieve the goals supported and desired by the community.

Additionally, as indicated in the survey responses, there is a significant desire for more public events and gatherings. By shifting the project focus onto all unincorporated residential and commercial areas within the ½-mile radius, a sense of place and community collaboration can emerge.

2. Encourage Employment Along McLoughlin

There is a recognition that traditional auto-oriented retail is not the future for this corridor due to national retail trends tied to on-line shopping. New types of employment uses such as craft manufacturing or professional services are acceptable and desirable as long as they are compatible with residential uses.

3. Increase Housing

The stakeholders value the need for employees working within the area to live nearby to reduce transportation costs and improve quality of life. More workforce housing through apartments along McLoughlin or smaller units of housing in neighborhoods is acceptable. Stakeholders emphasized the importance of good design and parking standards to appropriately integrate this housing into the community.

4. Focus on Side Streets First

McLoughlin Boulevard is state highway with significant automobile traffic. Furthermore, the properties adjacent to the boulevard are large with minimal or no access from anywhere other than McLoughlin Boulevard. Encouraging new, diverse housing development along streets perpendicular to McLoughlin is most feasible and acceptable to encourage initial private investment.

5. Enhance Connectivity

Stakeholders recognize that enhanced connectivity is important to increase access to the light rail station and facilitate private investment. Stakeholders emphasized that pedestrian and bicycle connectivity across the Trolley Trail is acceptable, but automobile connections should be minimized.

6. Natural Areas Are an Asset, Not a Barrier

According to the public survey, the most strongly supported element of the MAP is enhancing and protecting natural areas. This element should be a significant consideration in Phase 2 of the project.

Process

In order to gather stakeholder feedback, the following meetings and outreach methods were utilized.

- Kick-off presentation to MAP-IT -- November 14, 2018
- Three separate stakeholder roundtable meetings with commercial property owners, regional developers, and mobile home and senior living management -- January 11, 2019
- Two separate stakeholder roundtable meetings with business owners within the ½-mile radius project area -- January 29, 2019
- Digital survey available -- January 21 - February 28, 2019
- Presentation on Memorandum 1 findings at the Oak Grove Community Council meeting -- January 24, 2019

- Flyer distribution regarding the survey at the Park Avenue Station -- February 6, 2019
- Flyer distribution regarding the survey to business owners, and Willamette View and Rose Villa -- February 13, 2019
- Stakeholder roundtable with residents within ½-mile radius -- February 26, 2019
- Stakeholder roundtable with community members (from both inside and outside the project area) involved with developing the Metro grant and RFP scope of work -- March 6, 2019
- Presentation of and discussion about Memorandum 3 recommendations to community -- April 9, 2019

As a result of this outreach, in addition to all the valuable feedback and relationship-building that took place, the Park Avenue Community Project direct contact email list of interested parties increased from 50 to more than 250 individuals with commercial, employment and residential interests.

Roundtables and Surveys

ROUNDTABLES: The detailed summary of feedback from participants in the roundtable meetings is listed in Appendix A. The input is intended to supplement the quantitative data analysis and inform the recommendations for Phase 2 to be presented to the Board of County Commissioners. Comments that reflected a strong theme at the meeting, representing several opinions, are as follows.

Property Owners

- There is no vision for the area
- If zoning is changed, there could be a loss of industry services, manufacturing, warehouse, contractor services, etc.
- Residential near and within commercial areas is ok
- Connectivity – business representatives not opposed to connectivity
- Agree on need for more residential/density/walkability

Developers

- There needs to be a focused team at the county to make this project work
- Recognize that McLoughlin is for cars.
- Maker space and manufacturing would be a really good use along McLoughlin; priced out in Portland and appropriate along highway; would also start to bring needed employment base
- Public/private partnership needed to make property available and connectivity resolved.

Mobile Home / Senior Living Housing

- Senior housing needs hotels, coffee shops and restaurants

- Seniors want bike-ability and walkability. They really like the LRT station but there are very limited connections.
- More parks and open spaces needed. Where can families go? Can't walk from McLoughlin toward River Road because there are no connecting roads.

Business Owners

- Need a destination around the station -- restaurants, bars, coffee shops
- Nowhere to walk to from station
- Don't try to change McLoughlin – it is what it is;
- Interested in continuing to invest in area; just need to understand where there will be an opportunity

Residents Within a ½-Mile Area

- Walkable services have disappeared – need them to come back; currently area is not walkable.
- Employment opportunities have left the area
- Not enough density to bring services, amenities, i.e. Trader Joes, etc.
- Gentrification/anti-displacement strategies will be important
- Workforce housing is important
- Accessory dwelling units (ADU's) are good – need to ensure parking is addressed
- Connectivity issues – Yes for bikes/pedestrians – NO cars!
- Need public gathering places, parks, and plazas

Representatives that developed Metro grant and RFP scope of work

- Expanding the Phase 2 discussion to include Accessory Dwelling Units (ADUs) would be great.
- Streets have not been repaired. Need to be improved to provide walkability before parking is reduced.
- Group still very interested in volunteering to door-knock and distribute survey. How can public engagement align with more community events such as a BBQ or parade?

SURVEY: A total of 376 surveys were completed digitally and one was completed as a hard copy, for a grand total of 377 completed surveys. The survey was also made available in Spanish, though there were no responses to the Spanish version of the survey.

The survey focused on asking participants to determine the level of support of the programs and projects adopted in the MAP. The ranking of priorities is listed below. More detailed survey information is provided in Attachments B and C.

The top priority from the respondents was *protecting and enhancing existing natural habitat*. It is interesting to note, in contrast, that survey respondents ranked *protecting neighborhoods from up-zoning* as the least supported program. As shown in the detailed responses, the reason why this is the least supported program is because people want more density to allow for more affordable housing within the community.

ATTACHMENT A: Roundtable Comments

Following is a summary of feedback from participants in the roundtable meetings, which is intended to supplement the quantitative data analysis and inform the recommendations for Phase 2 to be presented to the Board of County Commissioners. Comments that reflected a strong theme at the meeting, representing several opinions, are printed in bold type.

Property Owners

- MABA – MAP-IT issues identified
 - Lighting in the district
 - Connectivity
 - Safe Routes to School
 - Houselessness
- Group – No consensus regarding future. **There is no vision for the area.**
- Residential – commercial area conflict
 - Residential areas: No change in residential zoning, but change the boulevard
 - Commercial areas: Mixed-use development ok, but concerned about parking loss
- Residential areas don't want tall buildings
- ODOT restrictions will be a problem for redevelopment of the McLoughlin Boulevard
- Need education on advantages of:
 - Urban walkability
 - Development with shared parking
 - Parking behind shops
 - Build to property lines and streets
- Clarify long-term future for public transit -- is it extension of light rail or is it bus rapid transit?
- Is walking radius around transit station a ¼ mile circle or an oval?
- **If zoning is changed, there could be a loss of industry services, manufacturing, warehouse, contractor services, etc.**
 - They bring jobs to the area– will go elsewhere if zoned out; will represent a loss of jobs and economic vitality.
- What makes community economy thrive?
 - Maker-spaces?
 - Contractors?
 - Cabinet-makers?
- Grandfather rights to maintain current businesses along McLoughlin?
- Medical offices and clinics are a future employment base
- **Residential near and within commercial areas is ok**
- Grocery store needed – only a Fred Meyer now; would like some diversity and choice
- Income level? – lowest now in Clackamas County
- Difficulty dealing with Clackamas County and with ODOT
- Need to streamline permitting and development process; fees too high; process too slow

- **Connectivity – business representatives present not opposed to connectivity**
- Involve business and property owners in process of determining how to create greater connectivity through and within the area; this would enable the business community to be proactive rather than reactive
- Need better follow-through by County staff.
- **Agree on need for more residential/density/walkability**
- Need an increase in public spaces
- MR1 (medium-density residential) density is too low!
- Need for greater flexibility in Commercial 3 zoned district
- Willing to consider restriction on public storage; it doesn't bring jobs or customers
- Homelessness issues are frustrating
- Need public restrooms at TriMet facility

Developers

- One developer considering project across the street from station -- 140 units with 3,500 square feet of ground floor retail; access is a challenge
- This would need to be affordable housing due to rents, market rate won't pencil
- **There needs to be a focused team at the county to make this project work** like in the City of Beaverton; one reason Rembold has been investing in Old Town Beaverton and great access to top employers
- What is the employment base here? Need to have middle-wage incomes to afford market rate rents
- Proximity to downtown could be an asset, but Milwaukie would come first for development
- Some developers are focused on filling up projects in Portland Central Eastside before Milwaukie
- McLoughlin will not be a pedestrian environment in the near future; focus off this corridor first
- **Recognize that McLoughlin is for cars.**
- **Maker space and manufacturing would be a really good use along McLoughlin; priced out in Portland and appropriate along highway; would also start to bring needed employment base**
- Typically building housing projects with a 0.3 – 0.4/unit parking ratio
- Only investing in areas with a walk score of 92+; investors require it
- Rembold project at 102nd and East Burnside is an example where required retail on ground floor failed; sat vacant for 3 years until health care office went into space
- **Public/private partnership needed to make property available and connectivity resolved.** This is a hard area for small-scale developers due to large parcels and uncertainty about how it can develop.

Mobile Home/Senior Living Housing

- Perception of corridor is used car lots
- Senior housing needs hotels, coffee shops and restaurants

- **Seniors want bike-ability and walkability.** They really like the LRT station but there are very **limited connections.** Park Avenue grade change is a challenge for some.
- Trolley Trail is popular.
- Senior housing facilities have 500 employees; they need affordable housing nearby with less commuting required – they can't afford to drive. Most employees are coming from the southeast and can't use light rail.
- River Road is significantly congested. Traffic is 40% higher than projected; we're holding off on new projects across the street because it's not safe to cross.
- What is the plan to extend light-rail down McLoughlin? Stakeholders skeptical and distrustful about no light-rail plans and only possible bus rapid transit.
- **More parks and open spaces needed. Where can families go? Can't walk from McLoughlin toward River Road because there are no connecting roads.**
- Considering a tiny homes approach for a mobile home park; there's a great sense of community
- Sense of security is important to senior.
- People try to cut through the property but there are no connections
- Houselessness has been a problem

Business Owners

- Like location and have been here several years
- Really value the LRT station; customers use it frequently for quick trip to downtown; customers easily walk from business to LRT
- LRT has helped increase business; have been able to raise prices and invest in property
- **Need a destination around the station -- restaurants, bars, coffee shops**
- **Nowhere to walk to from station**
- Likes the visibility along McLoughlin
- **Don't try to change McLoughlin – it is what it is;** create a destination or place off McLoughlin instead
- Not sure manufacturing is the right use; it would create more truck traffic
- Vacancies remain where office is located; not sure why people are not locating there
- **Interested in continuing to invest in area; just need to understand where there will be an opportunity**
- Short-term rental for registered offenders that was leased by County discouraged people from leasing in area
- Long-time property and business owner now ready to sell property. Residential developer is considering development.
- Concerned with access limitations.
- Street improvements along Park and SE 29th reconfigured access and a restaurant went out of business as a result.

Residents within ½-Mile Radius

- McLoughlin needs nicer sidewalks – not safe to walk
- Want buildings up to sidewalk rather than parking lots
- Sidewalks should be mandatory with all new buildings
- **Walkable services have disappeared – need them to come back; currently area is not walkable.**
- Area needs taverns, drug stores, grocery
- **Employment opportunities have left the area**
- Don't like to cross McLoughlin – too wide, no safety islands and not enough signals
- **Not enough density to bring services, amenities, i.e. Trader Joes, etc.**
- Feels like density is coming but not in a managed way
- More density near McLoughlin or River Road
- Two-story buildings would be ok– something that fits in the fabric of the community.
- Mixed use: storefront below business or residential
- Too many “seedy” businesses presently
- Will there be an extension of the Orange Line south; when? how?
- County not reliable; developers need private development partner with property owner
- No plans for subsidized housing/funding for affordable housing – no specific site plans
- **Gentrification/anti-displacement strategies will be important**
- Natural area as asset (i.e. Linder Creek and trail)
- Tree retention is important
- **Workforce housing is important**
- **Accessory dwelling units (ADU's) are good – need to ensure parking is addressed**
- There are no parks within ½-mile radius of LRT station
- **Connectivity issues – Yes for bikes/pedestrians – NO cars!**
- Trolley Trail
 - Dangerous – no lighting; this is the route for kids to school – needs to be safe!
 - Great community asset
- Employment opportunities along McLoughlin
- Makers space? Maybe ok, but think about what it might generate: traffic / compatibility / noise / smell
- Need to change zoning
- Oak Grove Boulevard is example of small-scale makers
- Courtney is a bad environment for walking
- Homeless is not as big a problem as in other neighborhoods; there are some homeless at certain spots
- **Need public gathering places, parks, and plazas**
- Phase 2 needs to work/coordinate with Milwaukie
- Need to coordinate billboards and their impacts on adjacent neighbors

Representatives that developed Metro grant and RFP scope of work

- This a county project only; city of Milwaukie is not included, but we want Milwaukie residents to be part of the discussion if they want to be
- Memo 1 suggestions:
 - Include Oak Grove Elementary School demographics for Spanish-speaking population
 - Include the Nature in Neighborhood TriMet/Metro project
- If Phase 2 does not go forward what type of investment will likely occur? Public storage.
- Housing prices still go up by doing nothing because there is no new supply to offset demand.
- **Expanding the Phase 2 discussion to include Accessory Dwelling Units (ADUs) would be great.**
- **Streets have not been repaired. Need to be improved to provide walkability before parking is reduced.**
- Determine if there is enough parking at LRT station. TriMet designed the structure for two more stories. Parking is overflowing onto residential streets.
- Consider how new uses adjacent to parking structure could share the use to maximize when vacant during evening. Residential could be a good compliment.
- Don't want another advisory committee that just makes suggestions. How do we shift into creating more action?
- Would like to engage County Board Members in Phase 2.
- **Group still very interested in volunteering to door-knock and distribute survey. How can public engagement align with more community events such as a BBQ or parade?**

ATTACHMENT B: Survey Summary

A total of 376 surveys were completed digitally and one was completed as a hard copy, for a grand total of 377 completed surveys. The survey was also made available in Spanish, though there were no responses to the Spanish version of the survey.

The survey focused on asking participants to determine the level of support of the programs and projects adopted in the MAP. The ranking of priorities is listed below. More detailed survey information is provided in Attachment C.

It is interesting to note that the survey respondents ranked protecting neighborhoods from up-zoning as the least supported program. As shown in the detailed responses, the reason why this is the least supported program is because people want more density to allow for more affordable housing within the community.

The summarized ranking below is based on the weighted average of the responses, so the highest priority – protect and enhance existing natural habitat – is the top priority and the lowest priority – protecting neighborhoods from up-zoning – is last.

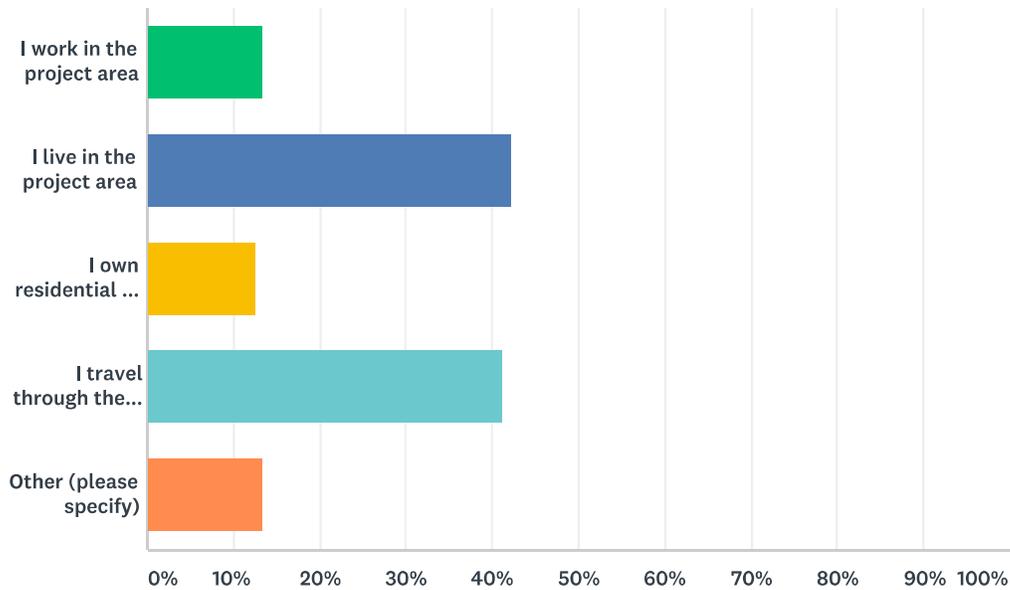
#	QUESTIONS	STRONGLY SUPPORT %	WEIGHTED AVERAGE
Q19	Protect and enhance existing natural habitat	68.72%	4.53
Q5	More lighting at key locations to improve safety for motorists and pedestrians	64.63%	4.46
Q16	Support community-wide events and cultural celebrations	52.14%	4.32
Q20	Develop new parks and open spaces	54.93%	4.25
Q21	Improve pedestrian and bike connections to the Trolley Trail	56.42%	4.24
Q22	Convenient and safe access to the light-rail station and surrounding businesses for pedestrians, bicyclists and transit-riders	57.49%	4.2
Q7	Improve pedestrian and bike connections to schools, parks and other important community destinations	55.59%	4.2
Q11	Programs that support improved storefronts and other aesthetic improvements to the outside of commercial businesses	48.67%	4.14
Q3	Improve pedestrian crossings	59.79%	4.14
Q4	Streetscape improvements (such as benches, trees, flowers, etc.)	46.54%	4.12

Q23	Convenient and safe access to the light-rail station and surrounding businesses for motorists	47.18%	4.07
Q14	Work to reduce negative impacts of adult-oriented businesses on surrounding neighborhoods	53.33%	4.04
Q24	More opportunities for people to ride a bus or light-rail into, through and from the project area	49.33%	3.95
Q10	Programs that promote the establishment of new businesses and expansion of current businesses	30.48%	3.66
Q18	Protect neighborhoods from incompatible development	42.74%	3.66
Q9	Incentives for businesses that provide family-wage jobs (example: manufacturing, office, construction)	35.47%	3.65
Q8	Develop commercial or mixed-use (combination of commercial, retail and residential)	35.66%	3.62
Q15	Locate offender treatment facilities in places that will limit negative impacts on surrounding neighborhoods	42.36%	3.58
Q25	Mixed-use developments near McLoughlin, such as 2- or 3-story buildings with commercial or office on the first floor and apartments or condos on the higher floors	32.53%	3.49
Q13	Strictly enforce sign ordinances	32.00%	3.44
Q12	Strictly enforce county codes related to property use and maintenance	30.93%	3.25
Q6	Public-private partnerships acquiring land or buildings in the commercial area for development and re-development	30.48%	3.22
Q17	Protect neighborhoods from up-zoning (allowing increased amount of housing)	28.69%	3

ATTACHMENT C: Survey Detailed Responses

Q1 Connection to Park Avenue Community Project Area. How you know this area? Please check all that apply in the list below.

