

CLACKAMAS COUNTY BOARD OF COUNTY COMMISSIONERS

Planning Session Worksheet

Presentation Date: May 22, 2019 **Start Time:** 9:30 AM **Approx Length:** 1.5 hours

Presentation Title: Update on Phase 1: Park Ave Community Project

Department: Department of Transportation and Development

Presenters: Dan Johnson, DTD Director; Karen Buehrig, Long Range Planning Manager; Alisa Pyszka, Bridge Economic Development, Tim Smith, Sera Architects

Other Invitees: Dan Johnson, Director; Jennifer Hughes, Planning Director; Lorraine Gonzales, Senior Planner; Karen Bjorkland, McLoughlin Area Plan-Implementation Team Chair

WHAT ACTION ARE YOU REQUESTING FROM THE BOARD?

This session will provide a presentation on the outcomes for Phase 1: Park Ave Community project and give the Board the opportunity to ask questions and discuss the information prior to the June 11, 2019 Policy Session when the BCC will be asked to provide direction on Phase 2 of the project.

EXECUTIVE SUMMARY:

In 2017, the McLoughlin Area Plan – Implementation Team (MAP-Team) requested a Long Range Planning Work Program item to work with County staff to develop a Metro 2040 grant application to create development and design standards focusing on the intersection of McLoughlin Blvd and Park Ave that would leverage the public infrastructure (light rail) investment. The project was awarded funding in late 2017. Staff worked closely with community members identified by the MAP-Team to draft a Scope of Work for the project.

Since McLoughlin Area Plan (MAP) I and II was conducted in 2011, and a Park Ave Neighborhood and Station Area Plan (which was not adopted in 2012), it was decided to separate into this two Phases (Phase 1 and Phase 2). This allowed a consulting team to be hired to undertake a community overview, provide information about the community's knowledge of MAP and develop a recommendation for important elements to be included when the development and design standards are created.

The Phase 1: Park Ave Community Project has been underway for the past six months. The purpose of this first phase is to get a better understanding of who lives, works and owns property in the ½ mile radius around the Park Ave Light Rail Station. The attached three memos detail the work conducted during Phase 1. These include:

- Memo 1: Community Overview and Development Trends
- Memo 2: Summary of Engagement and Key Themes
- Memo 3: Recommended Revisions for Phase 2

The data that was collected and analyzed in Memo 1: Community Overview and Development Trends provides the community a better understanding of the demographic breakdown of the area and the development trends between 2012 and 2017. Memo 2: Summary of Engagement and Key Themes includes information provided by community members through the various round table discussion,

community meetings and online survey which was conducted in February. The online survey focused on questions related to people's understanding of the McLoughlin Area Plan (MAP) and MAP priorities for MAP programs and projects. Using the information learned during the development of Memo 1 and Memo 2, the consultant team reviewed the draft scope of work for the Phase 2 of the project. This initial draft scope of work was created with the assistance of community members in the spring of 2018. Memo 3: Recommended Revision for Phase 2 includes the consultant recommendations for changes to the draft scope of work that will support future investment in the area, and will also guide future development that creates a walkable, mixed use environment around the Park Ave Light Rail station.

At the May 22nd Policy Session, the consultant team will present their recommendations for moving forward into Phase 2 and the BCC will have the opportunity to ask questions and discuss the consultant recommendations. The session is an opportunity to hear the information gathered during Phase 1 and the consultant recommendations for Phase 2. Issues for discussion include:

- Is there interest in exploring, with the community, changes to the Zoning Development Ordinance/or and the Comprehensive Plan, that facilitate investment in and around the Park Ave Light Rail station?
- The consultant recommendations are broader in scope (and cost) than originally anticipated. What guidance do you have for the project?

The next steps for this project are as follows:

- Board of County Commissioners Policy Session, June 11, 2019, 1:30 pm

At the June 11th Policy Session, the BCC will provide direction to staff if the Phase 2 of the Park Ave Community Project should be initiated and the extent of the work should be completed as a part of that project.

FINANCIAL IMPLICATIONS (current year and ongoing):

The consultant recommended changes, if authorized by the BCC, would increase the cost of Phase 2 above the amount awarded through the Metro 2040 grant. Metro can provide an increase in funding up to \$25,000 to fund a portion of the additional work recommended for the project scope. Other additional aspects of the project may need to be scaled down or additional funding identified for these elements.

STRATEGIC PLAN ALIGNMENT

The project aligns with the County Performance Clackamas Goals of:

- Build a Strong Infrastructure
- Ensure Safe, Healthy and Secure Communities

The project aligns with the DTD Strategic Business Plan goals for Long Range Planning of:

- Provide plan development, analysis, coordination and public engagement services to residents; businesses; local, regional and state partners, and County decision-makers so they can plan and invest based on a coordinated set of goals and policies that guide future development.

LEGAL/POLICY REQUIREMENTS:

None at this time.

PUBLIC/GOVERNMENTAL PARTICIPATION:

This project has included a very active public participation that is documented in Memo 2: Summary of Engagement and Key Themes.

OPTIONS:

This is a discussion item only

RECOMMENDATION:

There is no recommendation at this time.

ATTACHMENTS:

- A. Memo 1: Community Overview and Development Trends
- B. Memo 2: Summary of Engagement and Key Themes
- C. Memo 3: Recommended Revisions for Phase 2
- D. Park Ave Survey Responses from Inside the Study Area

SUBMITTED BY:

Division Director/Head Approval _____

Department Director/Head Approval _____

County Administrator Approval _____

For information on this issue or copies of attachments, please contact Karen Buehrig @ 503-742-4683



Bridge Economic Development

Memorandum

Date May 10, 2019
To Karen Buehrig, Clackamas County
From Alisa Pyszka, Bridge Economic Development
 Ayreann Colombo, Bridge Economic Development
 Tim Smith, SERA Architects
Subject Memorandum 1: Community Overview and Development Trends
Project Park Avenue Community Project | Phase 1: Community Engagement

BACKGROUND

Project Description

Clackamas County, Oregon, working with the McLoughlin Boulevard area residential and business community, is considering creating development and design standards for commercial zones within ½ mile of the Park Avenue/McLoughlin Boulevard intersection in unincorporated Clackamas County that will support the community's long-term vision for the Park Avenue Light Rail Station area.

