

## February 2019 Park Ave. Project Survey Responses from People in Project Area

Compiled from the Bridge Economic Development February 2019 survey response raw data

This document is the first part of an analysis for the MAP Implementation Team. It compares the number of general “support” and “against” responses on 16 Park Ave. Project survey questions\* for three demographic groups, and shows which open-ended responses came from those groups:

1. Respondents who live AND own residential or commercial property or a business in the project area.
2. Respondents who live in the project area, but didn't mark that they own property or a business there (so, for example, may be renting, or living with someone who *is* a property owner)
3. Respondents who own property or a business in the area, but didn't indicate they live there.

*Support* numbers in this document combine “strongly support” and “support it”, and *against* numbers combine “strongly against” and “against it”.

\*Fewer people were able to give responses in support or against more of these 16 items than for other questions, so seeking to understand why may be useful for MAP Implementation Team outreach purposes. Additional analysis for the MAP Team will focus on other types of responses to these questions, and responses from other demographic groups.

### Questions

Please rate the importance of projects identified in MAP that might occur only ALONG MCLOUGHLIN BOULEVARD.

Q3 Improve pedestrian crossings	Support	Against	% Support vs. Against
1. <i>Live AND own</i> property or business in project area	30	2	94%/6%
2. <i>Live</i> in project area	100	2	98%/2%
3. <i>Own</i> property or business in project area	8	3	73%/27%

Q6 Public-private partnerships acquiring land or buildings in the commercial area for development and redevelopment	Support	Against	% Support vs. Against
1. <i>Live AND own</i> property or business in project area	21	6	78%/22%
2. <i>Live</i> in project area	76	16	83%/17%
3. <i>Own</i> property or business in project area	5	5	50%/50%

Q8 Develop commercial or mixed use (combinations of commercial, retail and residential)	Support	Against	% Support vs. Against
1. <i>Live AND own</i> property or business in project area	24	5	83%/17%
2. <i>Live</i> in project area	86	11	89%/11%
3. <i>Own</i> property or business in project area	6	2	75%/25%

Q9 Incentives for businesses that provide family-wage jobs (example: manufacturing, office, construction)	Support	Against	% Support vs. Against
1. <i>Live AND own</i> property or business in project area	20	5	80%/20%
2. <i>Live</i> in project area	93	8	92%/8%
3. <i>Own</i> property or business in project area	9	1	90%/10%

Q10 Programs that promote the establishment of new businesses and expansion of current businesses	Support	Against	% Support vs. Against
1. <i>Live AND own</i> property or business in project area	25	4	86%/14%
2. <i>Live</i> in project area	90	7	93%/7%
3. <i>Own</i> property or business in project area	7	1	88%/12%

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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

Q12 Strictly enforce county codes related to property use and maintenance	Support	Against	% Support vs. Against
1. <i>Live AND own</i> property or business in project area	24	3	89%/11%
2. <i>Live</i> in project area	82	5	94%/6%
3. <i>Own</i> property or business in project area	6	2	75%/25%

Q13 Strictly enforce sign ordinances	Support	Against	% Support vs. Against
1. <i>Live AND own</i> property or business in project area	28	2	93%/7%
2. <i>Live</i> in project area	81	5	94%/6%
3. <i>Own</i> property or business in project area	9	0	100%/0%

Q14 Work to reduce negative impacts of adult-oriented businesses on surrounding neighborhoods	Support	Against	% Support vs. Against
1. <i>Live AND own</i> property or business in project area	22	3	88%/12%
2. <i>Live</i> in project area	94	10	90%/10%
3. <i>Own</i> property or business in project area	8	0	100%/0%

Q15 Locate offender treatment facilities in places that will limit negative impacts on surrounding neighborhoods	Support	Against	% Support vs. Against
1. <i>Live AND own</i> property or business in project area	26	5	84%/16%
2. <i>Live</i> in project area	79	9	90%/10%
3. <i>Own</i> property or business in project area	8	0	100%/0%

Q17 Protect neighborhoods from up-zoning (allowing increased amount of housing)	Support	Against	% Support vs. Against
1. <i>Live AND own</i> property or business in project area	19	8	70%/30%
2. <i>Live</i> in project area	64	22	74%/26%
3. <i>Own</i> property or business in project area	6	2	75%/25%

Q18 Protect neighborhoods from incompatible development	Support	Against	% Support vs. Against
1. <i>Live AND own</i> property or business in project area	24	2	92%/8%
2. <i>Live</i> in project area	95	4	96%/4%
3. <i>Own</i> property or business in project area	8	2	80%/20%