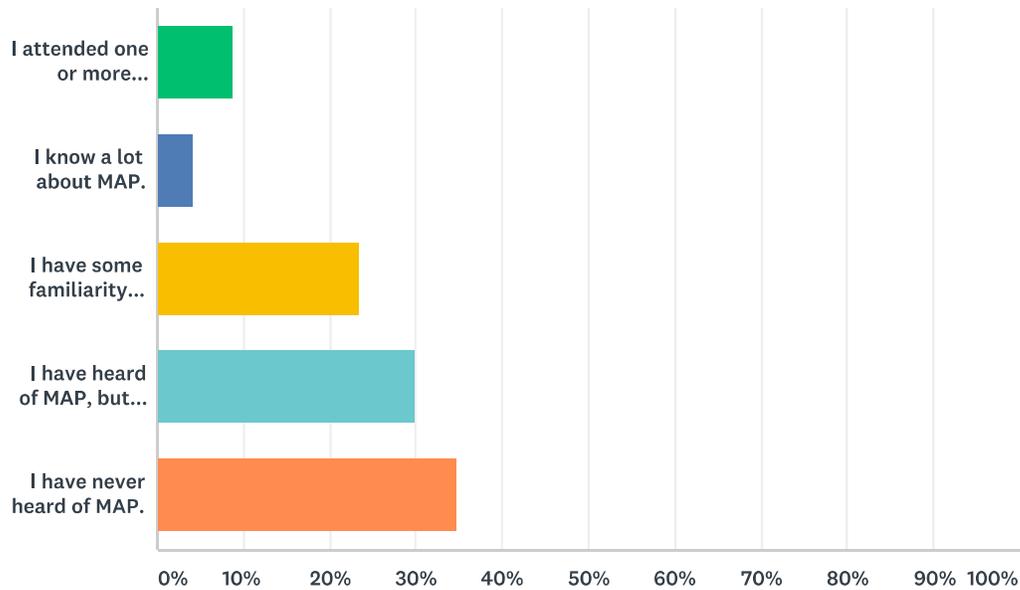
Answered: 373 Skipped: 4



ANSWER CHOICES	RESPONSES	
I work in the project area	13.40%	50
I live in the project area	42.36%	158
I own residential or commercial property or a business in the project area	12.60%	47
I travel through the project area, but don't live or work there	41.29%	154
Other (please specify)	13.40%	50
Total Respondents: 373		

Q2 How much do you know about the McLoughlin Area Plan, also known as MAP? Please choose one answer that is most accurate for you.

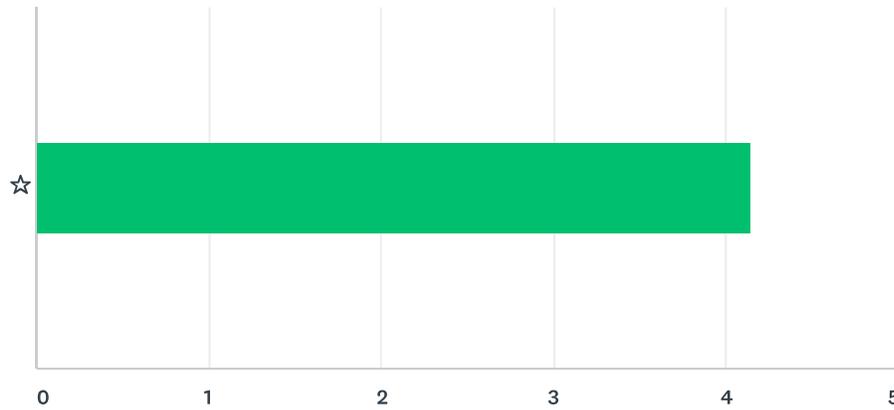
Answered: 375 Skipped: 2



ANSWER CHOICES	RESPONSES	
I attended one or more community meetings about MAP.	8.80%	33
I know a lot about MAP.	4.27%	16
I have some familiarity with MAP.	23.47%	88
I have heard of MAP, but don't know anything about it.	29.87%	112
I have never heard of MAP.	34.67%	130
Total Respondents: 375		

Q3 Please rate the importance of projects identified in MAP that might occur only ALONG MCLOUGHLIN BOULEVARD Improve pedestrian crossings

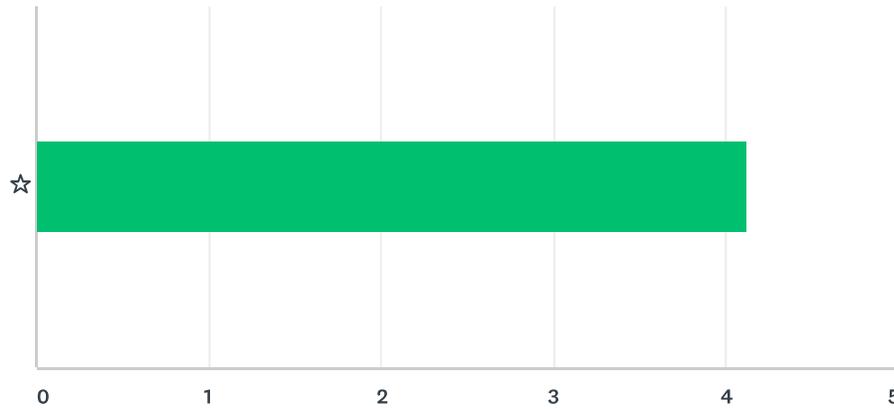
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	STRONGLY AGAINST IT	AGAINST IT	DON'T CARE	SUPPORT IT	STRONGLY SUPPORT IT	DON'T KNOW/NEED MORE INFORMATION	TOTAL	WEIGHTED AVERAGE
☆	1.88% 7	1.61% 6	2.14% 8	26.01% 97	59.79% 223	8.58% 32	373	4.14

Q4 Streetscape improvements (such as benches, trees, flowers, etc.)

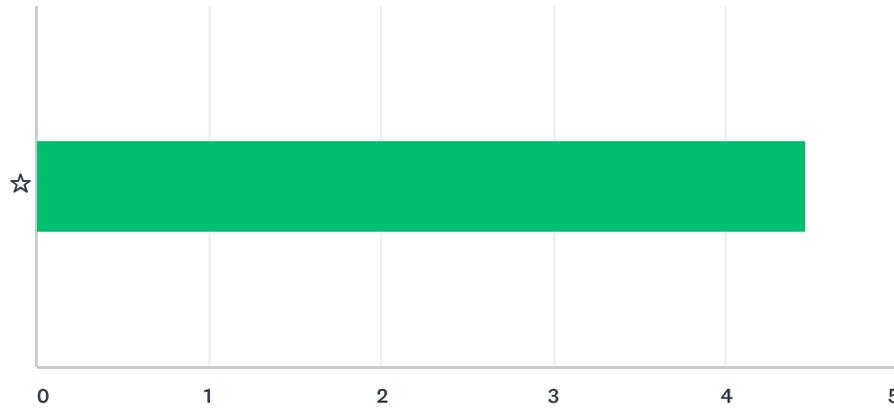
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	STRONGLY AGAINST IT	AGAINST IT	DON'T CARE	SUPPORT IT	STRONGLY SUPPORT IT	DON'T KNOW/NEED MORE INFORMATION	TOTAL	WEIGHTED AVERAGE
☆	2.66% 10	2.13% 8	7.71% 29	37.23% 140	46.54% 175	3.72% 14	376	4.12

Q5 More lighting at key locations to improve safety for motorists and pedestrians

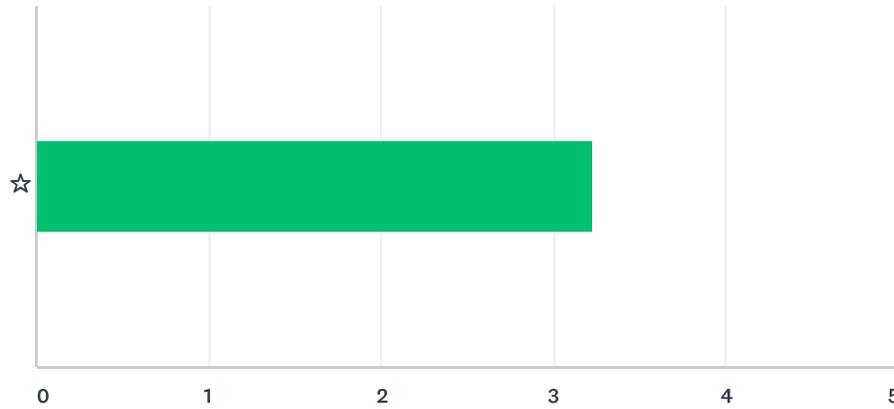
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	STRONGLY AGAINST IT	AGAINST IT	DON'T CARE	SUPPORT IT	STRONGLY SUPPORT IT	DON'T KNOW/NEED MORE INFORMATION	TOTAL	WEIGHTED AVERAGE
☆	0.80% 3	0.80% 3	2.66% 10	28.19% 106	64.63% 243	2.93% 11	376	4.46

Q6 Public-private partnerships acquiring land or buildings in the commercial area for development and re-development

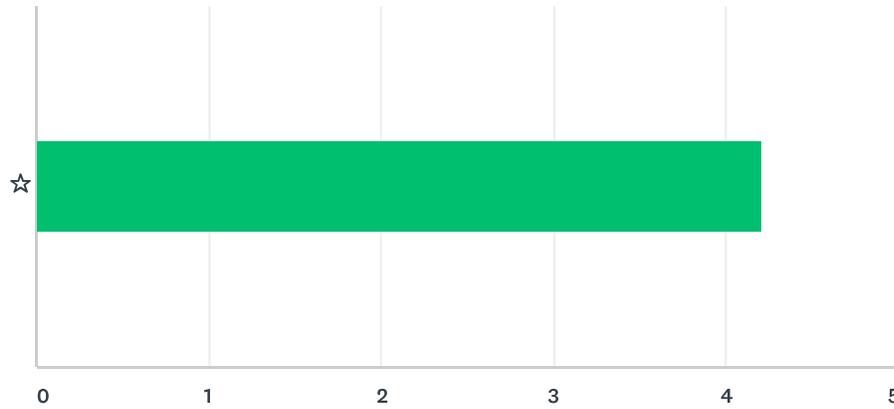
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	STRONGLY AGAINST IT	AGAINST IT	DON'T CARE	SUPPORT IT	STRONGLY SUPPORT IT	DON'T KNOW/NEED MORE INFORMATION	TOTAL	WEIGHTED AVERAGE
☆	5.35% 20	8.02% 30	8.56% 32	30.75% 115	30.48% 114	16.84% 63	374	3.22

Q7 Improve pedestrian and bike connections to schools, parks and other important community destinations

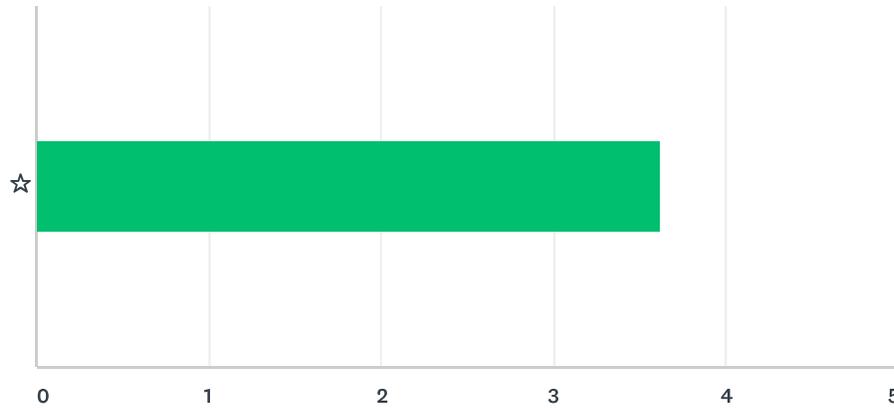
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	STRONGLY AGAINST IT	AGAINST IT	DON'T CARE	SUPPORT IT	STRONGLY SUPPORT IT	DON'T KNOW/NEED MORE INFORMATION	TOTAL	WEIGHTED AVERAGE
☆	2.93% 11	2.39% 9	5.59% 21	29.52% 111	55.59% 209	3.99% 15	376	4.20

Q8 Develop commercial or mixed-use (combination of commercial, retail and residential)

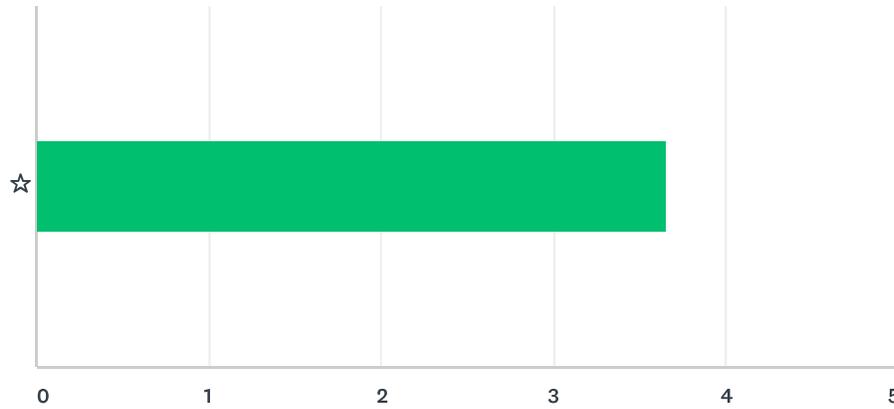
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	STRONGLY AGAINST IT	AGAINST IT	DON'T CARE	SUPPORT IT	STRONGLY SUPPORT IT	DON'T KNOW/NEED MORE INFORMATION	TOTAL	WEIGHTED AVERAGE
☆	3.75% 14	5.90% 22	7.77% 29	36.19% 135	35.66% 133	10.72% 40	373	3.62

Q9 Incentives for businesses that provide family-wage jobs (example: manufacturing, office, construction)

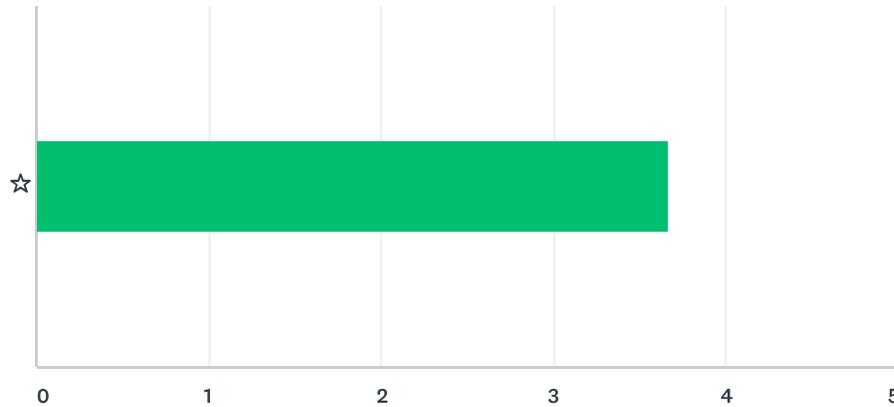
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	STRONGLY AGAINST IT	AGAINST IT	DON'T CARE	SUPPORT IT	STRONGLY SUPPORT IT	DON'T KNOW/NEED MORE INFORMATION	TOTAL	WEIGHTED AVERAGE
☆	2.93% 11	5.33% 20	9.33% 35	36.53% 137	35.47% 133	10.40% 39	375	3.65

Q10 Programs that promote the establishment of new businesses and expansion of current businesses

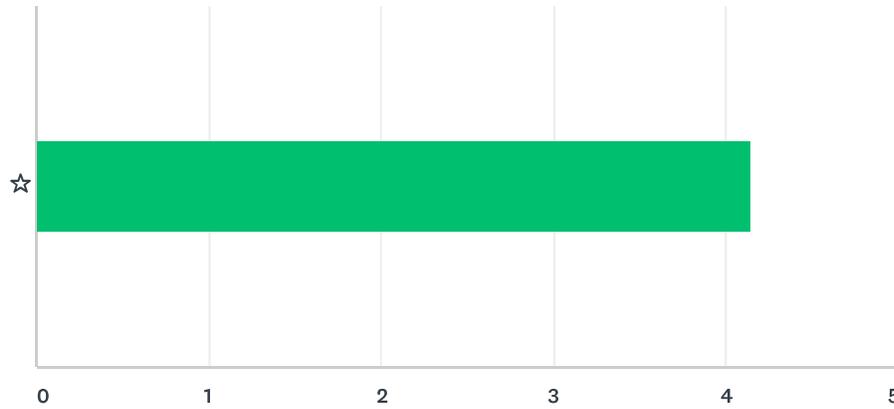
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	STRONGLY AGAINST IT	AGAINST IT	DON'T CARE	SUPPORT IT	STRONGLY SUPPORT IT	DON'T KNOW/NEED MORE INFORMATION	TOTAL	WEIGHTED AVERAGE
☆	3.21% 12	3.21% 12	6.68% 25	45.99% 172	30.48% 114	10.43% 39	374	3.66

Q11 Programs that support improved storefronts and other aesthetic improvements to the outside of commercial businesses

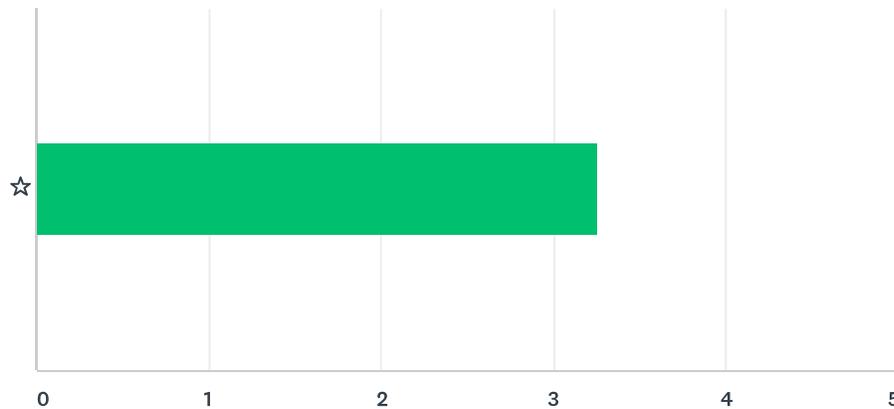
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	STRONGLY AGAINST IT	AGAINST IT	DON'T CARE	SUPPORT IT	STRONGLY SUPPORT IT	DON'T KNOW/NEED MORE INFORMATION	TOTAL	WEIGHTED AVERAGE
☆	1.86% 7	2.66% 10	8.51% 32	34.57% 130	48.67% 183	3.72% 14	376	4.14