The Park Avenue Community Project, Phase 1: Community Engagement (the Project) is focused on public outreach to 1) summarize and verify the desired elements of the long-term vision for the Park Avenue study area, including a neighborhood livability assessment, 2) identify the stakeholders to be included in Phase 2 of the project, and 3) provide recommendations for substantial public engagement and future Request for Proposal (RFP) guidelines to successfully create development and design standards in Phase 2.

Objectives for Community Overview and Development Trends Memo

The objectives of this memorandum are to document community demographics and organizations, and summarize existing policies, plans, and development conditions. It includes the following elements:

- A. *Demographics*. An overview of community demographics that establishes a baseline of conditions within the study area and surrounding neighborhood.
- B. *Market Trends*. An overview of national and regional trends that should be considered for future development along the corridor.
- C. *Guiding Policies*. An analysis and summary of existing policies in and around the project area that will shape Phase 2 of the project. Included is a draft description of "neighborhood livability" elements that can be used to understand the potential economic, environmental, and other impacts, such as gentrification/displacement that could be influenced by changing the development and design standards.

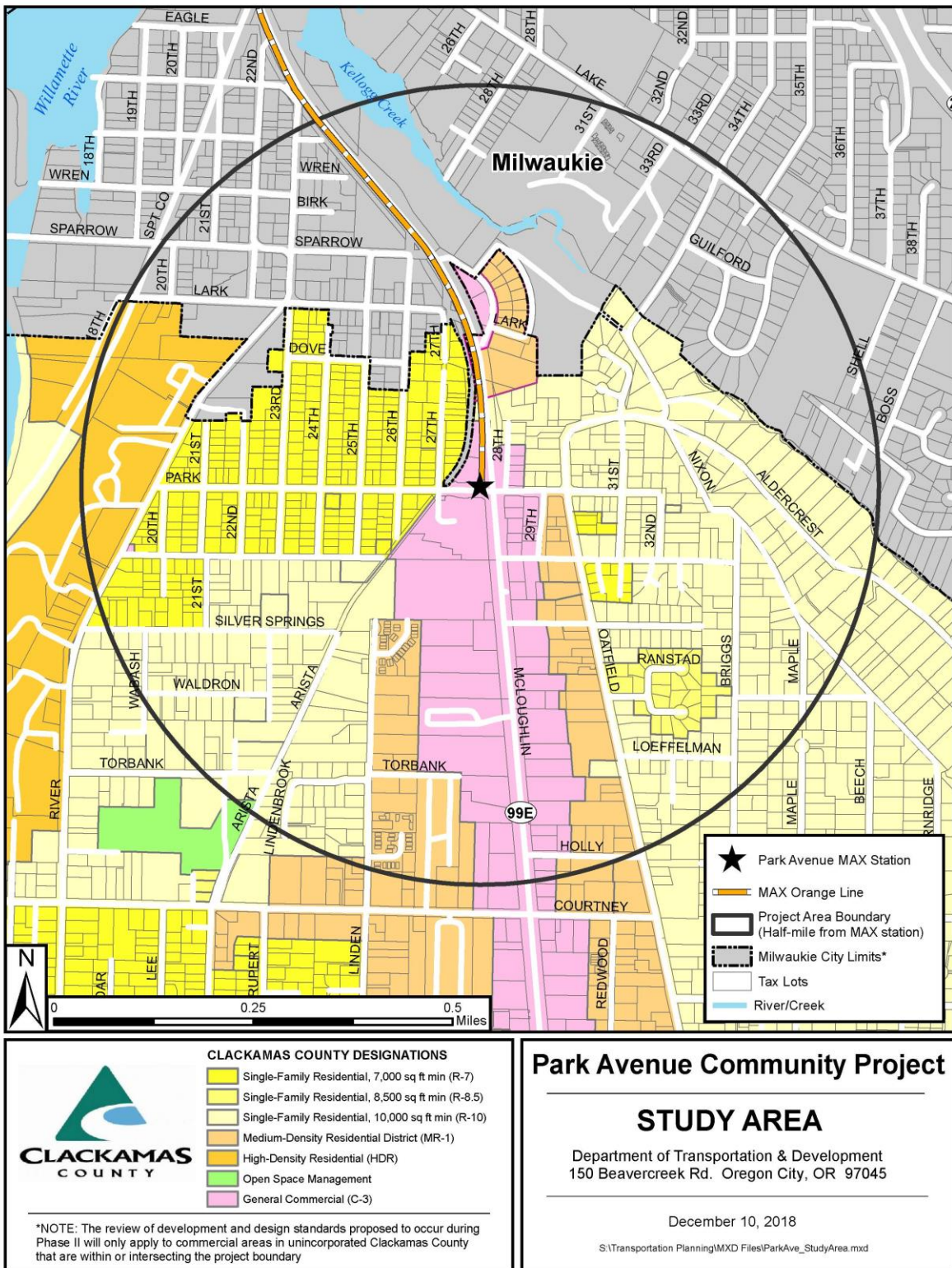
- D. *Community Engagement.* This summarizes the intent of community engagement, and the initial list of organizations and constituents that will be engaged in Phase 2 of the project to ensure a robust and equitable process to shape the future investment in community.