Q20 Develop new parks and open spaces	Support	Against	% Support vs. Against
1. <i>Live AND own</i> property or business in project area	31	1	97%/3%
2. <i>Live</i> in project area	105	4	96%/4%
3. <i>Own</i> property or business in project area	8	2	80%/20%

Q21 Improve pedestrian and bike connections to the Trolley Trail	Support	Against	% Support vs. Against
1. <i>Live AND own</i> property or business in project area	29	1	97%/3%
2. <i>Live</i> in project area	104	5	95%/5%
3. <i>Own</i> property or business in project area	8	3	73%/27%

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Please rate the importance of projects that might occur with POTENTIAL CHANGES TO THE ZONING CODE

Q22 Convenient and safe access to the light-rail station and surrounding businesses for pedestrians, bicyclists and transit-riders	Support	Against	% Support vs. Against
1. <i>Live AND own</i> property or business in project area	31	4	89%/11%
2. <i>Live</i> in project area	106	3	97%/3%
3. <i>Own</i> property or business in project area	8	3	73%/17%

Q23 Convenient and safe access to the light-rail station and surrounding businesses for motorists	Support	Against	% Support vs. Against
1. <i>Live AND own</i> property or business in project area	23	5	82%/18%
2. <i>Live</i> in project area	95	7	93%/7%
3. <i>Own</i> property or business in project area	7	3	70%/30%

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	Support	Against	% Support vs. Against
1. <i>Live AND own</i> property or business in project area	23	8	74%/26%
2. <i>Live</i> in project area	79	16	83%/17%
3. <i>Own</i> property or business in project area	6	4	60%/40%

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

**L** = Lives in area



**O** = Owns property and/or business in area

**L&O** = Lives & owns property, and/or business in area





Only responses shown from those who live and/or own property or business in the Project area.

#	RESPONSES	DATE
1	<b>L</b> 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	<b>L&amp;O</b> <b>more density/housing</b> 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
4	<b>L</b> 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
6	<b>O</b> 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	<b>L</b> <b>more density/housing</b> We shouldn't turn our backs on increased housing density near transit.	2/19/2019 3:19 PM
10	<b>L</b> <b>more density/housing</b> 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	<b>L</b> Gut reaction	2/19/2019 10:13 AM
12	<b>L</b> 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	<b>L</b> too crowded	2/18/2019 4:09 PM
15	<b>L</b> Kills the feel of the area.	2/18/2019 9:11 AM
17	<b>L</b> There are adequate nearby parks	2/16/2019 10:46 AM
19	<b>L</b> 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
22		<b>adequate parking concern</b> 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
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
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
30		N/A	2/13/2019 11:32 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		<b>adequate parking concern</b> I don't want high rise apartments to come in, especially if they don't have parking.	2/13/2019 10:56 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

42		Increased traffic decreased home values.	2/12/2019 12:31 PM
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
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
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
55		 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
60		We do not need Drug Rehab Facilities in this area.	2/4/2019 5:57 PM

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63	N/A		2/4/2019 1:31 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
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		<b>more density/housing</b> 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
75		<b>more density/housing</b> 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
78	na		2/2/2019 12:14 PM

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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
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
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
87		 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
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
99		Too many people moving into the area. Blocking views	2/1/2019 11:29 AM
102		Better use of space	2/1/2019 10:10 AM
104		This isn't Sellwood.	2/1/2019 10:06 AM



105	no		2/1/2019 9:54 AM
107	none		2/1/2019 9:16 AM
108	<b>L</b>	<b>adequate parking concern</b> 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
110	NA		2/1/2019 8:40 AM
111	<b>L&amp;O</b>	<b>more density/housing</b> 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	<b>L&amp;O</b>	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	<b>L&amp;O</b>	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
116	<b>L&amp;O</b>	<b>more density/housing</b> Higher density housing with services such as retail should be near transit hubs.	1/25/2019 1:54 PM

## 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?











**L** = Lives in area





**O** = Owns property and/or business in area

**L&O** = Lives & owns property, and/or business in area

Only responses shown from those who live and/or own property or business in the Project area.