Q12 Please rate the importance of projects identified in MAP that might occur within THE ENTIRE PROJECT AREA – unincorporated commercial and residential land (outside the city of Milwaukie) within ½ mile of the corner of Park Avenue and McLoughlin Blvd. Strictly enforce county codes related to property use and maintenance

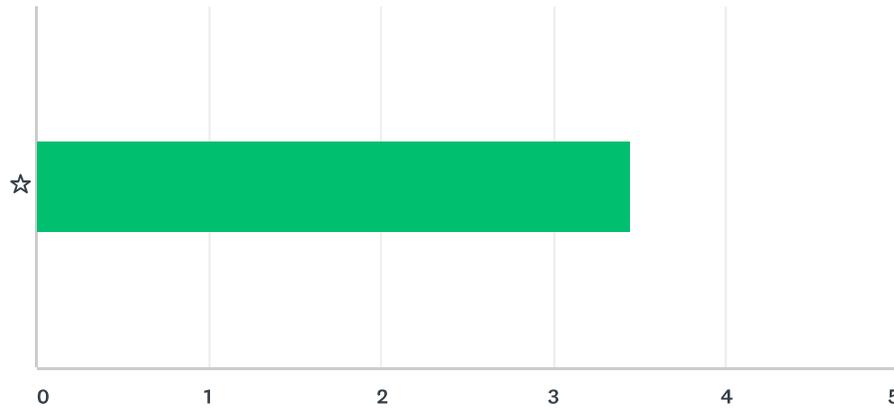
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	STRONGLY AGAINST IT	AGAINST IT	DON'T CARE	SUPPORT IT	STRONGLY SUPPORT IT	DON'T KNOW/NEED MORE INFORMATION	TOTAL	WEIGHTED AVERAGE
☆	2.13% 8	2.93% 11	9.87% 37	33.07% 124	30.93% 116	21.07% 79	375	3.25

Q13 Strictly enforce sign ordinances

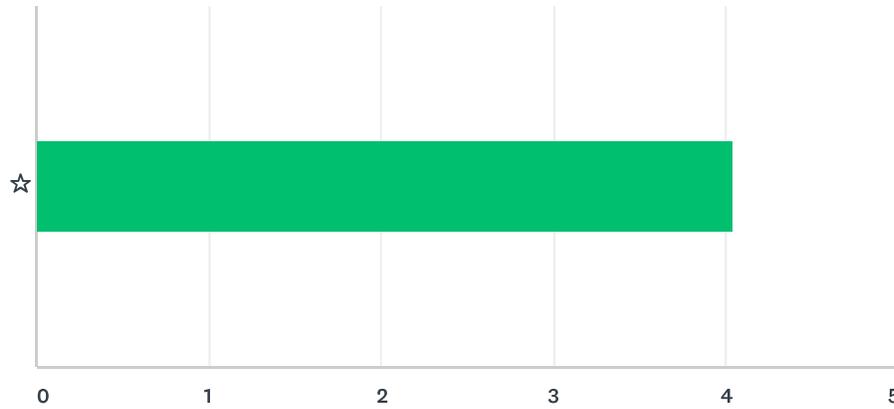
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	STRONGLY AGAINST IT	AGAINST IT	DON'T CARE	SUPPORT IT	STRONGLY SUPPORT IT	DON'T KNOW/NEED MORE INFORMATION	TOTAL	WEIGHTED AVERAGE
☆	1.87% 7	1.60% 6	12.80% 48	35.20% 132	32.00% 120	16.53% 62	375	3.44

Q14 Work to reduce negative impacts of adult-oriented businesses on surrounding neighborhoods

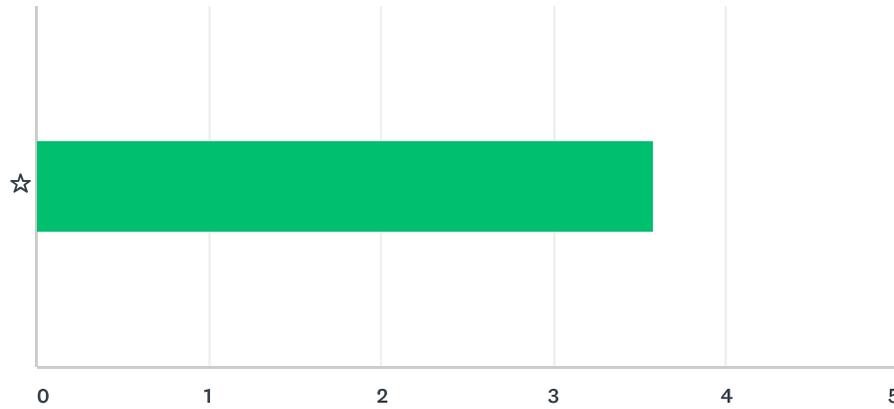
Answered: 375 Skipped: 2



	STRONGLY AGAINST IT	AGAINST IT	DON'T CARE	SUPPORT IT	STRONGLY SUPPORT IT	DON'T KNOW/NEED MORE INFORMATION	TOTAL	WEIGHTED AVERAGE
☆	2.13% 8	2.67% 10	15.47% 58	20.80% 78	53.33% 200	5.60% 21	375	4.04

Q15 Locate offender treatment facilities in places that will limit negative impacts on surrounding neighborhoods

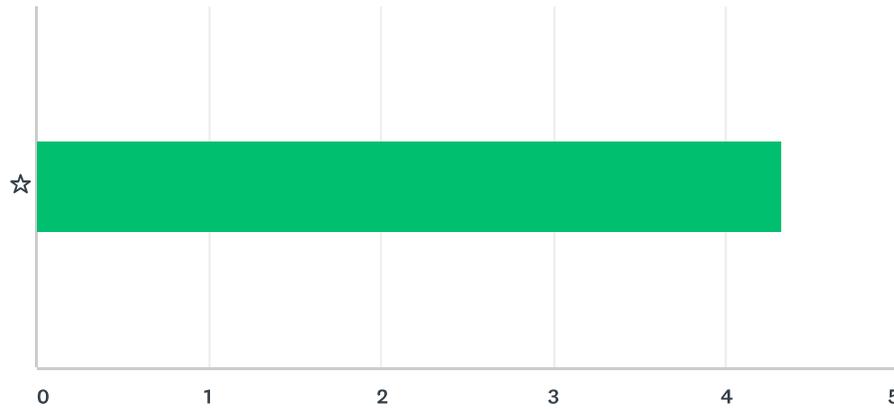
Answered: 373 Skipped: 4



	STRONGLY AGAINST IT	AGAINST IT	DON'T CARE	SUPPORT IT	STRONGLY SUPPORT IT	DON'T KNOW/NEED MORE INFORMATION	TOTAL	WEIGHTED AVERAGE
☆	3.22% 12	4.29% 16	9.38% 35	26.54% 99	42.36% 158	14.21% 53	373	3.58

Q16 Support community-wide events and cultural celebrations

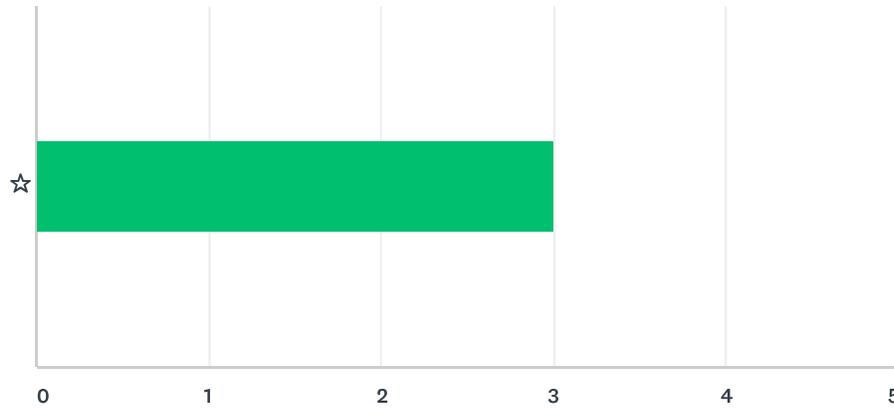
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	STRONGLY AGAINST IT	AGAINST IT	DON'T CARE	SUPPORT IT	STRONGLY SUPPORT IT	DON'T KNOW/NEED MORE INFORMATION	TOTAL	WEIGHTED AVERAGE
☆	1.34% 5	0.80% 3	10.16% 38	34.49% 129	52.14% 195	1.07% 4	374	4.32

Q17 Protect neighborhoods from up-zoning (allowing increased amount of housing)

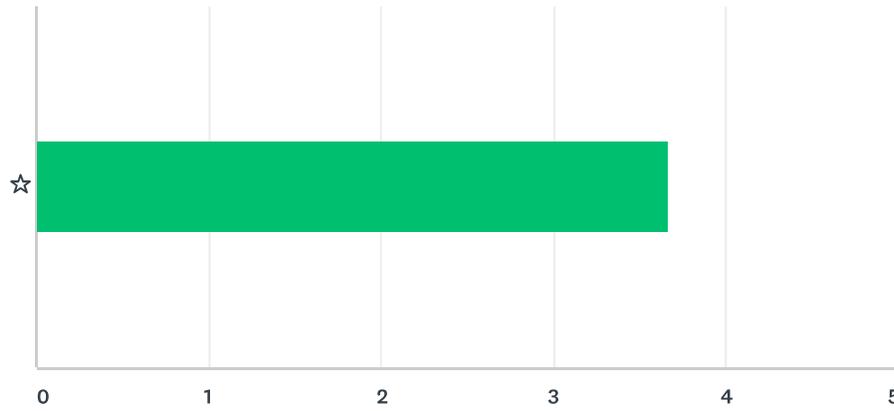
Answered: 373 Skipped: 4



	STRONGLY AGAINST IT	AGAINST IT	DON'T CARE	SUPPORT IT	STRONGLY SUPPORT IT	DON'T KNOW/NEED MORE INFORMATION	TOTAL	WEIGHTED AVERAGE
☆	7.24% 27	14.48% 54	10.46% 39	22.25% 83	28.69% 107	16.89% 63	373	3.00

Q18 Protect neighborhoods from incompatible development

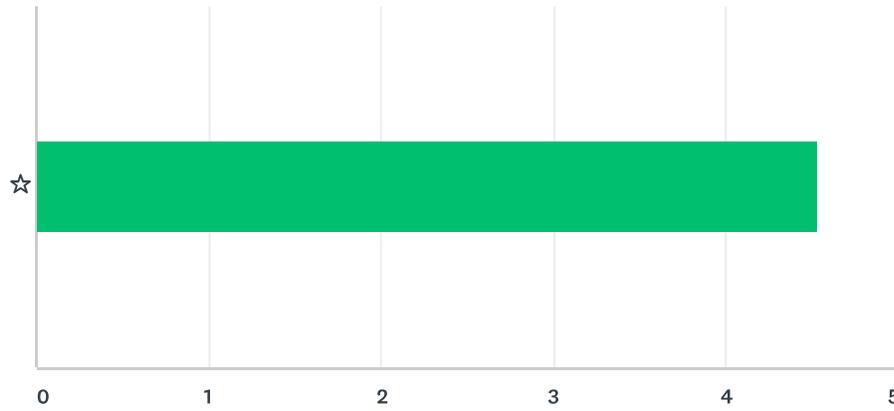
Answered: 372 Skipped: 5



	STRONGLY AGAINST IT	AGAINST IT	DON'T CARE	SUPPORT IT	STRONGLY SUPPORT IT	DON'T KNOW/NEED MORE INFORMATION	TOTAL	WEIGHTED AVERAGE
☆	1.61% 6	2.96% 11	3.49% 13	33.60% 125	42.74% 159	15.59% 58	372	3.66

Q19 Protect and enhance existing natural habitat

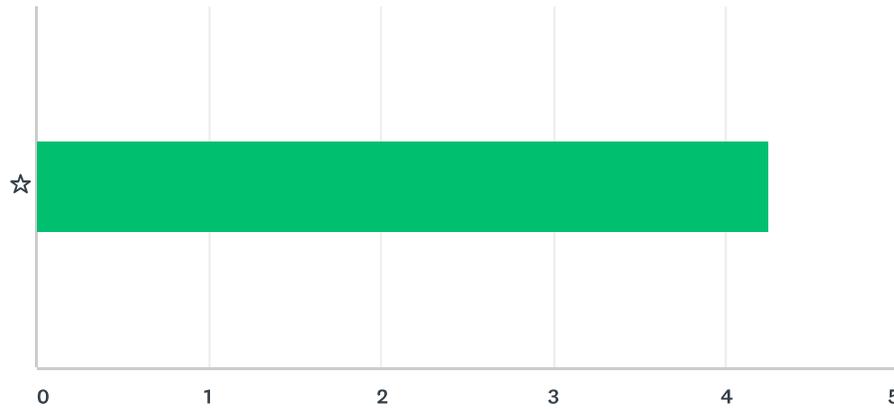
Answered: 374 Skipped: 3



	STRONGLY AGAINST IT	AGAINST IT	DON'T CARE	SUPPORT IT	STRONGLY SUPPORT IT	DON'T KNOW/NEED MORE INFORMATION	TOTAL	WEIGHTED AVERAGE
☆	0.53% 2	0.53% 2	3.74% 14	24.06% 90	68.72% 257	2.41% 9	374	4.53

Q20 Develop new parks and open spaces

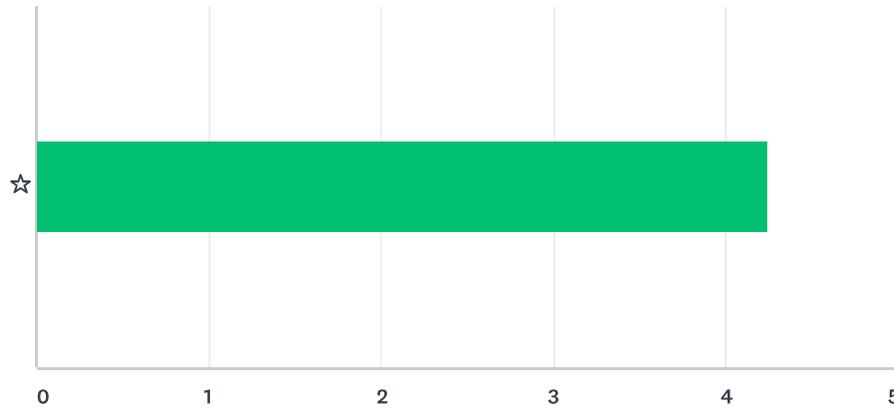
Answered: 375 Skipped: 2



	STRONGLY AGAINST IT	AGAINST IT	DON'T CARE	SUPPORT IT	STRONGLY SUPPORT IT	DON'T KNOW/NEED MORE INFORMATION	TOTAL	WEIGHTED AVERAGE
☆	1.33% 5	1.60% 6	5.87% 22	32.00% 120	54.93% 206	4.27% 16	375	4.25

Q21 Improve pedestrian and bike connections to the Trolley Trail

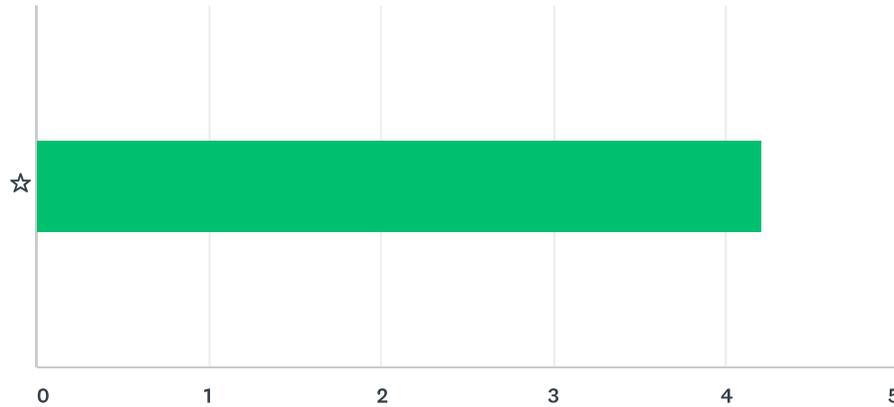
Answered: 374 Skipped: 3



	STRONGLY AGAINST IT	AGAINST IT	DON'T CARE	SUPPORT IT	STRONGLY SUPPORT IT	DON'T KNOW/NEED MORE INFORMATION	TOTAL	WEIGHTED AVERAGE
☆	2.67% 10	1.34% 5	4.55% 17	30.75% 115	56.42% 211	4.28% 16	374	4.24

Q22 Please rate the importance of projects that might occur with POTENTIAL CHANGES TO THE ZONING CODE Convenient and safe access to the light-rail station and surrounding businesses for pedestrians, bicyclists and transit-riders

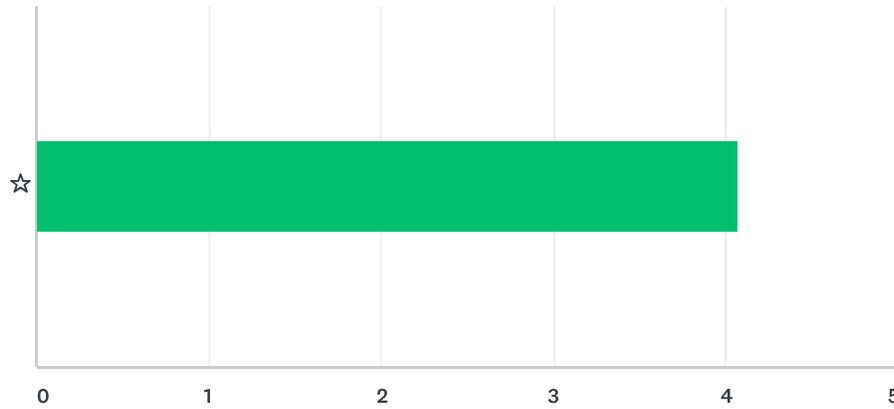
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	STRONGLY AGAINST IT	AGAINST IT	DON'T CARE	SUPPORT IT	STRONGLY SUPPORT IT	DON'T KNOW/NEED MORE INFORMATION	TOTAL	WEIGHTED AVERAGE
☆	2.67% 10	1.87% 7	2.94% 11	29.41% 110	57.49% 215	5.61% 21	374	4.20