Study Area

The Park Avenue Community study area consists of the ½-mile radius surrounding the Park Avenue light rail station and includes property north of Courtney Road and south of the City of Milwaukie. While welcome to attend events and provide community input, the City of Milwaukie property owners were not specifically contacted because their property will not be included with future design and development standards as they are outside of the Clackamas County jurisdiction.

The TriMet light rail station, the southernmost station on the MAX Orange Line, was completed in 2015 and averages 3,400 riders per day, making it one of the 15 busiest stations out of 97 total stations across the entire light rail system. It is a 30-minute trip on light rail from the Park Avenue Station to downtown Portland at Pioneer Square and 25 minutes to Portland State University (PSU). In conjunction with the construction of the light rail infrastructure, TriMet also improved intersections at Park Avenue and McLoughlin Boulevard, and at Park Avenue and SE 27th Avenue. Additionally, the Trolley Trail, a six-mile multi-use pedestrian and bicycle trail that extends from Milwaukie to Gladstone, was completed along the west edge of the station. The station is accessed via the Trolley Trail or Park Avenue. The Study area is adjacent to the City of Milwaukie southern city limits, 3.25 miles north of Gladstone northern city limits, and approximately 5.5 miles north of downtown Oregon City.

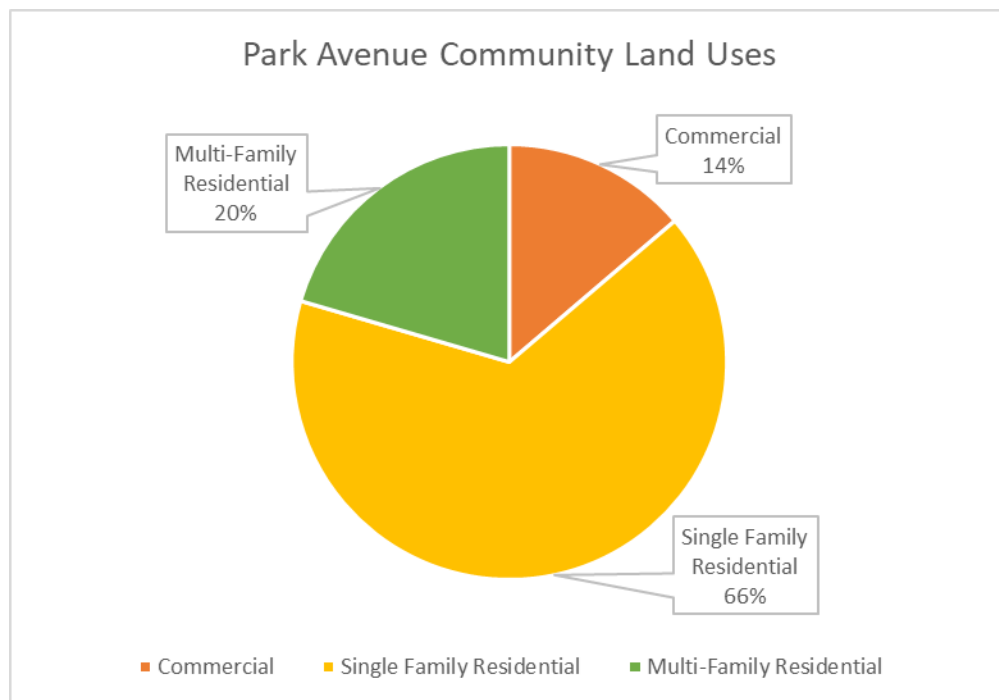
Figure 1: Park Avenue Community Project Area



Source: Clackamas County

The project area is 335 acres, with 46 acres of general commercial use, 220 acres of single-family residential, and 69 acres of multi-family residential. A percentage of these allocations is shown in Figure 2 below. The area is bisected by McLoughlin Boulevard, which is a state highway with approximately 27,000 trips a day within a mile of Courtney Road¹. Surrounding land use patterns have developed largely in response to this facility with auto-oriented retail establishments such as used car lots and retail centers. Additionally, there are various lot sizes ranging from one to six acres with access only to McLoughlin Boulevard. There is very minimal access to the parcels adjacent to McLoughlin from the west or east, limiting circulation options for autos and pedestrians and bicycles. The commercial corridor is surrounded by multi-family residential zones and single-family residential lots with a minimum area of 7,000 square feet. Finally, the area is adjacent to two significant senior housing facilities, Rose Villa and Willamette View, which are both located along the western frontage of River Road.