#	RESPONSES	DATE
1	<b>L</b> 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	<b>L&amp;O</b> -->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
4	<b>L</b> 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
8	<b>L</b> 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	<b>L</b> need development to make the area less remote	2/20/2019 8:02 AM
10	<b>L</b> n/a	2/19/2019 10:53 AM
11	<b>L</b> 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
15	<b>L</b> no	2/18/2019 4:09 PM
16	<b>L</b> Restaurants are needed	2/18/2019 3:59 PM
17	<b>L</b> Stop lights at the intersection of Park Ave and River Rd.	2/18/2019 3:43 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
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
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
42		More open spaces for people not cars	2/13/2019 12:31 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

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
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
58		More consistent police monitoring. Too much crime has shown up with the max!	2/12/2019 8:08 PM
67		Leave it Alone	2/12/2019 12:31 PM

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
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
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
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
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



124	<b>L&amp;O</b>	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
126	<b>L&amp;O</b>	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	<b>L</b>	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
129	<b>L</b>	Businesses such as grocery stores and restaurants, rather than storage units and car lots.	2/3/2019 12:41 PM
134	<b>L</b>	Bring back what we had that was walking distance from our neighborhoods. Piggly Wiggly, Kienows for groceries (small footprint), Cashes 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	<b>L</b>	no	2/2/2019 10:23 AM
136	<b>L&amp;O</b>	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	<b>L</b>	Develop natural habitat	2/2/2019 7:09 AM
138	<b>L</b>	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	<b>L</b>	Make McLoughlin Blvd more walkable. Make a pedestrian path from Park Ave light rail station to Linden Lane.	2/1/2019 9:09 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
149		Just to remove/disallow ALL adult bookstores and adult-themed shops.	2/1/2019 3:43 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
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 corporation of this unincorporated community. Regardless of planning changes, the long-term elephant in the room is the patchwork of County oversight 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
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
160		No	2/1/2019 11:51 AM




162	<b>L&amp;O</b>	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
164	<b>L&amp;O</b>	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
166	<b>L</b>	More security; police Outpost or station, last thing anyone wants is to create a crime magnet	2/1/2019 10:10 AM
168	<b>L</b>	No	2/1/2019 10:06 AM
169	<b>L</b>	no	2/1/2019 9:54 AM
171	<b>L</b>	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	<b>L&amp;O</b>	Improved cohesiveness in design. Right now it looks haphazard. Nothing looks connected	2/1/2019 9:41 AM
173	<b>L</b>	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	<b>O</b>	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
176	<b>L</b>	We need safer bike/ ped crossings at river/21st/ mcgloughlin. Highest priority!	2/1/2019 8:52 AM
178	<b>L&amp;O</b>	* 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	<b>L&amp;O</b>	Some kind of grocery is sorely needed- necessity drive shoppers will then linger in other businesses.	2/1/2019 8:33 AM
180	<b>L</b>	Off-leash dog areas	1/31/2019 4:43 PM
181	<b>L&amp;O</b>	reduce or eliminate the number of use car lots.	1/31/2019 12:32 PM
182	<b>L</b>	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

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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

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?

**L** = Lives in area

**O** = Owns property and/or business in area

**L&O** = Lives & owns property, and/or business in area

Only responses shown from those who live and/or own property or business in the Project area.


#	RESPONSES	DATE
1	<b>L</b> 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	<b>L&amp;O</b> 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
5	<b>L</b> Improvement of the PARK/RIVER ROAD intersection	2/26/2019 9:42 PM
7	<b>L</b> McLoughlin can be much improved and I can't imagine can look much worse.	2/26/2019 4:35 PM
12	<b>L</b> 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	<b>L</b> sounds like good modernization	2/20/2019 8:02 AM
14	<b>L</b> Planning is needed to mitigate unrestricted commercial development.	2/19/2019 3:19 PM
15	<b>L</b> Not worried but concerned and interested.	2/19/2019 10:13 AM
16	<b>L</b> Of Course	2/19/2019 9:26 AM
17	<b>L</b> 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
19	<b>L</b> Looking forward to it. The stretch is ugly - let's make it better.	2/19/2019 7:31 AM
22	<b>O</b> Yes	2/18/2019 9:03 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
32		Looking Forward to improvements	2/18/2019 3:06 PM
33		Vagrants sleeping along trolley trail	2/18/2019 2:57 PM
36		Worried about effects	2/18/2019 9:11 AM
38		not worried	2/16/2019 7:36 PM
40		Both	2/15/2019 2:19 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
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
55		Looking forward! That part of McLoughlin has been an eyesore for years. No incentives to stop.	2/13/2019 9:25 PM
57		I look forward to well planned change. It will enhance the neighborhood.	2/13/2019 5:15 PM
59		I'm looking forward to improvements and change	2/13/2019 3:55 PM