Q23 Convenient and safe access to the light-rail station and surrounding businesses for motorists

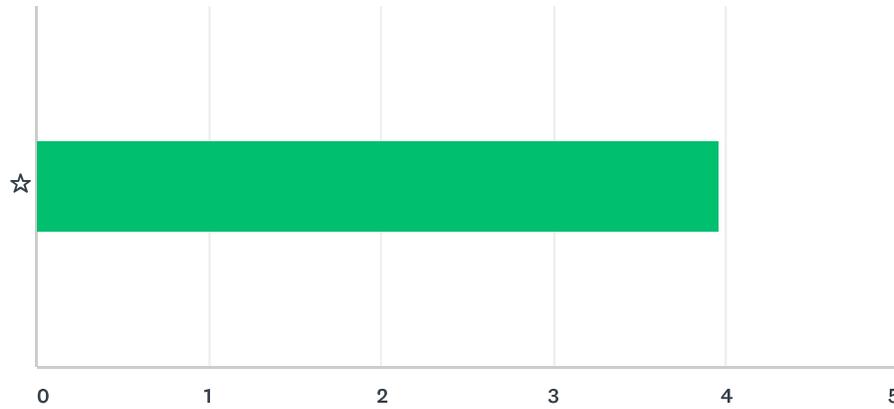
Answered: 373 Skipped: 4



	STRONGLY AGAINST IT	AGAINST IT	DON'T CARE	SUPPORT IT	STRONGLY SUPPORT IT	DON'T KNOW/NEED MORE INFORMATION	TOTAL	WEIGHTED AVERAGE
☆	3.75% 14	2.68% 10	9.38% 35	33.51% 125	47.18% 176	3.49% 13	373	4.07

Q24 More opportunities for people to ride a bus or light-rail into, through and from the project area

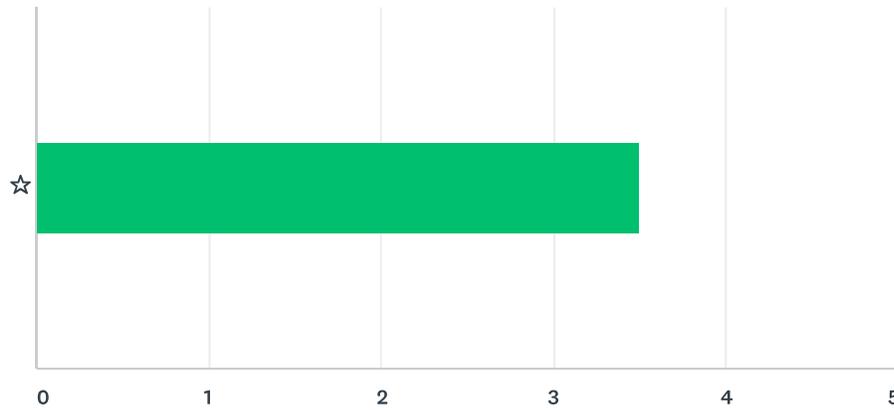
Answered: 373 Skipped: 4



	STRONGLY AGAINST IT	AGAINST IT	DON'T CARE	SUPPORT IT	STRONGLY SUPPORT IT	DON'T KNOW/NEED MORE INFORMATION	TOTAL	WEIGHTED AVERAGE
☆	3.75% 14	2.41% 9	8.31% 31	28.69% 107	49.33% 184	7.51% 28	373	3.95

Q25 Mixed-use developments near McLoughlin, such as 2- or 3-story buildings with commercial or office on the first floor and apartments or condos on the higher floors

Answered: 372 Skipped: 5



	STRONGLY AGAINST IT	AGAINST IT	DON'T CARE	SUPPORT IT	STRONGLY SUPPORT IT	DON'T KNOW/NEED MORE INFORMATION	TOTAL	WEIGHTED AVERAGE
☆	6.99% 26	8.33% 31	8.06% 30	34.68% 129	32.53% 121	9.41% 35	372	3.49

Q26 If you marked "strongly against" or "against" above please tell us why

Answered: 117 Skipped: 260

Q27 Do you have other ideas to enhance the commercial and/or residential area within the project area? Are there changes you would like to see in the area?

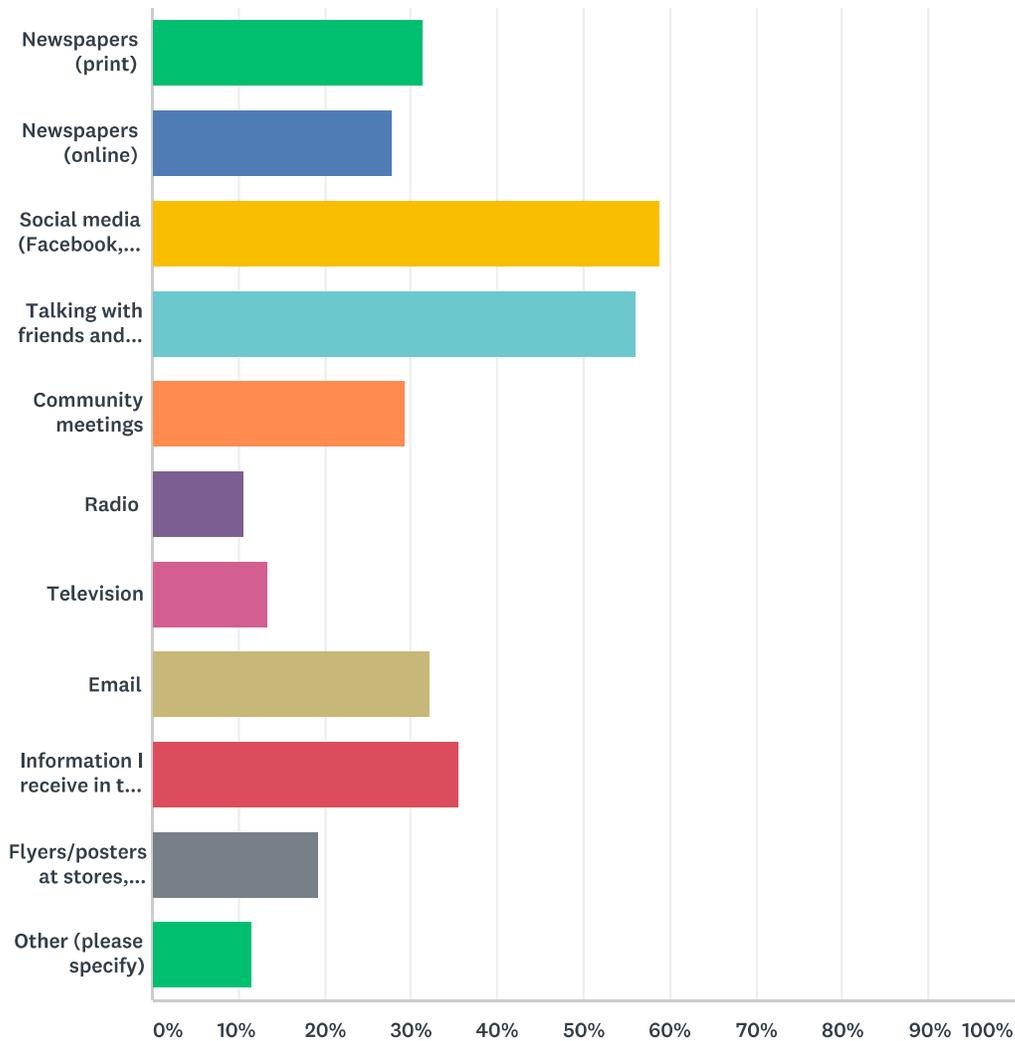
Answered: 191 Skipped: 186

Q28 Are you looking forward to possible changes along McLoughlin Blvd and/or are you worried about how such changes might impact nearby neighborhoods?

Answered: 235 Skipped: 142

Q29 How do you learn about what is going on in the community? Please check all that apply.

Answered: 359 Skipped: 18

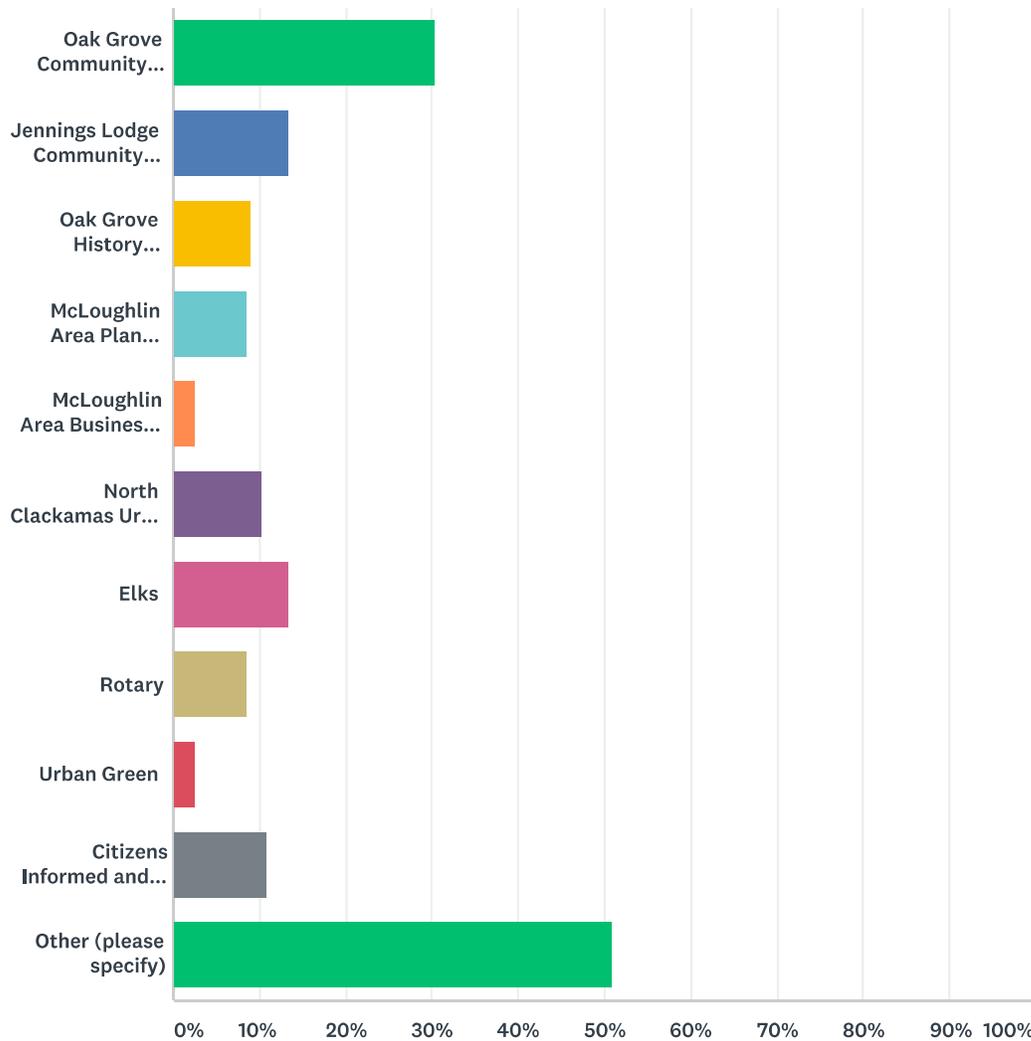


ANSWER CHOICES	RESPONSES	
Newspapers (print)	31.48%	113
Newspapers (online)	27.86%	100
Social media (Facebook, Twitter, Instagram, Nextdoor, etc.)	58.77%	211
Talking with friends and neighbors	55.99%	201
Community meetings	29.25%	105
Radio	10.58%	38
Television	13.37%	48
Email	32.31%	116
Information I receive in the mail	35.65%	128

Flyers/posters at stores, community centers, churches, schools, etc.	19.22%	69
Other (please specify)	11.42%	41
Total Respondents: 359		

Q30 What community groups in the area are you involved with? Please check all that apply.

Answered: 165 Skipped: 212



ANSWER CHOICES	RESPONSES	
Oak Grove Community Council	30.30%	50
Jennings Lodge Community Planning Organization	13.33%	22
Oak Grove History Detectives	9.09%	15
McLoughlin Area Plan Implementation Team (MAP-IT)	8.48%	14
McLoughlin Area Business Alliance (MABA)	2.42%	4
North Clackamas Urban Watersheds Council	10.30%	17
Elks	13.33%	22
Rotary	8.48%	14
Urban Green	2.42%	4

Citizens Informed and Aware (CIA)	10.91%	18
Other (please specify)	50.91%	84
Total Respondents: 165		

Q31 Contact Information

Answered: 111 Skipped: 266

ANSWER CHOICES	RESPONSES	
Name	99.10%	110
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address	93.69%	104
Phone Number	67.57%	75

Q26 If you marked "strongly against" or "against" above please tell us why

Answered: 117 Skipped: 260

#	RESPONSES	DATE
1	I want to encourage maximum use of public transportation and improve the affordable housing and aesthetics of the project area (much of McLoughlin is an eyesore, especially). Mixed use with encouragement of small business and job opportunities for people with a range of education levels. Landscaping and green space are important, but not at the expense of spaces for criminal activity and drug use (a hard act to balance).	2/28/2019 7:29 PM
2	more density/housing I actually marked "strongly support it" but with the caveat that 2-3 stories isn't tall enough. Better to build 5-6 stories, because the MAX Orange Line was a \$1.5 billion investment. To "underbuild" at low heights is a massive waste of that investment. The Park Ave station area should have minimum density requirements, with mixed-use of at least 4-5 stories, ideally 6-8.	2/28/2019 3:36 PM
3	I'm frustrated by the density that is being forced on us. Certainly if you have mixed use have ample parking for both patrons and residents. Yes I know its by mass transit but people still own cars.	2/26/2019 8:01 PM
4	I feel these issues (sign ordinances/property maintenance) to be not important or non issues for the area (I know of no violators). I believe the adult store on McLoughlin is inconsequential, well buffered from residences, and poses no threat to the neighborhood. Regards limiting offender facilities - that may be construed as prejudicial towards those needing a stable and model environment for rehabilitation. Also, existing facilities seem to pose no problems at current (that I am aware of).	2/26/2019 4:35 PM
5	Strongly support, great work keep moving in the right direction!	2/26/2019 3:46 PM
6	Light rail is a waste of money.	2/24/2019 2:17 PM
7	I didn't	2/20/2019 8:35 AM
8	N/A	2/20/2019 8:35 AM
9	more density/housing We shouldn't turn our backs on increased housing density near transit.	2/19/2019 3:19 PM
10	more density/housing I think density restrictions could make housing less affordable in an area that already has high rents. That said, I do support making sure that new buildings are aesthetically "compatible" with the neighborhood.	2/19/2019 10:53 AM
11	Gut reaction	2/19/2019 10:13 AM
12	While I like the idea of bringing more upscale businesses here, I also worry about more traffic, and the possibility of driving less affluent people out of the neighborhood. And I want more land set aside for parks & nature oriented pathways.	2/19/2019 9:02 AM
13	too crowded	2/18/2019 4:09 PM
14	more density/housing County should allow for density to help with housing stock and prices in this area.	2/18/2019 1:57 PM
15	Kills the feel of the area.	2/18/2019 9:11 AM
16	I did not mark "against" for any questions, but those marked "need more info" actually mean "depends" on the details of whatever the project.	2/18/2019 8:01 AM
17	There are adequate nearby parks	2/16/2019 10:46 AM
18	It appears that you want to extend the light rail. As it is, the rail system has brought in more homeless, drugs and crime. There needs to be a county vote to extend the rail.	2/15/2019 6:59 PM
19	We are all paying way to many taxes already for improvements that do not benefit this community. Clackamas County is the worst county ever to live in. They are prejudice against certain neighbors and raise taxes against Oregon Law.	2/15/2019 12:25 PM

20	I don't want so called adult businesses around my neighborhood. There's nothing adult about I actually. I have kids and want a safer community that promotes wholesome business not sick business.	2/15/2019 8:27 AM
21	Things should not be ruled out due to gentrification aesthetics.	2/14/2019 9:59 PM
22	adequate parking concern how will parking be addressed? this is a mess all over sellwood and the city of portland does not seem to require adequate spaces for the residential growth. how will the county address this in the planning process to make sure neighborhood impacts are fair?	2/14/2019 7:42 AM
23	We don't have the roads to support the type of building you Californians want to build. Keep the Lots the way they are and keep commercial properties separate from residential properties.	2/13/2019 11:46 PM
24	Against high density housing because it is NEVER affordable i.e. low/super low income individuals, namely seniors and disabled person's cannot afford it. Living where a person works creates to much stress and reduces quality of life.	2/13/2019 11:09 PM
25	more density/housing We need higher density	2/13/2019 9:04 PM
26	CRIME! So far any nut job can show up in our neighborhood and commit all sorts of crime, from drugs to burglary even tearing up plants! I also want our affordable housing to stay that way and NOT be sold to developers from other states and local who want their millions back in 15 years not 30 THUS the 1400.00 dollar rents!! If their financing was for 30 years they could charge 600.00 not 1400,00. I own a manufactured home in a 55+ park and see the vultures circling all the time! Keep your costly fantasy out of our neighborhood! A fantasy IS NOT a plan!	2/13/2019 4:44 PM
27	adequate parking concern Need for adequate parking seems to be ignored in zoning for such buildings.	2/13/2019 3:42 PM
28	In order to enhance the light rail and Milwaukie, the highest priority should be for bikes, walkers-not cars. Close the street down behind Milwaukie high school theatre auditorium so it is more people friendly	2/13/2019 12:31 PM
29	more density/housing Don't limit more housing-very needed	2/13/2019 12:21 PM
30	N/A	2/13/2019 11:32 AM
31	I don't want my neighborhood to have more housing, I don't want to be rezoned to city limits. I think the city needs to be more attractive. Small business I like I don't want increased traffic there is already a traffic problem. I like the idea of more green space. Keep the increase in businesses to downtown milwaukie. Do not want the sprawl. Don't kick out current business, or programs, it's not morally fair.	2/13/2019 11:16 AM
32	More development equals more traffic. For those living in the impacted area, we are already dealing with enough traffic. We also do not need our property values to increase exponentially as it is - the light rail expansion has taken care of that for us (read: taxes have wildly increased). IF housing were to be built, it MUST be AFFORDABLE. To that end, No high-end retail space, either.	2/13/2019 10:59 AM
33	adequate parking concern I don't want high rise apartments to come in, especially if they don't have parking.	2/13/2019 10:56 AM
34	I'm against saying no increased housing density out right. We need more housing, but it should be well planned out.	2/13/2019 10:37 AM
35	I don't feel we need additional building or residential complexes. We're tight as it is. And I certainly don't want to encourage more trash than MAX already brings to our area.	2/13/2019 10:12 AM
36	Looks trashy	2/12/2019 8:08 PM
37	I'm not a fan of buildings like these	2/12/2019 7:48 PM
38	adequate parking concern Because these are usually small high rent apartments with no parking. If they were affordable apts for families that also had parking that would be ok	2/12/2019 5:10 PM
39	Too many apartments and other buildings two stories tall or more are already going in	2/12/2019 4:07 PM
40	I lived in places like this (MAX westside) - that is not the character of this area. MAX should not define us. Our neighborhood is what it is.	2/12/2019 4:01 PM
41	The 3-story self-storage units on oak grove blvd show how quickly space can be ruined for the future and how great the impact on nearby residents and homes. 3-story commercial buildings potentially have an enormous impact on surrounding communities and residents.	2/12/2019 3:32 PM