Figure 2: Park Avenue Community Land Use Allocation



Source: SERA, Bridge Economic Development

A. DEMOGRAPHICS

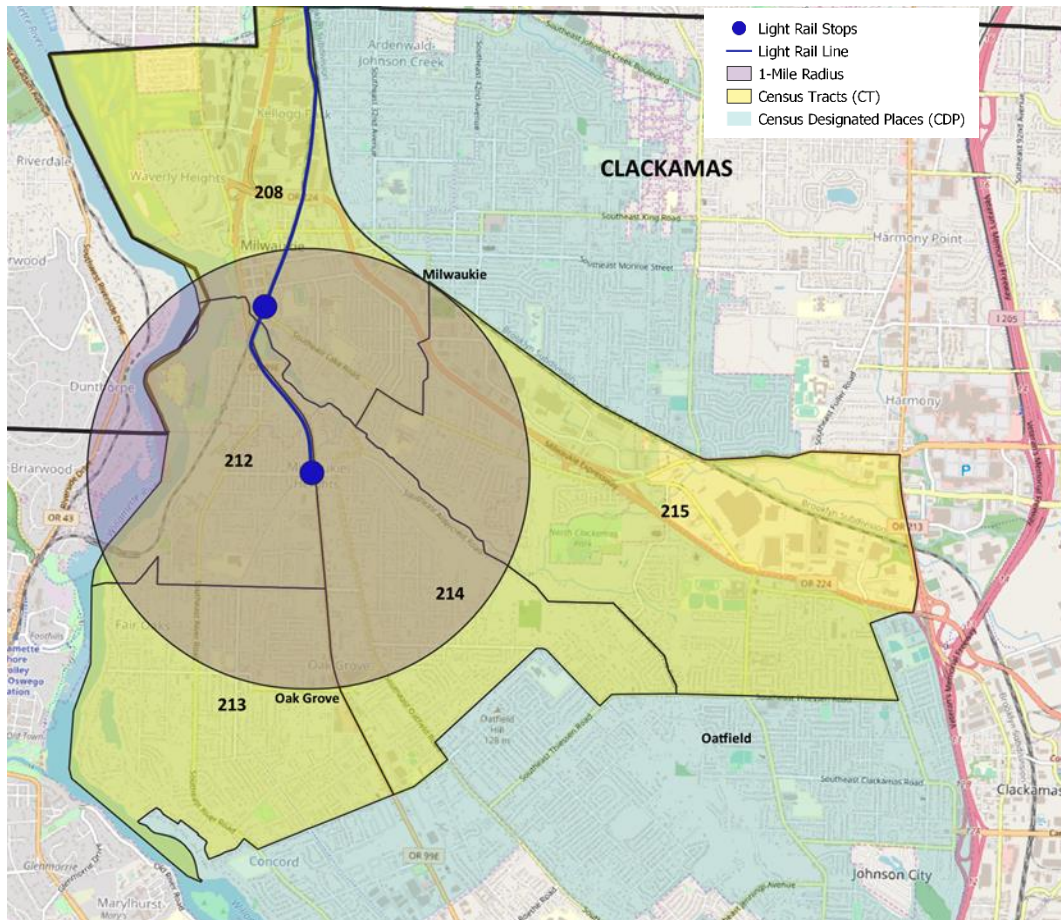
Below is a summary of the demographic assessment for the Park Avenue station area. While the study area for future design and development regulations is a ½-mile radius from the station, the following data generally encompasses a one-mile radius as indicated below in order to provide a more accurate analysis. Specifically, our assessment reviewed the demographics for census tracts (CT), the smallest geography for which public data is available, that encompass the one-mile study area. For

¹ 2017 Transportation Volume Tables, Oregon Department of Transportation, November 2018

comparison purposes and to understand regional context, we include demographics for the Portland metro area, Clackamas County as a whole, as well as a Census Designated Places (CDP) area including the City of Milwaukie and the communities of Oak Grove and Oatfield.

The map below delineates the census tract reference area in relation to the CDP areas. While the data area is larger than the actual study area, it provides important information regarding overall demographic trends. The data is derived from the US Census, American Community Survey (ACS), and US U.S. Census Zip Code Business Patterns.

Figure 3: Census Tract (CT) Reference Area, Census Tracts 208, 212, 213, 214 & 215



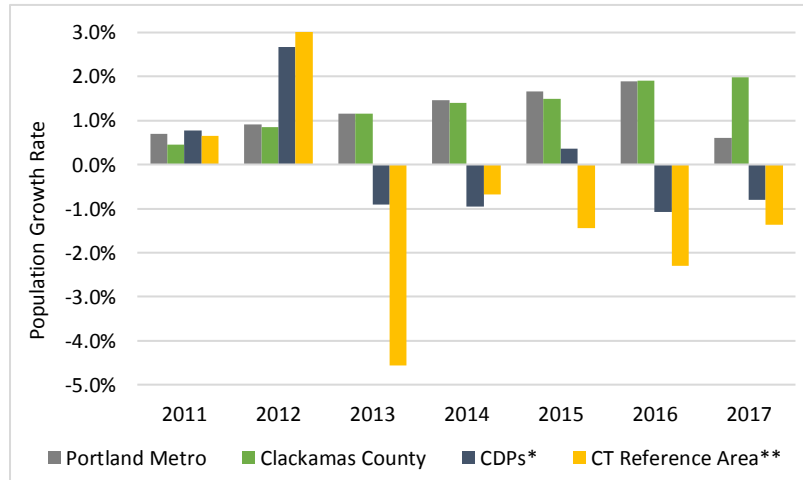
Source: Bridge Economic Development

Population

- CDP area of City of Milwaukie, Oak Grove and Oatfield
 - Population: 50,540
 - Annual population growth: average 0% since 2010. with the last five years trending negative
- CT Reference area
 - Population: 16,850

- Annual growth population growth: average -0.7% since 2010. with the last five years trending negative

Figure 4: Population Growth Rate Between 2010-2017, Portland Metro, Clackamas County & CT Reference Area



Source: PSU Population Research Center and U.S. Census Bureau

*CDPs: City of Milwaukie, Oak Grove Census Designated Place (CDP), & Oatfield CDP

**CT Reference Area: Census Tracts (208, 212, 213, 214 & 215) encompassing the one-mile radius around the Park Avenue Station (See Reference Map)