61		Worried.	2/13/2019 2:56 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
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
67		Impact to neighborhood	2/13/2019 11:25 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
75		I'm concerned about how it will impact us.	2/13/2019 10:12 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
81		Yes	2/12/2019 8:08 PM
94		Yes	2/12/2019 12:31 PM

98	<b>L</b>	I'm looking forward to improvements as long as they don't look like Portland.	2/11/2019 2:26 PM
101	<b>L</b>	look forward to more independent shops and pedestrian friendly McLoughlin	2/10/2019 10:06 AM
103	<b>L</b>	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	<b>L&amp;O</b>	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	<b>L&amp;O</b>	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
109	<b>L</b>	Yes and Yes	2/7/2019 3:03 PM
110	<b>L</b>	Looking forward to positive changes.	2/7/2019 2:48 PM
111	<b>L&amp;O</b>	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
119	<b>L</b>	Evolution is good, thank you for working on it!	2/6/2019 4:03 PM
120	<b>L&amp;O</b>	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
123	<b>L</b>	Sounds good	2/4/2019 6:52 PM
124	<b>L</b>	Yes	2/4/2019 5:57 PM

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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


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136  I am worried how the impact may affect crime rate in my neighborhood. 2/4/2019 9:34 AM


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139  I'm worried about side street parking of non residence. New businesses failing from lack of parking. 2/4/2019 9:02 AM


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149  Not looking so good with Metro and Salem being involved. 2/3/2019 4:07 PM


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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

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









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

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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
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
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
176		I look forward to change but am concerned about the type of businesses so near to neighborhoods.	2/1/2019 3:43 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



181	<b>L</b>	Increased traffic and loss of parking is always a concern.	2/1/2019 1:41 PM
182	<b>L&amp;O</b>	I'd love to see more local businesses and fewer fast food drive throughs	2/1/2019 1:34 PM
184	<b>L</b>	Looking forward to it.	2/1/2019 12:50 PM
185	<b>L&amp;O</b>	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	<b>L</b>	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	<b>L&amp;O</b>	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	<b>L</b>	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	<b>L</b>	Yes	2/1/2019 11:52 AM
190	<b>L</b>	Yes	2/1/2019 11:51 AM
194	<b>L&amp;O</b>	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
198	<b>L&amp;O</b>	Concerned about parking availability for those who want to use Light Rail.	2/1/2019 10:28 AM
199	<b>L</b>	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
202	<b>L</b>	No worries	2/1/2019 10:06 AM
203	<b>O</b>	Both	2/1/2019 10:06 AM
205	<b>L</b>	no	2/1/2019 9:54 AM
207	<b>L</b>	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	<b>L</b>	Growth has pros and cons. It is a welcome change if it is managed responsibly.	2/1/2019 9:48 AM
209	<b>L&amp;O</b>	I see positive neighborhood impact to McLoughlin improvements	2/1/2019 9:41 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
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
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
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
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
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

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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

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## February 2019 Park Ave. Project Survey Responses from People in Project Area - Addendum

This compilation is part of a project for MAP Implementation Team purposes, to address the need to understand more about responses to questions that had higher numbers of "don't know/need more information" responses related particularly to the McLoughlin Area Plan programs and projects (as these are opportunities for MAP Team outreach), or where the overall results seemed somewhat different than the priorities as the MAP Team may have heard them from community planning organizations. In addition, volunteer time is limited and this work takes some time; so some narrowing of tasks was needed (especially as this is just the first part of the analysis for the MAP Implementation Team on these and other questions).

For those questions not covered in this document by demographic group, the following overall "support" vs. "against" response information is offered as a basic indicator of patterns. In some cases, the number of those "against" is so small that demographic analysis may not provide any new insights.

Question 4	Support	Against	% Support vs. Against
Streetscape improvements (such as benches, trees, flowers, etc.)	315	18	95%/5%

Question 5	Support	Against	% Support vs. Against
More lighting at key locations to improve safety for motorists and pedestrians	349	6	98%/2%

Question 7	Support	Against	% Support vs. Against
Improve pedestrian and bike connections to schools, parks and other important community destinations	320	20	94%/6%

Question 11	Support	Against	% Support vs. Against
Programs that support improved storefronts and other aesthetic improvements to the outside of commercial businesses	313	17	95%/5%

Question 16	Support	Against	% Support vs. Against
Support community-wide events and cultural celebrations	324	8	98%/2%

Question 19	Support	Against	% Support vs. Against
Protect and enhance existing natural habitat	347	4	99%/1%

Question 24	Support	Against	% Support vs. Against
More opportunities for people to ride a bus or light-rail into, through and from the project area	291	23	93%/7%