42	Increased traffic decreased home values.	2/12/2019 12:31 PM
43	more density/housing We need to change the land use on McLoughlin to encourage mixed use - more housing choices and work spaces. Mixed use would allow us to accommodate new residents without cutting down our beautiful trees which give our neighborhood character. New office spaces would provide places for people to work close to home. And we need to get rid of the used car lots.	2/12/2019 11:50 AM
44	I don't want Oak Grove or Milwaukie to look like another Portland. We don't need ugly condos with bad retail outlets like Subway and Starbucks.	2/11/2019 2:26 PM
45	adequate parking concern Increases the need for more parking which is extremely limited. Would support this initiative if a parking place for each residential unit is a requirement.	2/9/2019 11:21 AM
46	Adult-oriented businesses can coexist with residential and general commercial business. Singling these out for special regulations can trouble business owners, and their work is no less valuable/damaging/dangerous than a donut shop would be. SheBop in Portland is an example of a wonderful adult-oriented business that tastefully serves clients with no negative impact nearby.	2/9/2019 10:10 AM
47	I recently moved to this area because of the problems that unchecked growth has created in Portland. I am very nervous about the same problems being created here. The focus needs to be on sustainable development and livability. I don't want to see giant apartment buildings with overpriced cupcake shops popping up everywhere.	2/9/2019 9:13 AM
48	Get the ugly automalls, strip malls, strip clubs and pot shops out. That'll help with crime and the undesirable element lurking around the neighborhood.	2/8/2019 2:44 PM
49	I didn't. I am strongly for all these things listed in MAP. But I see all the stars turning color above my 'strongly support' star and it makes me wonder as to what information is being collected.	2/7/2019 5:39 PM
50	Higher buildings block the sky and I don't want us to look like the areas closer to downtown Portland.	2/7/2019 2:48 PM
51	I'm against any new car infrastructure or regulation that incentives car usage.	2/7/2019 11:16 AM
52	Please don't turn Milwaukie into Portlandia! Please use caution around the building of condos/apartment buildings... Portland has literally blown up areas, creating 'condo canyons'. Ugly, high density, and totally f's up the parking situation for those of us going to shop/eat in those areas. If you MUST build condo buildings, PLEASE include underground parking for the residents so that the street isn't suddenly inundated with cars. N. Portland Overlook MAX has had this happen. An apartment/condo building went up, with no parking for the residents - so now the neighborhood streets are filled with their cars... and if you need to commute from there, there's nowhere to park for blocks.	2/7/2019 7:56 AM
53	I support opportunities in changes to Zoning to allow for increasing density along the commercial corridor. I am against specifying some categories of retail are ok and others are not; although i feel location standards for adult oriented businesses concerning schools is reasonable (like "X" distance from school). I'm not sure what "strict enforcement" means but impacts of any "strict enforcement" are often unfair or used against those without financial means to rectify code violations or used against communities of color, or different cultural experiences. So equity with in applying enforcement mechanisms must be consider ESPECIALLY SINCE THE ETHNIC AND FINANCIAL DEMOGRAPHICS ARE CHANGING/HAVE CHANGED in the project area	2/7/2019 7:50 AM
54	I supported it, not sure how it will work with road noise and current property set backs, but willing to find out.	2/6/2019 4:13 PM
55	more density/housing Limiting the number of housing will increase renting costs (demand keeps increasing!) Would rather increase affordable housing options!	2/6/2019 4:03 PM
56	I would be in favor IF it was limited to 2 - 3 stories high, but I'll bet it ends up being 4 - 5+ high	2/6/2019 3:08 PM
57	This is our home where we grew up not down Portland keep it the way it is we live here	2/6/2019 10:56 AM
58	I didn't move into the area because I like more congestion. I was against the Max project to begin with but you never care what people really think. It's just a formality. you will do as you wish.	2/6/2019 8:38 AM
59	I think compatible infill is a good thing, as is transition of neighborhoods over decades. But to dictate higher density in all single-family in one fell swoop is poor public policy.	2/5/2019 1:08 PM
60	We do not need Drug Rehab Facilities in this area.	2/4/2019 5:57 PM
61	I would love to get rid of the "adult oriented" businesses in the area, including marijuana dispensaries	2/4/2019 3:31 PM

62	more density/housing Treatment facilities, low income housing and other programs that benefit those most in need make good neighbors. There is no reason to ban positive facilities like this from our neighborhoods. We also need more affordable housing and increasing housing density by allowing more ADU's, and mixed use zoning should help with that.	2/4/2019 1:50 PM
63	N/A	2/4/2019 1:31 PM
64	more density/housing IN FAVOR OF INCREASED DENSITY IF INCLUDES AFFORDABLE HOUSING/MIXED INCOME HOUSING; COMPLIES WITH METRO LAND USE GOALS RE: UGB	2/4/2019 12:51 PM
65	I like to keep building the way they are. And don't like this kind of buildings.	2/4/2019 9:34 AM
66	Not for overcrowded housing and high rise buildings in that area	2/4/2019 9:24 AM
67	before there is more parking for commuters, more cars should not be attracted to the area	2/4/2019 8:52 AM
68	Improving the walk ability in the area will make it nicer for me to live in the neighborhood and move through here as well as access improved businesses without needing to drive in a car farther away.	2/4/2019 6:06 AM
69	I commute by transit and bicycle through this area. The geography (river, Kellogg Creek, Oatfield Ridge) creates a natural bottleneck here. There are just no other alternate routes. Though I'm sure that there won't be funds to create new transportation options through the area, the last thing we should do is make the congestion worse through misguided efforts at traffic calming such as streetscaping, removing lanes, etc. We can support forms of alternate transportation without exasperating the traffic problems at the same time.	2/3/2019 6:26 PM
70	Would need to know more about projected businesses, zoning, impact, ordinances, etc.	2/3/2019 5:15 PM
71	more density/housing Multiple housing units make sense.	2/3/2019 4:38 PM
72	Most of us live here because it isn't Portland. Look at the up zoning and total chaos Metro and the planners have made of Portland. Portland is a cluster fuck failure. The one party rule for the last thirty years has Oregon racing for the bottom. Oregon the Venezuela of the North West.	2/3/2019 4:07 PM
73	more density/housing Given the enormous demand for affordable housing in areas with good access to transit, jobs, services, etc.; I believe that all zones in the area need increased density allowances to ensure we don't restrict housing supply, drive up prices, and increase inequality. We also need to integrate folks needing treatment and rehabilitation in thoughtful ways, not seek to keep them out.	2/3/2019 3:24 PM
74	more density/housing I want to see mixed use development along the McLoughlin corridor, and we also need to ease the process for single family homeowners to add ADUs. In fact, we need to permit SF homeowners to create more residential units on their properties. These are know affordable rental housing strategies which can benefit both homeowners and renters. We also need to preserve the Manufactured Dwelling Park communities by rezoning them to maintain their MDP designation. I also think this process is moving too slowly. We need to add some urgency. I've lived in Oak Grove now for over 10 years and hardly anything has happened, with exception of the MAX and new sidewalks, to bring our area into the 21st century. This is a vital corridor in need of growth and mixed use development.	2/3/2019 2:17 PM
75	more density/housing I don't believe that it is our job to harass our neighbors who are sex workers, or to hide away our neighbors who are in need of treatment facilities. That's some NIMBY bull right there. As far as upzoning, I strongly support a thoughtful approach to adding density to our sprawling commercial spaces.	2/3/2019 1:37 PM
76	Keep the Portland soviet-style developments in Portland. Neighborhoods that used to have character in Portland are now all identical. Once Portland is off the trendy list, who will live in these places? Nobody! Portland will be a giant ghetto in 10 years or less. Keep that out of Clackamas.	2/3/2019 1:19 PM
77	more density/housing I am in support of greater density for environmental/carbon reasons but so far that kind of development in Portland has just aggravated gentrification and displaced families. I work with young people in the neighborhood and do not want to see them displaced from their neighborhood so it can be turned into upscale condos. Convince me that dense housing built in the neighborhood will be affordable and I will absolutely support it.	2/2/2019 3:13 PM
78	na	2/2/2019 12:14 PM

79	McLoughlin is used for commuters to and from work. As long as the high paying jobs and malls remain outside of the unincorporated area, transportation will remain a problem. Small offices on the bottom floor will not provide a "living wage" and probably will not employ more than a few people.	2/2/2019 11:46 AM
80	Light rail isn't a tax payer priority. Let it privately fund itself	2/2/2019 8:44 AM
81	Because i live on 26th 2 blocks from the max station. And already our street has been over run with vehicles left when people use the max. This is unsafe for pedestrians as we have personally had a dozen incidents where we were almost struck by cars trying to park on our street. Also they leave piles of trash on the sides of roads. They make illegal u turn at drop off area and my car has almost been struck on 3 different occasions. Also we have more transients roaming around because of the easy access to our neighborhood. Why dont you build this in your backyard.	2/2/2019 7:26 AM
82	The buildings are blocking out the sun	2/2/2019 7:09 AM
83	It doesn't fit with the overall feel of Milwaukie	2/2/2019 6:38 AM
84	We have owned our home in this area for almost 30 years. I don't want to see more apartments. I understand the need for higher density and have no problem with in-fill houses that have gone into our neighborhood.	2/1/2019 9:10 PM
85	more density/housing Up-zoning could really help spark some positive changes in the area. Clackamas County, and this area generally, are both in need of affordable housing. The region as a whole is in need of affordable housing sited to take advantage of mass transit options. Up-zoning to allow greater density and more residential units within this area is ideal.	2/1/2019 8:28 PM
86	Currently, McLaughlin is too busy & noisy for residential use.	2/1/2019 7:42 PM
87	adequate parking concern There's not enough parking after 7:00 am.the surrounding area looks dreadful	2/1/2019 5:53 PM
88	not my idea of neighborhood	2/1/2019 5:28 PM
89	Shouldn't be office, but more service businesses such as retail, restaurant, coffee shop,	2/1/2019 5:23 PM
90	Don't want adult rated business. McLoughlin needs to up its image not play down to the clientele that patronized those type of businesses.	2/1/2019 5:01 PM
91	Denser infill residential development will come one way or another and we need more housing in the metro area.	2/1/2019 4:39 PM
92	Need more information	2/1/2019 3:33 PM
93	I don't want my neighborhood to turn into a massive development like what has happened to much of Portland. I don't mind it on a limited scale but absolutely do not want over development . I feel that Milwaukie needs a boost , but within reason.	2/1/2019 2:43 PM
94	Minimizing the "impact" of treatment facilities has deep racial implications	2/1/2019 1:34 PM
95	Not necessarily interested in extra people coming into the area.	2/1/2019 12:48 PM
96	I did not mark strongly against/against, but I do understand many of those concerns. Many do not want to lose the ability to use their car and are worried they will be forced to sell or forced to change. I believe change is inevitable and constant, and some voices need to feel heard (believe they are part of the decision) and not simply forced coalesce or be forced to move. We need to come together and allow all to live in a respectful manner.	2/1/2019 12:41 PM
97	Always bring an increase in crime to the area	2/1/2019 12:10 PM
98	Area needs help	2/1/2019 11:52 AM
99	Too many people moving into the area. Blocking views	2/1/2019 11:29 AM
100	Totally against development that will increase crowding and decrease livability for those who currently reside in this area.	2/1/2019 11:22 AM
101	Light rail should never have been brought to Park. Then no parking was provided. Leave it alone!!	2/1/2019 10:40 AM
102	Better use of space	2/1/2019 10:10 AM
103	much room to increase density in this area	2/1/2019 10:09 AM
104	This isn't Sellwood.	2/1/2019 10:06 AM

105	no	2/1/2019 9:54 AM
106	I haven't seen success with this type of project. Case in point, downtown milwaukie.	2/1/2019 9:34 AM
107	none	2/1/2019 9:16 AM
108	adequate parking concern Sick of seeing all the mixed use store/apartments going up and no parking. It's wrong they need parking.	2/1/2019 9:01 AM
109	We don't need more saturation in this area.	2/1/2019 8:45 AM
110	NA	2/1/2019 8:40 AM
111	more density/housing We have a housing crisis, and railing against density and creative uses of property stifles the innovation necessary to stop it. Zoning is useful, zoning is good. But we must use zoning to make our area better, not to fight off the inevitable. Let's make sure the high density that happens does so while preserving trees, habitat, and visual appeal. Let's allow it but shape it too our needs rather than stick or head in the sand until it happens anyway and is horrible.	2/1/2019 8:33 AM
112	This is a poor use of the land and creates a lack of any diversity of development, i.e. everything looks alike as on SE Belmont, SE Division et al in Portland. Cookie cutter projects.	1/31/2019 12:32 PM
113	Mailings have been non-existent. No one asked about the terrible intersection that was put in on Park and Oatfield. We now have more homeless wandering the area and cars have been vandalized recently. Already had phase one and no info on any projects or even who are these people that are deciding our future.	1/30/2019 7:23 PM
114	From my studies, I've learned that making it easier for cars to get around makes it more dangerous for people who aren't in cars. We don't need to make it any easier for people to drive.	1/26/2019 1:20 PM
115	I might be for it if we are talking about adding retail jobs in area and making affordable housing available to people likely to fill up these positions. But I like living in a neighborhood comprised of single family homes and my preference would be to add more 'boutique/antique' type retailers as well as popular quick service restaurants such as Chipotle because there are no food places in walking distance of the MAX which I sometimes ride. And a place like Chipotle would do really well in this area I think.	1/25/2019 2:25 PM
116	more density/housing Higher density housing with services such as retail should be near transit hubs.	1/25/2019 1:54 PM
117	adequate parking concern Two concerns - what are the plans for parking. If on-street, there should still be two accessible lanes for traffic. Also, what does "near McLoughlin" mean. How deep into the current neighborhoods are you looking? We could support one block off but NO MORE!	1/24/2019 10:47 AM

Q27 Do you have other ideas to enhance the commercial and/or residential area within the project area? Are there changes you would like to see in the area?

Answered: 191 Skipped: 186

#	RESPONSES	DATE
1	Well, too many of the strip malls and auto lots are an eyesore and need to be made more aesthetically appealing.	2/28/2019 7:29 PM
2	-->Better wayfinding signage to direct bikes and peds to the Trolley Trail. Many people don't even know it's there! -->Minimum mixed-use densities in the station area of 5-6 stories tall. The MAX Orange Line was a \$1.5 billion investment. To "underbuild" at low heights is a massive waste of that investment and will continue to rely on park and ride users for MAX ridership. -->Mixed-use housing/retail at the NE corner of Park Ave and McLoughlin (former Mustang car place currently for sale). Also rezone former Mexican restaurant house to higher-density mixed-use. -->Mixed-use construction on the Elks Lodge parking lot as a way for them to earn revenue and to get more housing units near the station, while still preserving some of their parking.	2/28/2019 3:36 PM
3	Sounds like they've been covered. I strongly support multi-use construction in the area, improvements to accessibility, storefront improvements and reduction of "adult-oriented" businesses. I also support increase in parks and natural area restoration. Thank you! Very exciting to see improvements in the McGloughlin area! As a home owner I see this as a great benefit.	2/27/2019 6:29 AM
4	I would like to see the main goal be improve the attractiveness along McLoughlin, encourage and increase facilities for public transit use, and make Oak Grove an attractive neighborhood suitable for Portland instead of the strip mall between Milwaukie and Oregon City.	2/26/2019 4:35 PM
5	Reduce pavement and big box stores/pavement hungry businesses, incentivize the opposite. Small complex with restaurants, health facility with open plaza that connects to a trail and can hold a outdoor eating space and or event space	2/26/2019 3:46 PM
6	mixed use areas that promote walkability for residents and workers. places with some parking so streets aren't littered with cars like in portland.	2/22/2019 4:46 PM
7	More parking for the max station.	2/20/2019 8:35 AM
8	I would love to see easier access to the Park Ave light-rail station in particular. Currently the parking lot and overflow lots are full before 9 AM on weekdays and people are frequently towed for trying to get creative for a parking spot. An expansion at the Tacoma Street park and ride would also help. I know there is a lot of frustration around the parking situation for the orange line light-rail in general.	2/20/2019 8:35 AM
9	need development to make the area less remote	2/20/2019 8:02 AM
10	n/a	2/19/2019 10:53 AM
11	Yes-I want more trails that connect to green spaces. I don't want to have to walk on the roads to get to a green space. Our parks are set up for families, but not for hikers/walkers. I hate walking on streets along River Road because we don't have decent trails!	2/19/2019 9:02 AM
12	I am for equal use of cars and bikes. I feel pushed out of areas that restrict car usage and won't shop there.	2/19/2019 7:49 AM
13	lift the height restrictions build taller	2/19/2019 7:04 AM
14	Changes that would support affordable rental housing in a "turnkey" for younger workers that are transitioning through school and do not depend on owning an auto for transportation.	2/18/2019 4:54 PM
15	no	2/18/2019 4:09 PM
16	Restaurants are needed	2/18/2019 3:59 PM
17	Stop lights at the intersection of Park Ave and River Rd.	2/18/2019 3:43 PM
18	Bike path across to Lake Oswego using the train bridge structure.	2/18/2019 1:57 PM