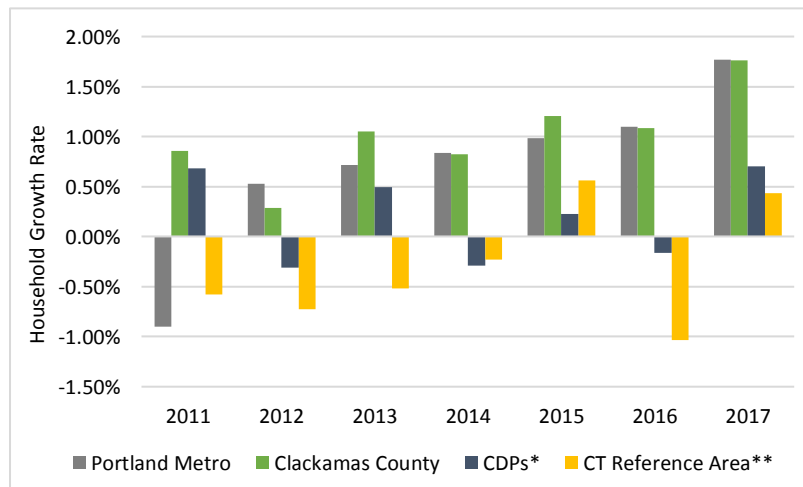
Households

Similarly, household growth has been flat or negative for both the CDP area and census tracts. The three communities have averaged 0.2% household growth while the CT Reference area has averaged -0.3%.

Given our experience with other work in the area as well as this assessment, we consider the reason for the flat or negative growth to be closely tied with the lack of new housing developed and/or available in the area. As illustrated below, growth in housing units in the CDP area has been similarly flat or negative with the exception of positive growth in 2017.

In 2017, the CDP area had 21,270 households while the CT Reference area had 10,150 households.

Figure 5: Household Growth Rate Between 2010-2017, Portland Metro, Clackamas County & CT Reference Area



Source: U.S. Census ACS 5-Year Estimates

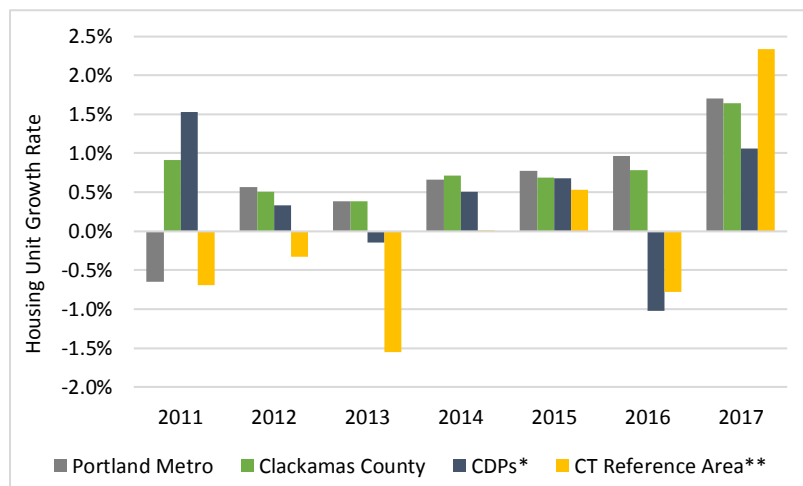
*CDPs: City of Milwaukie, Oak Grove CDP, & Oatfield CDP

**CT Reference Area: Census Tracts (208, 212, 213, 214 & 215) encompassing the one-mile radius around the Park Avenue Station (See Reference Map)

Housing Units

Since 2010, growth in housing units² in the CDP area has averaged 0.4% while growth in the CT Reference area has averaged -0.1%. Typically, negative growth in housing units indicates a high level of demolitions or housing that becomes uninhabitable. The CDP area and CT Reference area added about 250 units between 2016 and 2017 to bring the total housing units as of 2017 to 22,500 housing units in the CDP area and 11,025 housing units in the CT Reference area.

Figure 6: Growth Rate of Housing Units Between 2010-2017, Portland Metro, Clackamas County & CT Reference Area



Source: U.S. Census ACS 5-Year Estimates

*CDPs: City of Milwaukie, Oak Grove CDP, & Oatfield CDP

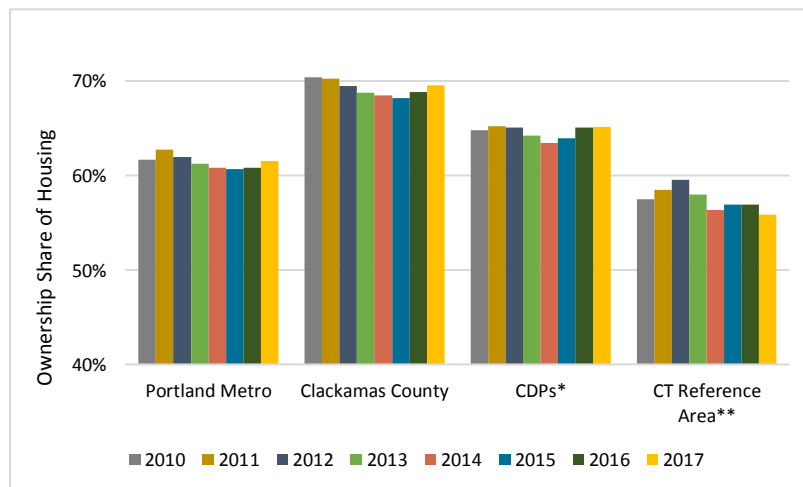
**CT Reference Area: Census Tracts (208, 212, 213, 214 & 215) encompassing the one-mile radius around the Park Avenue Station (See Reference Map)

² Housing units include all residential units including mobile homes.

Tenure

The level of ownership-households to renter-households in the CDP area has remained stable since 2010 remaining at about 65% owner households. Likewise, Portland Metro and Clackamas County have maintained ownership levels of 62% and 70%, respectively. The level of ownership households within the CT Reference area has dropped slightly from 57% to 56% since 2010.