19	While I do not live in the project area, I have become aware that residential property owners are quite concerned with some of the traffic problems and homeless who do not respect others, especially along the Trolley Trail or near it.	2/18/2019 8:01 AM
20	I am against anything that will raise the taxes in Clackamas county. Already have two bond that have increased my taxes .	2/15/2019 6:59 PM
21	Encourage existing retail development owners on McLoughlin Blvd. to add or better delineate walking paths from the boulevard to businesses set back from the street. Additional lighting and landscaping would further attract customers and encourage pedestrian usage. Encourage or incentivize mixed retail / housing developers who will consider the historic character of local homes and neighborhoods when designing projects. Houses just off McLoughlin date back to the mid-1800s, many representing the earliest Donation Land Claim families. Consider the Concord Property as the next transit area to develop -- possibly a bus / bike hub if the gas station on the corner or health care business next door could be incentivized to move.	2/15/2019 2:15 PM
22	Nope	2/15/2019 12:25 PM
23	McLoughlin doesn't have a lot of restaurants, it would be nice to add more, maybe even ones that have vegan/vegetarian options.	2/15/2019 11:59 AM
24	Decent restaraunts, no more fast food places! Another major grocery store, give Freddy's some competition.	2/15/2019 11:18 AM
25	Place-making is important. The neighborhood needs to have and project its desired identity.	2/14/2019 10:42 PM
26	More thought put into enhancement of nature areas for wildlife.	2/14/2019 9:59 PM
27	Somehow reduce the feel of McLoughlin Blvd. being a five-land highway.	2/14/2019 3:31 PM
28	A food coop to help under privileged or food insecure families. Shelters for the homeless. An activities center for families, children and teens and elderly events. Partner with the Oregon Foodbank for food drops and assistance with their programs. More dog friendly parks.	2/14/2019 3:04 PM
29	Make sure that changes or enforcements meant to improve the area do not have the opposite affect of making it more difficult for current business to operate!	2/14/2019 12:32 PM
30	Better pedestrian crossing on River Rd.	2/14/2019 11:37 AM
31	Additional sidewalks and crosswalks along River Road.	2/14/2019 10:59 AM
32	Enhanced methods of safety and security for residential and small business areas that include lighting, open views etc.	2/14/2019 10:33 AM
33	increased patrol in the area. i don't think in general a lot of the residents in the area feel safe at certain times near the park station and trolley trail. pretty crime and theft has most certainly increased.	2/14/2019 7:42 AM
34	Rehab the buildings that exist quit trying to stuff 10 pounds of shit in a 2 pound bag	2/13/2019 11:46 PM
35	A public restroom at the Max station. Activities for young people 12-16, seniors and differently abled persons. Truly affordable housing. Allowing tiny homes for a mother-in-law on properties zoned for single family dwellings.	2/13/2019 11:09 PM
36	More fine dining.	2/13/2019 6:32 PM
37	More parking for Max	2/13/2019 5:42 PM
38	Better sidewalks,safe for pedestrians.	2/13/2019 5:15 PM
39	Take Max out of it! And leave us alone	2/13/2019 4:44 PM
40	Prohibit new or used car businesses.	2/13/2019 3:42 PM
41	Keep pot shops and clinics out of this area.	2/13/2019 2:36 PM
42	More open spaces for people not cars	2/13/2019 12:31 PM
43	Add bus service on River Road	2/13/2019 12:21 PM
44	Encourage smaller local business - perhaps with reasonable rents - create more of a neighborhood shopping and eating area with places to sit.	2/13/2019 12:17 PM
45	I'd like to see light rail extended along McLaughlin Blvd. McLaughlin lacks quality restaurants.	2/13/2019 11:32 AM

46	Plant more trees attract art and artists, brew pub would be nice	2/13/2019 11:16 AM
47	Living in the residential neighborhood off Park, I would like to see transit riders NOT park on our residential streets. A solution to that would be most appreciated. The area of Park & McLaughlin should remain as is - it is already a busy hub with the lightrail, we (residential neighborhoods) do not need to contend with increased traffic, again.	2/13/2019 10:59 AM
48	Some of the strip mall/shopping centers just look bad and old. Sometimes I don't feel safe going to these places at night. I like to run the trolley trail and around the transit center I feel there aren't a lot of people around sometimes and so it makes me feel unsafe. I also think public restrooms would be great.	2/13/2019 10:56 AM
49	We are sorely in need of bakeries/family restaurants/brewpubs, a bookstore, and other retail.	2/13/2019 10:46 AM
50	Add floors to the park and ride	2/13/2019 10:37 AM
51	Parking for the users of the Max/Bus system must be improved. My children use the system to access PSU and OHSU. I consistently have to drive the to the station/pick them up because parking is severely limited.	2/13/2019 10:14 AM
52	I would support additional parking for commuters using the Orange Line. Current parking is not adequate for current use. I expect ridership to increase over time and additional parking would make this transit station more accessible to those living outside the MAP district,	2/13/2019 9:55 AM
53	More parking for transit MAX riders!	2/13/2019 9:31 AM
54	How 'bout a dedicated grocery store (Safeway closing really sucked), more retail, less industrial, and no more auto dealerships!	2/13/2019 8:00 AM
55	Increase size of Park Ave/Max line parking structure...add more floors	2/12/2019 10:30 PM
56	We need a good grocery store in the area like New Seasons or Trader Joe's. We need more variety of businesses. We don't need any more automotive lots, fast food joints or discount outlets. We need a walkable commercial district.	2/12/2019 10:05 PM
57	No more car lots	2/12/2019 9:11 PM
58	More consistent police monitoring. Too much crime has shown up with the max!	2/12/2019 8:08 PM
59	Trees all along McLoughlin. Buildings in front, parking in back.	2/12/2019 8:00 PM
60	We need a Trader Joe's	2/12/2019 5:21 PM
61	More restaurants or a food cart pod besides the 7-11 and other convenience store there are really no food options close by	2/12/2019 5:10 PM
62	No more car lots, adult pornography shops, or dispensaries. Sounds boring, but now is chance to make it a family friendly area.	2/12/2019 4:20 PM
63	Oversee infill development, establish a 'tree-for-tree' requirement, reduce possibility of big box stores and auto lots	2/12/2019 3:32 PM
64	Somehow limit the auto dealers along McLoughlin so they do not dominate the business mix.	2/12/2019 1:36 PM
65	Landscaping of street medians	2/12/2019 1:34 PM
66	Reduce parking requirements for commercial development. Eliminate new drive thru permits and phase out drive thrus with direct access to McLoughlin. Incentivize developments abutting ODOT ROW to create more building faces and walkable access to storefronts	2/12/2019 12:31 PM
67	Leave it Alone	2/12/2019 12:31 PM
68	Less auto dealerships Less strip clubs Less marijuana shops Less homeless folks Less meth heads roaming the streets	2/12/2019 12:27 PM
69	See above.	2/12/2019 11:50 AM
70	Trolley trail is not well enough lit after dusk to feel safe walking to or from the Park Ave transit center and our Rose Villa apartment. Have been fearful using the parking garage at times with some guys just hanging around it with skateboards. Also know about evidence of significant drug use near the Trail, Courtney & Arista. I pass at least 3 different scary-looking properties when I walk Torbank to the Trail to Park Ave station. I wonder if there are any County codes being violated.	2/12/2019 12:12 AM

71	I would like to see more public art. I would like to see more Park Ave Max parking. I would like to see some food choices that don't taste like food served at hospital cafeterias. How about a dog park? No more car lots!	2/11/2019 2:26 PM
72	We need more parking for max riders. It would increase max ridership. Add more parking garages or more stories to the one at Park and McLoughlin.	2/10/2019 3:53 PM
73	restrict big box stores and car lots	2/10/2019 10:06 AM
74	Walkable grocery stores in the area would be very valuable, as well as enforcement of leash laws for dogs to keep both the dogs and the people around them safe. I'd love to see more racial diversity in the area, but I don't know how we could best encourage that.	2/9/2019 10:10 AM
75	I would like to see a strong commitment to small-business owners and family owned shops. I would hate to see existing businesses pushed out. It would be nice to be able to walk from the Max stop to restaurants, cafes, or a small grocery store. I'd love to be able to walk to a bookstore and a dry cleaners... practical shops for everyday living.	2/9/2019 9:13 AM
76	As above.	2/8/2019 2:44 PM
77	No	2/8/2019 5:45 AM
78	NO MORE STORAGE buildings where apartments and shops should be. Stop squandering the few assets the area has.	2/7/2019 5:39 PM
79	Extend the Max light rail line south. Enhance traffic flow with timed instead of demand traffic lights, especially during rush hours. Enhance bus stop turn-outs. Enhance traffic, bike, and pedestrian safety, Mcloughlin is terrible.	2/7/2019 3:13 PM
80	Decreased speed limits, introduction of tree plantings within the center of the Blvd, movement away from county leadership and to more localized leadership.	2/7/2019 3:03 PM
81	Flowers and flowering shrubs. Dogwood trees!	2/7/2019 2:48 PM
82	We need way more parking for light rail. I live off Lake Rd and work downtown Portland directly on the light rail. I don't take light rail because parking at the Park and Rides are unreliable. And no, I won't want to light rail when it's raining or really hot or really cold. More parking please!	2/7/2019 1:36 PM
83	reduction in the number of used car dealerships	2/7/2019 12:46 PM
84	Allow light commercial in residential areas so a small grocer or cafe can be at the end of any block.	2/7/2019 11:16 AM
85	Coffee/tea shop, simple eateries, a Trader Joe's or other small grocery near by? Bike shop? Tap room? There are so many things that could be put there to attract commuters and/or make commuting a little more convenient.	2/7/2019 7:56 AM
86	Improved stormwater facilities and actually having sidewalks. Also consider enlarging this project area slightly to include SE Courtney because of it's access to elementary school, trolley trail, walkable to MAX, fairly major traffic and connector street to River Rd	2/7/2019 7:50 AM
87	More parking for public transit.	2/6/2019 9:38 PM
88	More parking to help draw additional people to the area.	2/6/2019 6:15 PM
89	Incentives to businesses owned/operated by non-traditional ethnicities	2/6/2019 5:25 PM
90	Cart pod(s) on some of the empty or mostly empty lots, respite center like Right 2 Dream 2 (expect lots of push back on that) near MAX station, perhaps a county services center near there (rather than getting down to Red Soils campus); Clackamas Community College outreach campus	2/6/2019 4:13 PM
91	Sidewalk along river road, skybridge or underground tunnel to cross McLoughlin near park avenue (where bus drop off)	2/6/2019 4:03 PM
92	More quality businesses (Trader Joes, Market of Choice, etc.) and less storage sites, car lots or adult stores.	2/6/2019 3:08 PM
93	Less building and more plant	2/6/2019 10:56 AM
94	No car lots or adult businesses -- existing ones must probably be grandfathered, but rezone to disallow any additional ones to come in.	2/5/2019 1:08 PM
95	Would love more parking at the Park Ave MAX station.	2/4/2019 6:52 PM
96	Please, NO LOW INCOME Housing.	2/4/2019 5:57 PM

97	Add a lot more parking to the max station! It was originally supposed to have a LOT more spaces. I can never find parking, so often drive instead.	2/4/2019 5:42 PM
98	More family oriented businesses	2/4/2019 3:31 PM
99	More Park and Ride spots. Seeing cars park all over the neighborhood is quit annoying. Make teh current structer taller maybe?	2/4/2019 3:30 PM
100	a grocery store would be nice	2/4/2019 1:59 PM
101	I want to see more affordable housing and services for those dealing with addiction, poverty and mental illness in our neighborhood.	2/4/2019 1:50 PM
102	Less car lots and storage units. More retail and higher-end restaurants. We have to drive to Clackamas to get a good steak. Do something about the loitering transients near the light rail and trolley trail.	2/4/2019 1:38 PM
103	I would like to see more family-friendly commercial areas instead of car lots: Bi-Mart, Trader Joes, New Seasons. I would also like to see zoning change to prohibit developers from creating new commercial areas without adequate parking for residents AND people coming to the site to use the facilities. You can't expect everyone to use transit to get to/from there.	2/4/2019 1:31 PM
104	PED CROSS WALKS WITH FLASHING LIGHTS; MORE STREETScape INCLUDING POSSIBLE MIDDLE OF ROAD; GIVES PEDS A HALF-WAY SAFETY SPOT WITH CROSSING MCLOUGHLIN; FINER DINING OPTIONS; REMOVE ADULT BUSINESSES	2/4/2019 12:51 PM
105	Discourage used car lots!	2/4/2019 12:02 PM
106	Max station needs more parking.	2/4/2019 10:52 AM
107	More parking is desperately needed at or near the park ave MAX station. It's currently filled up by 8am, making it in usable by most people for the majority of the day. Even the overflow at the Elks Lodge is filled early.	2/4/2019 9:43 AM
108	No	2/4/2019 9:34 AM
109	More parking for the MAX Park Avenue Station -- A LOT! More	2/4/2019 9:28 AM
110	No	2/4/2019 9:24 AM
111	More security in parking garage. More sweeps of the trolley trail and surrounding area homeless camps that make the area uninviting.	2/4/2019 9:02 AM
112	More commuter parking	2/4/2019 8:52 AM
113	Strict sign code too many A boards flags and hodge podge signage along highway	2/4/2019 8:39 AM
114	Extending light rail further South, removing adult-oriented businesses, protecting the school areas	2/4/2019 6:06 AM
115	Need roundtable discussion of pro / con arguments.	2/3/2019 8:50 PM
116	There are plenty of development alternatives in the unincorporated areas without providing Urban Renewal money, Transit Oriented Development and other tax abatements, or other incentives. If the projects don't pencil today, they will tomorrow as other opportunities within the urban growth boundary get developed, making the remaining options more attractive. Businesses will find away without the residents paving the way with our tax dollars.	2/3/2019 6:26 PM
117	County needs to update comprehensive plan not only for the project area but for the oak grove / jennings lodge areas. The existing comp plan is antique and needs to reflect the values of the 2020 period.	2/3/2019 6:05 PM
118	I think the biggest thing is connectivity for pedestrians, bicyclists, public transit. Making the area more accessible and reasons to frequent the area. Right now the area is inaccessible and unappealing. McLoughlin seems dangerous for non-motorists and gun stores, mini/strip malls and car lots make it unappealing. I am more likely to venture to Sellwood than go south because the south of downtown area is a strip mall, highway wasteland.	2/3/2019 5:15 PM
119	Add more parking for Max riders.	2/3/2019 4:41 PM
120	Get rid of car lots and other car related businesses	2/3/2019 4:38 PM
121	less car dealerships	2/3/2019 4:17 PM
122	Less picking of winners and losers. Government needs to cut taxes and fees and get out of the way and let private enterprise work and develop the community.	2/3/2019 4:07 PM

123	Less tall signage; improved landscaping at car dealerships (TREES along sidewalk). LANSCAPING OF EYESORE FRED MEYER PARKING LOT.	2/3/2019 3:39 PM
124	Definitely: focus on affordable housing, increased opportunities for home ownership, mixed income development, etc. In order to ensure walkability and viability of local business, increase density significantly near the transit station (200 units or more per acre) along with off-boulevard walkable district that supports small businesses and integrates habitat. Reduce parking requirements, and utilize the expansion potential of the park and ride to optimize shared parking.	2/3/2019 3:24 PM
125	I would like to see incentives for locally owned businesses and affordable commercial, retail, and residential rents.	2/3/2019 2:35 PM
126	Traffic connection from the park ave park-n-ride to the expressway via oatfield rd and lake rd is a mess. Many backups, examples of road-rage (yelling, honking, screeching tires, etc.) are multitude, especially in the oatfield rd. S direction of travel. Oatfield acts as a connector, but would be better served if a well thought-out connector to the expressway were created. It seems much of the traffic is coming from Clackamas via the expressway. This seems the least efficient route, where a productive connector into Oak Grove proper would better serve businesses and park-n-ride customers.	2/3/2019 1:39 PM
127	We desperately need more pedestrian friendly spaces off of the main boulevard. Gathering spaces with pedestrian access. Also, ALL THE AFFORDABLE HOUSING WE CAN REQUIRE!!!	2/3/2019 1:37 PM
128	Some kind of uniform design code for places facing McLoughlin.	2/3/2019 1:19 PM
129	Businesses such as grocery stores and restaurants, rather than storage units and car lots.	2/3/2019 12:41 PM
130	Increase amount of parking provided for max stop (not enough already for park and ride - it is full at peak times). Focus on providing family-oriented businesses such as daycares. Streetscape could use additional benches, trees and rain gardens.	2/2/2019 9:26 PM
131	Reduce lane widths and the overall width of the McLoughlin roadbed. Increase frequency and connectivity of east-west streets intersecting McLoughlin. Add more traffic lights and safe pedestrian crossing at cross streets. Require pedestrian orientation of new buildings along McLoughlin. Reserve right of way for future MAX extension south from Park Ave.	2/2/2019 7:51 PM
132	More affordable housing/inclusionary zoning.	2/2/2019 3:13 PM
133	no	2/2/2019 12:14 PM
134	Bring back what we had that was walking distance from our neighborhoods. Piggly Wiggly, Kienows for groceries (small footprint), Cashs Dry Cleaners, The Miller Paint Store, Baxter Auto Parts, Lani Louie Chinese Restaurant, The Keg Steak House, IHOP Pancake house/Plush Pippin Pie house, The Porthouse/Jumbo Reily's Steakhouse, The Black Angus Steak House, the Holly Farm Mall. All were walking distance from our house, today we have to rely on our car to get to and from similar places.	2/2/2019 11:46 AM
135	no	2/2/2019 10:23 AM
136	More parking to keep the cars off our street. Also stop the constant illegal u turns people are making while dropping someone off or picking them up.	2/2/2019 7:26 AM
137	Develop natural habitat	2/2/2019 7:09 AM
138	McLoughlin definitely can be improved asthetically. I like the idea of planting of trees, etc. I support helping local businesses beautify their properties. And of utmost importance is improvement of lighting and increasing safe pedestrian crossings.	2/1/2019 9:10 PM
139	Make McLoughlin Blvd more walkable. Make a pedestrian path from Park Ave light rail station to Linden Lane.	2/1/2019 9:09 PM
140	The neighborhoods on both sides of McLoughlin could benefit from additional small-scale commercial developments--neighborhood coffee shops, pubs with outdoor seating, daycares, ped-and-bike-accessible small businesses in general. Simple signage on the Trolley Trail directing people to these nearby businesses would be a nice tie-in. And that plaza at the Park Ave MAX station is just begging for a summer weekend flea market or some similar open-air small vendor market (that doesn't replicate Milwaukie's farmer's market).	2/1/2019 8:28 PM
141	Can Elks lodge and property be better used?	2/1/2019 7:42 PM
142	Expand the parking structure at the Park Avenue station to encourage a limitless number of people to use light rail.	2/1/2019 5:31 PM