Figure 7: Percentage of Residential Ownership Between 2010-2017, Portland Metro, Clackamas County & CT Reference Area



Source: U.S. Census ACS 5-Year Estimates

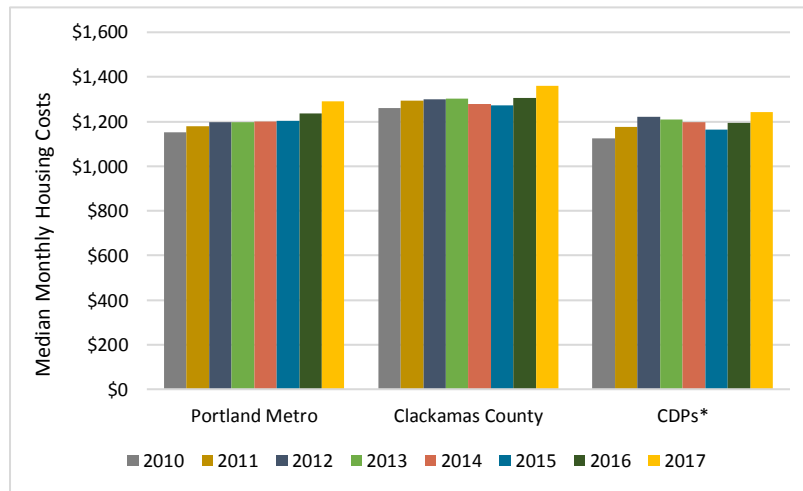
*CDPs: City of Milwaukie, Oak Grove CDP, & Oatfield CDP

**CT Reference Area: Census Tracts (208, 212, 213, 214 & 215) encompassing the one-mile radius around the Park Avenue Station (See Reference Map)

Housing Costs

Median monthly housing costs increased by an average of 1.4% annually in the CDP area since 2010 with a significant portion of the increase, 4%, occurring between 2016 and 2017. Portland Metro has averaged 1.6% annual growth over the same time period, while Clackamas County's monthly housing costs averaged 1.1% annual increases. Housing costs are defined by the Census as the sum of payments for mortgages, deeds of trust, contracts to purchase, or similar debts on the property (including payments for the first mortgage, second mortgages, home equity loans, and other junior mortgages); real estate taxes; fire, hazard, and flood insurance on the property; utilities (electricity, gas, and water and sewer); and fuels (oil, coal, kerosene, wood, etc.)

Figure 8: Median Monthly Housing Costs Between 2010-2017, Portland Metro, Clackamas County & Milwaukie *



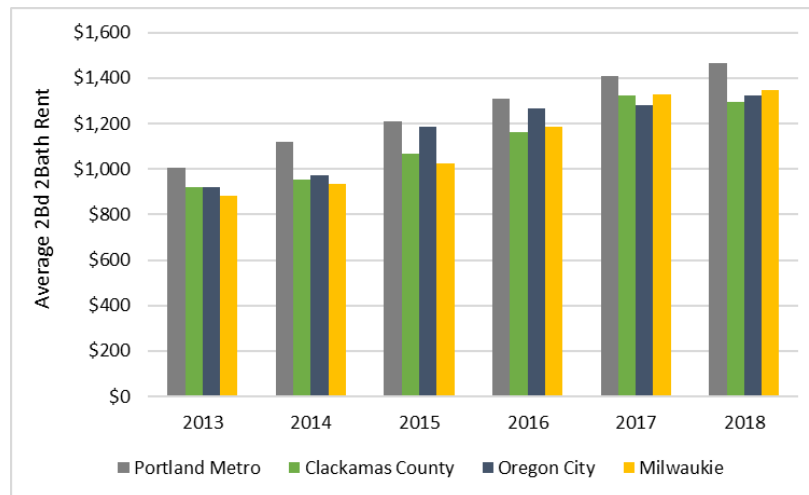
Source: U.S. Census ACS 5-Year Estimates
 *CDPs: City of Milwaukie, Oak Grove CDP, & Oatfield CDP

Rental Rates

Median monthly rental rates for 2 bedroom/2 bath apartments in Milwaukie* increased by 15.80% in 2016 and 11.71% in 2017. The rental rate increase slowed to 1.58% in 2018. The overall rental rate for Milwaukie in the Fall of 2018 was an average of \$1.43 per square foot.

(*In this case, "Milwaukie" is defined by The Apartment Report, the source of the data, as the area from south of the Springwater Corridor (to the north) south to just north of the city of Gladstone. This area encompasses the Park Avenue Community project area.)

Figure 9: Median Monthly Rental Rate Between 2013-2019, Portland Metro, Oregon City, Clackamas County & Milwaukie *

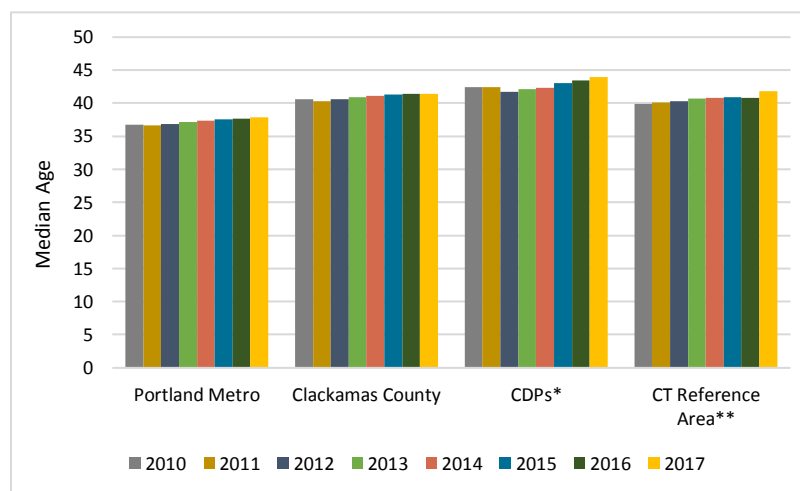


Source: The Apartment Report, Multifamily Vol. 29 NW Fall 2018
 *2 bedroom/bath market-rate apartment, Portland Metro includes Vancouver, WA

Median Age

- People within the CT Reference area and the CDP area have aged since 2010. The median age within the CDP area increased from 42 to 44 while the median age within the CT Reference area increased from 40 to 42. The addition of residents age 60 and older grew by 6% between 2010 and 2017. During the same period, the millennial population grew by 2%.
- Similarly, residents within Portland Metro and Clackamas County have aged over the last seven years but less so with median ages increasing by only about one year. In 2017, millennials accounted for about 21 percent of the population in Portland Metro and Clackamas County.