143	Attract better, local businesses. Not chains, mini marts, lottorey bars or strip club. Maybe retirement community/daycare combo and grocery store to support walkable community. Habitat restore clackamas location or other reuse hub.	2/1/2019 5:23 PM
144	Pedestrian bridges across McLoughlin. Too wide of a street to safely cross. We need them all along this route. Wide properly built sidewalks. Ada accessible.	2/1/2019 5:01 PM
145	More parking at thepark and ride. More art work like onthe trolley trail. Require landscaping for any new construction or remodeling, not just sidewalks.	2/1/2019 4:39 PM
146	Better pedestrian access to the light rail station is very important. A pedestrian bridge from parking area to station and even across McLoughlin to cut down on traffic accidents without slowing traffic.	2/1/2019 4:13 PM
147	Attractions to make the area more than a bedroom community or drive-thru region. Headline parks, excellent new library, and destination businesses that bring people to spend time in the region, not just shop for used cars.	2/1/2019 4:01 PM
148	Strongly support making the area more aesthetically pleasing and community oriented	2/1/2019 3:55 PM
149	Just to remove/disallow ALL adult bookstores and adult-themed shops.	2/1/2019 3:43 PM
150	More restaurants and shopping. Create an area that brings the community together with good food and interesting shopping options. Deal with drug addicted and mentally ill people sleeping on sidewalks and MAX cars. Area feels unsafe at night.	2/1/2019 3:33 PM
151	NO MORE CAR LOTS! Please do something to attract small, family-friendly businesses like small grocers, bookstores, craft stores, non-chain restaurants. McLoughlin is currently Metro's armpit; an endless sea of car lots, gun shops, pot stores and pawn shops. WE DESERVE BETTER THAN THAT!	2/1/2019 3:05 PM
152	I am for a certain amount of development on McLoughlin but not in the neighborhoods. I want our historic areas as well as natural areas to be protected.	2/1/2019 2:43 PM
153	Lower the speeds on McLoughlin. Institute traffic-calming devices. Provide more protected pedestrian crossings.	2/1/2019 2:26 PM
154	Improved walkability to light rail and nearby businesses. Safety improvements along trolley trail (unlit and isolated)	2/1/2019 1:34 PM
155	1) Steps taken to help discourage homeless population From finding spots in residential neighborhoods to camp. 2) Additional parking to mitigate and alleviate people parking in our residential neighborhood. 3) Accessibility address; I use a wheelchair and live on SE 26th, there are no sidewalks and heavy overflow commuter parking makes the entrance from Park to 26th very narrow; it is dangerous for me getting to the Max Station.	2/1/2019 12:48 PM
156	Yes. This area is unincorporated and would benefit from more empowered hyper-local elected officials. The Clackamas County board has too much control and, it too could benefit from relinquishing some power to newly created hyper-local officials. The current OGCC is darling but has no true leverage when it comes to issues that directly impact this area. The County has a history of trying to squash any effort to allow incorporation of this unincorporated community. Regardless of planning changes, the long-term elephant in the room is the patchwork of County oversite over this increasingly urban area. Metro, would be wise to advocate for the corporation or assisting the cities of Milwaukie and Gladstone in absorbing the unincorporated region. *E.g. The County could have avoided the Oak Grove and Gladstone libraries issue had local municipalities managed the unincorporated area. Instead it is just another headache for a County that manages a hugely diverse demographic of ultra rural and increasingly ultra urban.	2/1/2019 12:41 PM
157	The light rail was put in without a vote and done in a less than transparent way	2/1/2019 12:10 PM
158	More sidewalks in residential areas!!! And maintenance of the streets themselves, many have numerous potholes and loose gravel. It is dangerous to walk one's dog in the neighborhood because of lack of sidewalks. And filthy. Better lighting in the neighborhoods. Intersection at Park and River Road needs a stop sign or light. It is a blind intersection from all directions and very dangerous.	2/1/2019 12:03 PM
159	None	2/1/2019 11:52 AM
160	No	2/1/2019 11:51 AM
161	Enforcement of current county codes, including those related to public camping; limits on the number of car lots; encourage small business development and family oriented entertainment/businesses.	2/1/2019 11:22 AM

162	Until food businesses open closer to the Park Ave Station permit "showcase" food carts in the paved circle area such as coffee during morning rush and simple take-home food in the evening.	2/1/2019 10:58 AM
163	McLoughlin is such a dangerous road and I see so many people trying to cross it at random places. People die this way!! It's really important to make it safer for pedestrians.	2/1/2019 10:53 AM
164	Probably out of scope, but many of the roads in the study area desperately need to be re-paved and many are lacking sidewalks -- if the area goes higher density this will be critical	2/1/2019 10:52 AM
165	Leave it alone!	2/1/2019 10:40 AM
166	More security; police Outpost or station, last thing anyone wants is to create a crime magnet	2/1/2019 10:10 AM
167	get rid of some of the more ugly car lots	2/1/2019 10:09 AM
168	No	2/1/2019 10:06 AM
169	no	2/1/2019 9:54 AM
170	Yes would like to see the light rail go clear to Canby, the parking structure on park ave isn't big enough and the amount of traffic on river rd and outfield rd which runs thru residents homes has become bothersome	2/1/2019 9:54 AM
171	The area needs more trash cans! People just throw their shit at the bus stops and I hate seeing the trash. I pick up what I can when I am walking through the area, but the city should be doing more to keep trash off the streets. We moved from Portland because the homeless situation is out of control and it is turning into a disgusting city. I don't want Milwaukie to be next.	2/1/2019 9:48 AM
172	Improved cohesiveness in design. Right now it looks haphazard. Nothing looks connected	2/1/2019 9:41 AM
173	Really, the entire McLaughlin street south of Historic Milwaukie looks terrible. I can't imagine a worse place for pedestrians than to walk through miles of car lots. So is there a bigger plan to improve the storefronts/types of businesses all up or are we talking about creating a little island oasis next to the Park Place stop as a sign of hope for the community?	2/1/2019 9:34 AM
174	I am a huge supporter of MAX and mass transit. I feel that there needs to be more parking at the MAX. The park garage at Park and Mcgloughlin is full at 7am and the parking at the Elks lodge fills up quickly as well. Could you look into developing the lot across from 711 that has an abandoned auto repair place on it into additional Parking for MAX?	2/1/2019 9:23 AM
175	More plants, flowers and natural spaces with grassy areas. Safe Ped/Bike Crossing of McLoughlin at Kronberg park to trolley trail.	2/1/2019 9:16 AM
176	We need safer bike/ ped crossings at river/21st/ mcgloughlin. Highest priority!	2/1/2019 8:52 AM
177	Future planning to stretch the light rail to Oregon city	2/1/2019 8:40 AM
178	* Definitely in favor of high-density mixed-use construction near the light rail station (namely the vacant lot across the street, for starters) * Please yes to better connections to the Trolley trail, like negotiating a park footpath connector from the end of SE Linden to the Trolley Trail, etc.	2/1/2019 8:40 AM
179	Some kind of grocery is sorely needed- necessity drive shoppers will then linger in other businesses.	2/1/2019 8:33 AM
180	Off-leash dog areas	1/31/2019 4:43 PM
181	reduce or eliminate the number of use car lots.	1/31/2019 12:32 PM
182	NO MORE AUTOMOBILE DEALERSHIPS! DEFINITELY improve pedestrian crossing. Crosswalks are few and far between. Too many people have been hurt or killed trying to cross. More painted crosswalks with blinking yellow lights. Parking at Park Ave to take Max is terrible. There's a sign encouraging car pools to meet there. WHY?	1/31/2019 11:46 AM
183	Retention of the 'natural area' in the NE section of the zone. Also, I have a great concern as to what may happen to the Elks' Club site. Could be disastrous.	1/31/2019 10:29 AM
184	Make ample parking so we don't have cars and rv's parked on our streets.	1/30/2019 7:23 PM
185	GOOD restaurants	1/28/2019 1:19 PM

186	I would prefer to see buildings on McLoughlin that are taller with smaller footprints, with a priority for open space and natural area restoration. Our "brand" is our natural setting aesthetic, and this should be enhanced and embellished to promote our area's unique identity. This would include natural areas with large, mature trees and walking trails that interconnect the McLoughlin businesses with the neighborhoods. We also need a diverse mix of businesses and services that will allow residents and workers to meet daily needs without leaving the area or using a car. The mix of employment and housing on McLoughlin should support an "18-hour neighborhood" that doesn't shut down at 5pm when the workers leave. Slow down traffic to 20mph, or 25mph on McLoughlin. And narrow down the lanes. Use science to make it safe for everybody. Listen to young people and young families who want to live here 20 years from now. Let's build a community *they* will be proud to invest in over the coming decades. Earlier generations have shown their policies are more about self interest and personal convenience. Let our generation have a chance to build a community that supports and cares for its vulnerable and under-represented residents. Just like the McLoughlin Area Plan says, let's build an inviting and inclusive community that supports a reasonable cost of living for everyone, not just homeowners and retired people who have time to attend your meetings.	1/26/2019 1:20 PM
187	We need businesses that actually serve residents in the area. I don't need to buy a car everyday. We need businesses that serve people who live here and don't draw lots of traffic from people who don't live here. Also, make through traffic use the freeway! We have way too much traffic and don't need people clogging up McLoughlin if they don't live or work here! More options to get people out of their cars so we have LESS traffic in the future, even if more people live or work here. Bulldoze all the businesses along McLoughlin! It's so trashy Replace everything with things people WANT like parks, jobs and places to LIVE that are not so expensive you can't afford to eat! And more places to eat HEALTHY food. I have to drive or bus to Portland to get anything good.	1/25/2019 4:20 PM
188	Definitely need another pedestrian walk between Park and Courtney, and some traffic islands somewhere in between to separate lanes on 99E there. There are always people running across the road because there is nowhere to cross for close to a mile. And as I mentioned in my answer to the previous question, please bring in a Chipotle...I would eat there every week! Or perhaps a brewery type restaurant (something like Widmer, for example, who just closed down their restaurant in North Portland...not another dive bar pub).	1/25/2019 2:25 PM
189	Pedestrians and Bicycles should be top priority and connecting to downtown Milwaukie. Improve the safe crossings on McLaughlin.	1/25/2019 1:54 PM
190	There will be cars! Please plan for their access, not to deter them. Which means also make enough available parking for them. Cars are not going away. We understand making walkable areas but we also remember we live in Oregon (inclement weather) and McLoughlin is a high traffic road.	1/24/2019 10:47 AM
191	High density development near the Park Ave Light Rail station. Restaurants & coffee shops integrated with this high density development	1/23/2019 10:39 PM

Q28 Are you looking forward to possible changes along McLoughlin Blvd and/or are you worried about how such changes might impact nearby neighborhoods?

Answered: 235 Skipped: 142

#	RESPONSES	DATE
1	I look forward to such changes if they are aesthetic and improve/maintain work opportunities and affordable housing for a range of people at all income/educational levels.	2/28/2019 7:29 PM
2	I look forward to changes! It can only get better from what it's like now. I live in a single-family home east of Oatfield Road and spend most of my dollars and leisure time in downtown Milwaukie and Sellwood because those places are more walkable, safer, and less ugly than the strip mall development on McLoughlin.	2/28/2019 3:36 PM
3	Looking forward to it. Once construction is completed the improvements outweigh inconveniences	2/27/2019 8:42 PM
4	See above for positives. Please ensure that low income housing be available. I hope for improvements that don't push out the folks who live in the community due to its affordability for them.	2/27/2019 6:29 AM
5	Improvement of the PARK/RIVER ROAD intersection	2/26/2019 9:42 PM
6	I look forward to more uniform signage, less strip mall feel	2/26/2019 8:01 PM
7	McLoughlin can be much improved and I can't imagine can look much worse.	2/26/2019 4:35 PM
8	not worried, the area needs a bit of uplift. Too much uplift would be a worried as Portland city becomes too expensive to live in.	2/26/2019 3:46 PM
9	yes	2/24/2019 2:17 PM
10	McLoughlin Blvd is just a fast drive unless you have a destination. It is not a pleasant view or destination. There are only big box types of stores.	2/22/2019 4:46 PM
11	I do worry about it impacting nearby neighborhoods, but improvements are always good.	2/20/2019 8:35 AM
12	I'm looking forward to the changes and I am also nervous about the potential increase in traffic. Other roads off of McLoughlin Blvd such as Oatfield are already very busy and congested most hours of the day. There may need to be changes made to alleviate that.	2/20/2019 8:35 AM
13	sounds like good modernization	2/20/2019 8:02 AM
14	Planning is needed to mitigate unrestricted commercial development.	2/19/2019 3:19 PM
15	Not worried but concerned and interested.	2/19/2019 10:13 AM
16	Of Course	2/19/2019 9:26 AM
17	Yes, I am very worried about major commercial developments without enough emphasis on setting aside green spaces that are accessible by trails. I am an environmentalist, and I want us to save spaces for nature. If we destroy those, we will not be able to get them back!	2/19/2019 9:02 AM
18	I would like to see an equal mix of housing, business and employment without giving up our green spaces.	2/19/2019 7:49 AM
19	Looking forward to it. The stretch is ugly - let's make it better.	2/19/2019 7:31 AM
20	yes, bring it on already	2/19/2019 7:04 AM
21	Absolutely - this area has a lot of potential that has been neglected.	2/19/2019 6:08 AM
22	Yes	2/18/2019 9:03 PM
23	Need to be realistic that McLoughlin Blvd is a major thoroughfare (state highway) that serves an important purpose - create neighborhood features not directly on McLoughlin but set back or within the neighboring blocks.	2/18/2019 4:54 PM

24	yes	2/18/2019 4:51 PM
25	needs improving from current state of old run down buildings.	2/18/2019 4:45 PM
26	Looking forward to them.	2/18/2019 4:18 PM
27	Yes of course	2/18/2019 4:16 PM
28	both	2/18/2019 4:09 PM
29	Looking forward	2/18/2019 3:59 PM
30	Depends on what.	2/18/2019 3:43 PM
31	Looking forward to changes.	2/18/2019 3:14 PM
32	Looking Forward to improvements	2/18/2019 3:06 PM
33	Vagrants sleeping along trolley trail	2/18/2019 2:57 PM
34	looking forward to possible changes.	2/18/2019 2:18 PM
35	It can only go up from here if we invest in it.	2/18/2019 1:57 PM
36	Worried about effects	2/18/2019 9:11 AM
37	Yes indeed.	2/18/2019 8:01 AM
38	not worried	2/16/2019 7:36 PM
39	Why yes. The latest I get rail was voted down, but the county commissioners over ruled. This had a very negative impact for the community	2/15/2019 6:59 PM
40	Both	2/15/2019 2:19 PM
41	Both.	2/15/2019 2:15 PM
42	Nope - Leave everything alone.	2/15/2019 12:25 PM
43	Looking forward to it	2/15/2019 11:59 AM
44	McLoughlin appears to be borderline blighted: too many car and RV lots, bars, fast food places -- trashy looking and a place to get through w/o stopping.	2/15/2019 11:18 AM
45	Looking forward to it.	2/15/2019 10:11 AM
46	Looking forward to changes that improve quality of life for younger individuals and younger families, green up the streetscape, and make it a worthy neighborhood to visit.	2/14/2019 10:42 PM
47	Hopefully more middle income jobs.	2/14/2019 9:59 PM
48	Overall, I am in support of continued gentrification, as well as improved safety for pedestrians and motorists in the area. I have small concerns about the impact on the surrounding neighborhoods.	2/14/2019 12:32 PM
49	Looking forward to safety improvements.	2/14/2019 10:59 AM
50	Looking forward to the changes. Not worried. Would love to see the aesthetic improvements.	2/14/2019 10:51 AM
51	Looking forward	2/14/2019 10:33 AM
52	worried a bit but think it could work if existing neighborhood impacts are strongly considered with the potential growth.	2/14/2019 7:42 AM
53	Oh any changes will impact all local neighborhoods and until they widen the roads for the amount of traffic now don't do any expansion	2/13/2019 11:46 PM
54	Both.	2/13/2019 11:09 PM
55	Looking forward! That part of McLoughlin has been an eyesore for years. No incentives to stop.	2/13/2019 9:25 PM
56	Looking Forward. Needs to change!	2/13/2019 6:32 PM
57	I look forward to well planned change. It will enhance the neighborhood.	2/13/2019 5:15 PM
58	Not looking forward to having more criminals and mentally ill people roaming around here	2/13/2019 4:44 PM
59	I'm looking forward to improvements and change	2/13/2019 3:55 PM
60	Yes and yed	2/13/2019 3:42 PM

61	Worried.	2/13/2019 2:56 PM
62	Looking forward	2/13/2019 2:36 PM
63	I like the expansion. Milwaukie is a beautiful little city. The farmers market is great. What about moving that to the Southern part by the MAX . Great new signage.	2/13/2019 12:31 PM
64	Both	2/13/2019 12:21 PM
65	Looking forward to change as long as it is not endless large commercial businesses who have no attachment to the area.	2/13/2019 12:17 PM
66	Positive changes would be great for the community.	2/13/2019 11:32 AM
67	Impact to neighborhood	2/13/2019 11:25 AM
68	worried that it could impact	2/13/2019 11:20 AM
69	Worried about sprawling business and increase traffic	2/13/2019 11:16 AM
70	Yes, I am worried how it will impact neighborhoods.	2/13/2019 10:59 AM
71	I'm excited. I want les pot shops and sex toy shops and more coffee shops, and restaurants.	2/13/2019 10:56 AM
72	Looking forward to it!	2/13/2019 10:46 AM
73	Better shopping, services, etc close to home	2/13/2019 10:37 AM
74	Looking forward to changes -- but no more auto dealerships.	2/13/2019 10:14 AM
75	I'm concerned about how it will impact us.	2/13/2019 10:12 AM
76	Yes, I would be in favor of more development along McLaughlin that is not related to car sales. I think there is too much development for this business use. I would be in favor of limiting the number of car dealerships on McLaughlin and supporting efforts to revitalize current car sales lots to other commercial and residential uses.	2/13/2019 9:55 AM
77	NO	2/13/2019 9:31 AM
78	Looking forward to it as long as no more auto dealerships or storage facilities! Want to see retail and more of a community vibe.	2/13/2019 8:00 AM
79	Looking forward to changes	2/12/2019 10:30 PM
80	If you can make it less ugly, I'm all for it.	2/12/2019 10:05 PM
81	Yes	2/12/2019 8:08 PM
82	Excited mostly.	2/12/2019 8:00 PM
83	Yes, I am looking forward to improving the area. I'd love for the project to expand further down 99E, we now have a car lot on every corner!	2/12/2019 7:48 PM
84	Both	2/12/2019 5:21 PM
85	I am looking forward to it but I hope the area stays affordable	2/12/2019 5:10 PM
86	Yes, and not worried	2/12/2019 4:20 PM
87	Worried	2/12/2019 4:07 PM
88	Like to see cleanup of places where drug use/ campers have left dangerous garbage and unsightly junk. Thanks to those who do this.	2/12/2019 4:01 PM
89	Concerned about impact on neighbors and on the urban forest canopy	2/12/2019 3:32 PM
90	Too any car places.	2/12/2019 2:59 PM
91	Appreciate efforts like this survey.	2/12/2019 1:36 PM
92	I am looking forward to proposed changes and expect them to impact nearby neighborhoods in a positive way	2/12/2019 1:34 PM
93	Bring it! This corridor should work to look like MLK north of Broadway in NE Portland.	2/12/2019 12:31 PM
94	Yes	2/12/2019 12:31 PM
95	Yes and yes	2/12/2019 12:27 PM