Figure 10: Median Age Between 2010-2017, Portland Metro, Clackamas County & CT Reference Area



Source: U.S. Census ACS 5-Year Estimates

*CDPs: City of Milwaukie, Oak Grove CDP, & Oatfield CDP

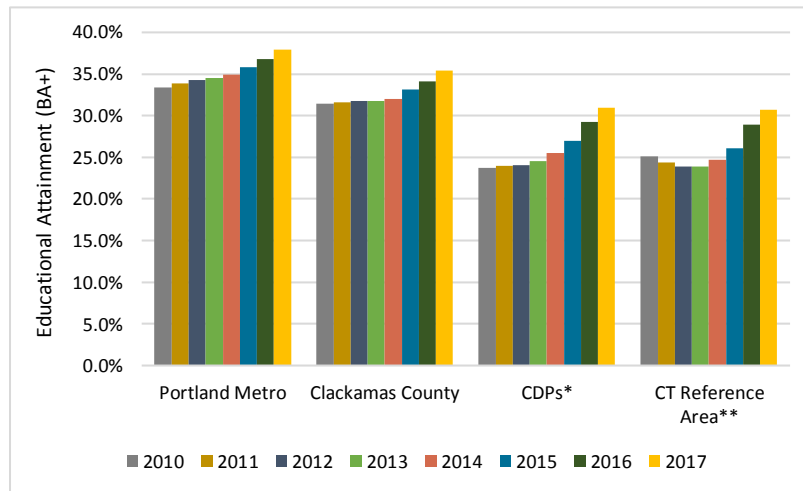
**CT Reference Area: Census Tracts (208, 212, 213, 214 & 215) encompassing the one-mile radius around the Park Avenue Station (See Reference Map)

Educational Attainment

The level of educational attainment has increased within the three-community and CT Reference areas since 2010:

- 2010: 24-25% with a bachelor's degree
- 2017: 31% with a bachelor's degree

Figure 11: Educational Attainment Between 2010-2017, Portland Metro, Clackamas County & CT Reference Area



Source: U.S. Census ACS 5-Year Estimates

*CDPs: City of Milwaukie, Oak Grove CDP, & Oatfield CDP

**CT Reference Area: Census Tracts (208, 212, 213, 214 & 215) encompassing the one-mile radius around the Park Avenue Station (See Reference Map)

Race

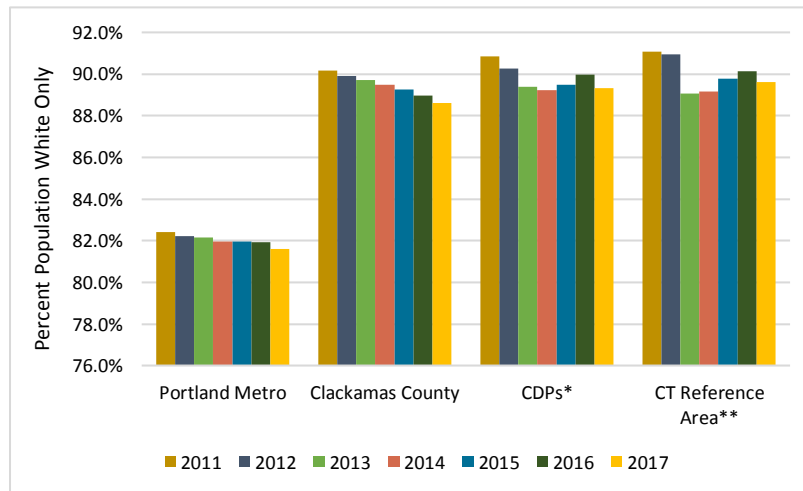
Racial diversity in the CT Reference area and the CDP area has increased only slightly in the last seven years, averaging a total increase of about one to one-and-one-half percentage points since 2010. The Census Bureau does not categorize Hispanic/Latino as “Race” but rather as an origin. Therefore, the Hispanic/Latino population is categorized across races. The majority of people of Hispanic/Latino origin are captured in race as White with a fewer number captured as Black or African American. From 2010 to 2017, the changes were as follows:

- Whites – decreased by 1,841
- Asians – decreased by 23
- African Americans – increased by 144
- American Indian/Alaskan Native – increased by 115
- Native Hawaiian/Other Pacific Islanders – increased by 91

In 2017, approximately 9% (2,166) of the CT Reference area population was of Hispanic or Latino origin, an increase from 5% (1,199) in 2010. This trend is also represented in the Oak Grove Elementary School that consists of 18% Hispanic/Latino students and 8 spoken languages in the 2017-18 school year³.