96	I am looking forward to McLoughlin being a place I can be proud of rather than ashamed of this eyesore which is also an inefficient use of our resources.	2/12/2019 11:50 AM
97	I am not knowledgeable enough about MAP to give an informed answer to this question.	2/12/2019 12:12 AM
98	I'm looking forward to improvements as long as they don't look like Portland.	2/11/2019 2:26 PM
99	Looking forward to improving the businesses and community in MAP area. Clean it up.	2/10/2019 3:53 PM
100	Eager to see additional development and improvements.	2/10/2019 10:46 AM
101	look forward to more independent shops and pedestrian friendly McLoughlin	2/10/2019 10:06 AM
102	Am worried	2/9/2019 11:21 AM
103	I'm looking forward to the mindful expansion of services and increased density of our neighborhoods. I believe we could use the existing zoned land better without sacrificing our wonderful, green spaces and healthy environment. I'm excited about a walkable neighborhood with affordable apartments with a variety of shops, grocery stores, and services run by local businesses.	2/9/2019 10:10 AM
104	Both. I think the area is ripe for improvements but we need to be cautious. I bought my house here because I wanted to live someplace SAFE and relatively quiet. I would hate to be surrounded by noisy bars or large apartment complexes. I think we need to find ways to keep car traffic & parking reasonable too.	2/9/2019 9:13 AM
105	yes to change. The neighborhood needs an over-haul. There is also a dire need for more parking at the Max station.	2/8/2019 2:44 PM
106	Looking forward to new development.	2/8/2019 5:45 AM
107	McLoughlin Blvd is ripe for an upgrade from the Cold War mentality it is currently stuck in.	2/7/2019 5:39 PM
108	Looking forward to any and all enhancements.	2/7/2019 3:13 PM
109	Yes and Yes	2/7/2019 3:03 PM
110	Looking forward to positive changes.	2/7/2019 2:48 PM
111	I choose to live in a suburb. Don't create codes that force density on suburban neighborhoods. New, nicer development along major thoroughfares is great, but don't change the neighborhood feel.	2/7/2019 1:36 PM
112	Excited!	2/7/2019 11:16 AM
113	Absolutely! As long as you don't go crazy, it might be nice to create and add businesses that residents can walk to.	2/7/2019 7:56 AM
114	Worried about property tax increases to elderly/established residents. Looking forward to hopefully having more human oriented development instead of car oriented development	2/7/2019 7:50 AM
115	Looking forward to it. McLoughlin could use better businesses.	2/6/2019 9:38 PM
116	Worried how additional traffic will be handled.	2/6/2019 6:15 PM
117	Looking forward to the future of Milwaukie.	2/6/2019 5:25 PM
118	Looking forward but I pass through son I'm not as impacted as residents south of Kellogg Creek.	2/6/2019 4:13 PM
119	Evolution is good, thank you for working on it!	2/6/2019 4:03 PM
120	Yes, looking forward to positive change. We couldn't get much more low end than we currently are, with all the crap looking car lots, gun stores and pizza places.	2/6/2019 3:08 PM
121	No I am not looking forward to it ! This our home not a down town business area	2/6/2019 10:56 AM
122	100% looking forward to. McLoughlin is largely a wasteland, there is very little that needs to be preserved.	2/5/2019 1:08 PM
123	Sounds good	2/4/2019 6:52 PM
124	Yes	2/4/2019 5:57 PM
125	Somewhat concerned	2/4/2019 5:42 PM
126	Looking forward to changes	2/4/2019 3:31 PM

127	We need more street lights down mcloughlin and possibly bumps to divide lanes as I've seen cars U-turn just north of Park on Mcloughlin extremely close top pedestrians who are jay walking.	2/4/2019 3:30 PM
128	I look forward to changes that revitalize our neighborhoods as long as they don't push affordable housing out.	2/4/2019 1:50 PM
129	Both. I'd like to see McLaughlin improved, but I live along trolley trail and do not want the light rail to expand.	2/4/2019 1:38 PM
130	I don't know enough about the changes that are being implemented to provide adequate feedback.	2/4/2019 1:31 PM
131	YES AND IF CHANGES ARE APPROPRIATE, THEY WILL ENHANCE RESIDENTIAL AREAS	2/4/2019 12:51 PM
132	I'm looking forward to anything that makes the drive down McLoughlin less ugly.	2/4/2019 12:02 PM
133	Yes, I am looking forward to positive changes and also worried about changes negatively impacting nearby neighborhoods. For example, the new storage facility across from Fred Meyer is a negative change.	2/4/2019 11:52 AM
134	Looking forward to	2/4/2019 10:52 AM
135	Excited!	2/4/2019 9:43 AM
136	I am worried how the impact may affect crime rate in my neighborhood.	2/4/2019 9:34 AM
137	Change can be good, but must be limited. In such a small community we don't need multi-story buildings and an abundance of businesses. Businesses and housing must be balanced.	2/4/2019 9:28 AM
138	Yes I am concerned about the impact of crime in the area due to more access from other areas form the max	2/4/2019 9:24 AM
139	I'm worried about side street parking of non residence. New businesses failing from lack of parking.	2/4/2019 9:02 AM
140	I don't care	2/4/2019 8:52 AM
141	Looking forward to a clean up !	2/4/2019 8:39 AM
142	Looking forward to improved walkability to nicer businesses	2/4/2019 6:06 AM
143	if done rationally, then no. else, yes,	2/3/2019 8:50 PM
144	Both. It would be nice to see more jobs come to the area, and I think that they will. I have friends who live in the project area in nice single-family homes with yards. And I don't like the thought of Transit Oriented Development or similar programs bringing in high-density development (subsidized or not). Take a drive out E Burnside some time and consider how TOD has ruined the once-nice residential areas from 122nd through Rockwood. We need to make choices that will ensure that we don't add to the problems we already have.	2/3/2019 6:26 PM
145	looking forward to updating the comprehensive plan to benefit the people that live in our are and not the car dealerships and corrupt county planning officials.	2/3/2019 6:05 PM
146	Looking forward to positive change. People want to be connected to each other and the businesses in their communities. You can't be connected to a high traffic dangerous street and car lots.	2/3/2019 5:15 PM
147	Yes to both.	2/3/2019 4:41 PM
148	Yes	2/3/2019 4:38 PM
149	Not looking so good with Metro and Salem being involved.	2/3/2019 4:07 PM
150	Looking forward to ANY improvement to the titty bars/car dealerships artery.	2/3/2019 3:39 PM
151	Looking forward to it. All policies must seek to protect existing residents from being priced out of the community, but otherwise we must embrace change and embrace new neighbors of all kinds.	2/3/2019 3:24 PM
152	Change is inevitable, people resist change. I just worry about the construction period inconveniences.	2/3/2019 2:35 PM
153	Anything would be an improvement at this point. We've made a good start on the drug houses, need to keep that going. Improvements in code control and encouraging attractive development would be extremely helpful	2/3/2019 1:39 PM

154	I'm only worried about blunders in implementation that may occur if the larger community and not just the business owners are not kept in the decision making process. Car lot owners should not be dictating the health of our neighborhood. Incredibly positive about zoning changes that will improve the types of businesses we foster and the way in which the boulevard flows (both literally and visually). Please make sure the Paul Savas' of our community are not running the show. Just because they're the loudest, it doesn't make them the most important.	2/3/2019 1:37 PM
155	Both	2/3/2019 12:41 PM
156	Looking forward to changes. Try to figure out way to avoid displacement of existing single family homes.	2/2/2019 9:26 PM
157	I hope the area becomes more walkable, livable and vibrant.	2/2/2019 7:51 PM
158	I would love to see more changes to make the neighborhood more pedestrian/cyclist friendly for my students. I am very concerned about gentrification and displacement of families.	2/2/2019 3:13 PM
159	am looking forward to changes. hope to begin to upgrade McLoughlin again, as it used to be, in my opinion.	2/2/2019 12:14 PM
160	Worried about how changes will impact nearby neighborhoods!	2/2/2019 11:46 AM
161	change inevitable, must always look forward	2/2/2019 10:23 AM
162	I know they changes will have a negative effect on our neighborhood. This has already happened with the current max station.	2/2/2019 7:26 AM
163	Possibly	2/2/2019 7:09 AM
164	I am very concerned about how changes will affect my neighborhood. I live within three blocks of the MAX station. People parking on our street because there is not enough room at the parking garage. I am very concerned that more development along McLoughlin will have a negative impact on my neighborhood with increased car traffic, foot traffic, noise, and crime.	2/1/2019 9:10 PM
165	I think it could be good.	2/1/2019 9:09 PM
166	Looking forward to them! I live just outside of the project area and frequently walk or bike through. Making this area less car-centric and more neighborhood oriented would be wonderful. I think increased density, done well, could enhance the neighborhood by replacing vacant and vandalized lots, or relatively derelict buildings, with more inviting places and improved infrastructure.	2/1/2019 8:28 PM
167	Almost any change would be better than current state	2/1/2019 7:42 PM
168	Yes to positive changes	2/1/2019 5:31 PM
169	of course, I am worried about how it impacts Oak Grove	2/1/2019 5:28 PM
170	Looking forward to change- sick of run down, trashy and crime. Anything that helps lower public drug use and litter from needles. Public sharps disposal similar to n Portland pilot?	2/1/2019 5:23 PM
171	Both.	2/1/2019 5:01 PM
172	Looking forward to changes, especially to upgrades in appearances and modernization.	2/1/2019 4:39 PM
173	Looking forward to a revitalization of McLoughlin. It used to be a nice road with nice businesses, now it's a run down car lot alley with old buildings that look like they've been forgotten.	2/1/2019 4:13 PM
174	I think it'd be hard to get worse than all the empty buildings, car lots, adult/pot businesses, and so on. As long as we are not letting homeless/drug-user populations concentrate too much and have caution regarding the potential for in-fill development to create too much residential traffic, the region can definitely use more development.	2/1/2019 4:01 PM
175	Yes, not worried about changes	2/1/2019 3:55 PM
176	I look forward to change but am concerned about the type of businesses so near to neighborhoods.	2/1/2019 3:43 PM
177	Yes, both. Would love to see a "classier" area. Too many used car lots and shabby buildings.	2/1/2019 3:33 PM
178	Both. I desperately want to see a greater variety of businesses on McLoughlin but I don't want any more destruction of our precious remaining open space as happened with the Evangelical Center.	2/1/2019 3:05 PM
179	I welcome some upgrades . I would like to see something other than car lots and storage units and would like to have some decent restaurants , I just don't want it to become what Division , Williams and Vancouver have become.	2/1/2019 2:43 PM

180	I look forward to the changes and also worry about the gentrification of some of the nearby neighborhoods	2/1/2019 2:26 PM
181	Increased traffic and loss of parking is always a concern.	2/1/2019 1:41 PM
182	I'd love to see more local businesses and fewer fast food drive throughs	2/1/2019 1:34 PM
183	Cant wait	2/1/2019 1:02 PM
184	Looking forward to it.	2/1/2019 12:50 PM
185	I welcome the cleanup and modernization of the neighborhood. I would love for there to be a coffee shop or something within rolling distance.	2/1/2019 12:48 PM
186	I am looking forward to these changes that would improve the area's walkability and access to more types of retail near light rail at the same time as keeping the residential areas from being turned into high density housing.	2/1/2019 12:46 PM
187	I certainly look forward to changes along McLoughlin and I also worry about nearby neighborhoods. I am hugely concerned that the county believes it is putting in the effort and thus that is good enough. If this community is to thrive, it needs hyperlocal officials, not lose and fast oversight from an out of touch County board that has a host of other priorities.	2/1/2019 12:41 PM
188	Looking forward to improvements in the area but can't deal with more construction noise as I've been suffering thru Willamette View's ENDLESS construction. (Coming up on three years of noise I believe.)	2/1/2019 12:03 PM
189	Yes	2/1/2019 11:52 AM
190	Yes	2/1/2019 11:51 AM
191	Yes	2/1/2019 11:29 AM
192	Change is critical and I am very much looking forward to revitalization along McLoughlin. Ensuring that neighborhoods remain affordable i.e. trying to prevent gentrification as much as possible is definitely a concern, however.	2/1/2019 11:24 AM
193	Definitely do NOT support any changes that will negatively impact nearby neighborhoods!	2/1/2019 11:22 AM
194	Looking forward to it! I wish that former Mexican place above the 7/11 would reopen and no longer be a place for Dave's Killer Bread to store his stuff.	2/1/2019 10:58 AM
195	I'm excited about making it more pedestrian-friendly and developing more housing along the corridor.	2/1/2019 10:53 AM
196	Concerned about upzoning without transportation improvements and the impact on natural resources such as tree canopy	2/1/2019 10:51 AM
197	No, because you will always make it worse	2/1/2019 10:40 AM
198	Concerned about parking availability for those who want to use Light Rail.	2/1/2019 10:28 AM
199	Yes! It's depressing to go through the redone downtown Milwaukie to just come out to a rundown strip of sketchyness, use are tax money for improvement where we live!	2/1/2019 10:10 AM
200	Looking forward to positive changes to area.	2/1/2019 10:09 AM
201	no	2/1/2019 10:09 AM
202	No worries	2/1/2019 10:06 AM
203	Both	2/1/2019 10:06 AM
204	This is an opportunity to transform these neighborhoods; we should not be concerned in preserving the past.	2/1/2019 9:55 AM
205	no	2/1/2019 9:54 AM
206	Yes beautify McLoughlin should not impact neighborhoods	2/1/2019 9:54 AM
207	I would encourage development along the boulevard, but would be less supportive of zoning changes that would impact neighborhoods on either side.	2/1/2019 9:48 AM
208	Growth has pros and cons. It is a welcome change if it is managed responsibly.	2/1/2019 9:48 AM
209	I see positive neighborhood impact to McLoughlin improvements	2/1/2019 9:41 AM

210	Traffic concerns, people cutting through neighborhoods looking for short cuts or to avoid McLoughlin Blvd	2/1/2019 9:40 AM
211	Yes, this is one of the biggest eye sores in Clackamas. But I'm not sure how you fix this in the long run. Do you look at some sort of business improvement fund to clean up the look and feel of store fronts to create better cohesion? Do we need a handful of anchor projects along the way, like the Park Place stop? Also, is the Max going to ever go all the way to Oregon City Or a street car? That would be the key for driving redevelopment of the corridor.	2/1/2019 9:34 AM
212	Looking forward.	2/1/2019 9:34 AM
213	I have lived in Milwaukie for over 20 years and have seen a tremendous amount of growth. I would like to see more pedestrian and bicycle paths like the trolley trail to make Milwaukie more accessible and safer for all	2/1/2019 9:23 AM
214	Looking forward to changes in hope that it will improve walk ability of the area. Especially safer crossings of McLoughlin.	2/1/2019 9:16 AM
215	Bulldoze mcgloughlin and start over. That's how much i want to see improvements in the quality of business in this area	2/1/2019 8:52 AM
216	I think both? It depends on the types of changes. Improving pedestrian accessibility and safety is to me pro-neighborhood. Businesses can be if they serve locals (office buildings used only 9-5 by commuters would be unlikely to support neighborhoods).	2/1/2019 8:49 AM
217	Looking forward and also worried.	2/1/2019 8:45 AM
218	I only worry that large corporate businesses will occupy the area. There needs to be more small businesses along McGloughlin	2/1/2019 8:40 AM
219	Definitely looking forward to development and upgrading McLoughlin	2/1/2019 8:40 AM
220	Looking forward to fewer empty buildings, more businesses, and more pedestrian-friendly access.	2/1/2019 8:37 AM
221	Yes!	2/1/2019 8:34 AM
222	Protect the trees! But we have a chance to get ahead of development pressures and ensure what comes is best for our area. I would love to have something nice to walk to or engage with!	2/1/2019 8:33 AM
223	While I am excited about the changes, I'm also worried how any new buildings may affect my home's value	1/31/2019 4:43 PM
224	Concerned about neighborhood impacts particularly increased traffic and increased speed of that traffic as we have had with the opening of the Park Avenue station	1/31/2019 12:32 PM
225	Worried	1/31/2019 11:46 AM
226	Concern about the neighborhoods, but there are ways to vastly improve what is there now.	1/31/2019 10:29 AM
227	Not if it's like the county already shoves in.	1/30/2019 7:23 PM
228	My neighbor and I have large lots and are ready to downsize. We have horses and worry for their safety. We think we would like to have our property developed, and worry about loss of value if it is not.	1/30/2019 5:27 PM
229	Would love to see some positive changes. Good restaurants that stick around. Not a fan of chains, but they might have the best chance.	1/28/2019 1:19 PM
230	I am very excited that McLoughlin might transform into a community *for my generation*, so that I can feel good about investing in my property and will want to live here as I get older. If nothing changes, I will have to move when I get too old to drive or walk in the street to the bus stop. This area will be a blighted ghost town in a generation if we don't make an effort to remake this community into a place the younger generation wants to live and buy a home.	1/26/2019 1:20 PM
231	Obviously i depends on the possible changes and what impact they would have.	1/26/2019 12:14 AM
232	YES! But I'm worried about making things too expensive for normal people to live here anymore! We need to PRIORITIZE making new houses AND apartments for people who are moving here so people who are already here can stay! We also need to protect our trees and nature! Trees and parks make people healthier who live nearby! We can't cut everything down to make room for more buildings, but we must prioritize more places for people to live.	1/25/2019 4:20 PM

233	If you focus on changes in the pink area, there shouldn't be much, if any, displacement of homes/people I would think. We need businesses that will bring the community together, that should be the focus. Not more storage units or car lots. Look at what all the revitalized neighborhoods across the country are doing. I think having something like a Saturday Market or doing a Thursday Night outdoor art market for local vendors would be awesome, and add lots of value to our neighborhood.	1/25/2019 2:25 PM
234	Looking forward to it! I hope the changes are bold! That area is so dangerous and unappealing for users.	1/25/2019 1:54 PM
235	We are looking forward to upgraded businesses on McLoughlin, ridding it of adult entertainment businesses; businesses and building owners held accountable for the look of their businesses. Clean up the neighborhood.	1/24/2019 10:47 AM