³ Oregon At-a-Glance School Profile 2017-18 Oak Grove Elementary, Oregon Department of Education 2018

Figure 12: Change in Race, White Only Between 2011-2017, Portland Metro, Clackamas County & CT Reference Area

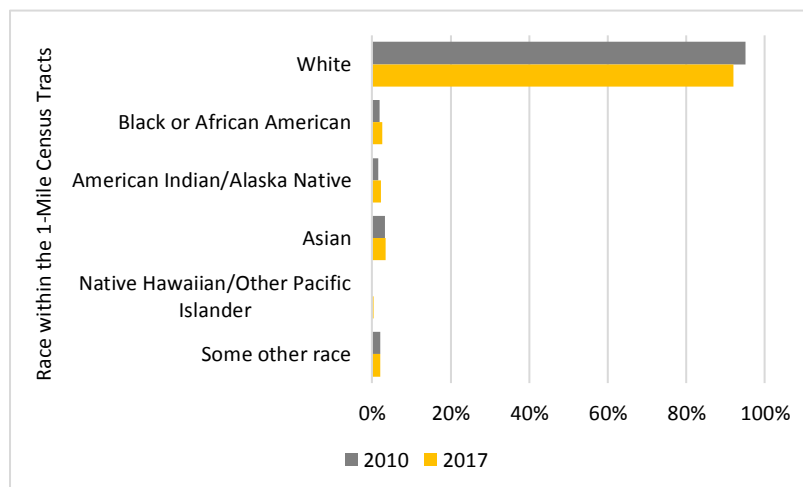


Source: U.S. Census ACS 5-Year Estimates

*CDPs: City of Milwaukie, Oak Grove CDP, & Oatfield CDP

**CT Reference Area: Census Tracts (208, 212, 213, 214 & 215) encompassing the one-mile radius around the Park Avenue Station (See Reference Map)

Figure 13: Race Between 2010-2017, Census Tract Reference Area*



Source: U.S. Census ACS 5-Year Estimates

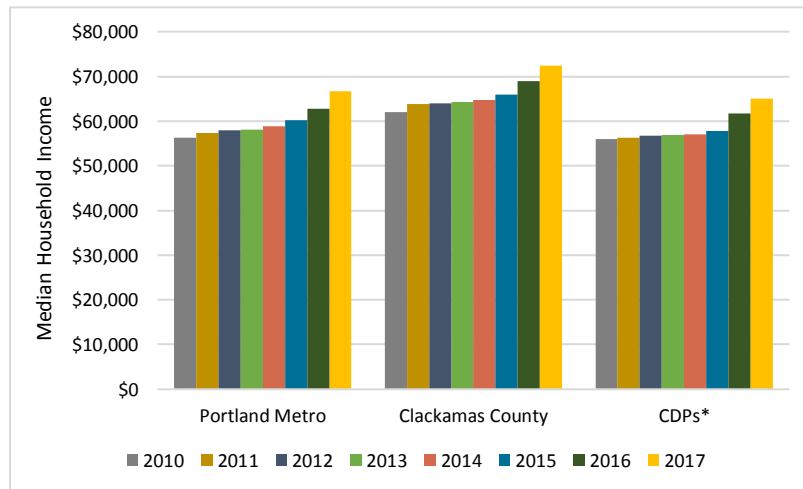
*CT Reference Area: Census Tracts (208, 212, 213, 214 & 215) encompassing the one-mile radius around the Park Avenue Station (See Reference Map)

Household Income

Median household income in the CDP area of Milwaukie, Oak Grove, and Oatfield remained relatively flat until 2017. Between 2016 and 2017, median household income increased by 5.3% in the three communities compared to an average increase of 1.6% per year the six years prior. Income data is not available for the CT Reference area.

Portland Metro and Clackamas County had similar gains in median household income.

Figure 14: Median Household Income Between 2010-2017, Portland Metro, Clackamas County & Milwaukie *

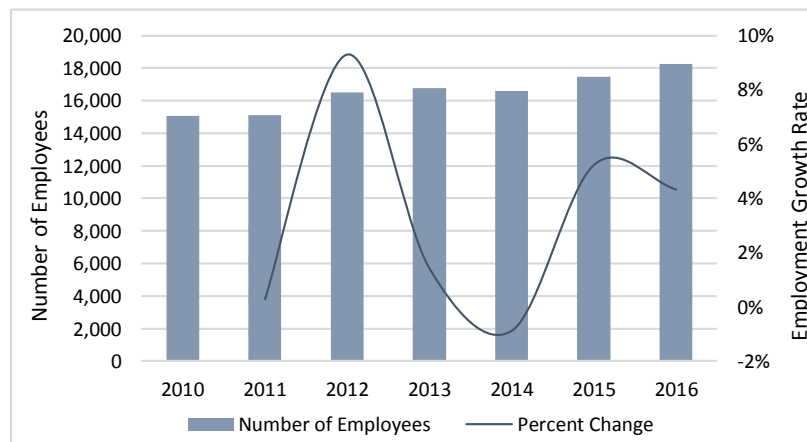


Source: U.S. Census ACS 5-Year Estimates
 *CDPs: City of Milwaukie, Oak Grove CDP, & Oatfield CDP

Employment

Employment in the CT Reference area averaged an annual growth rate of about 3.2% with some years seeing significantly higher growth. Employment growth is roughly 18 times higher than population growth. Employment includes all jobs ranging from retail to professional services.

Figure 15: Employment Between 2010-2016, CT Reference Area (Zip Code: 97222)



Source: U.S. Census Zip Code Business Patterns

Home Sales Value

Assessed property value information is available from Clackamas County within the ½-mile radius of the light rail station. Home values as determined by sales price were considered before and after the construction of the light rail for available data pertaining to 137 sales out of 1,335 properties within the area. Based on this limited sample size, the sales price change between 2011-2015 is 26% and the change between 2015-2018 is 63%. It should be noted that approximately 12 of the 137 sales

evaluated have unusual gains that may be inflating this figure. For example, there is an increase of 95% in less than a year and 81% over 4 months with no indication of site or building improvements or permits pulled. More detailed evaluation of original sales price conditions would be required to provide a certain increase in sales price during this time period.

The Portland Metropolitan area witnessed a 44% increase in home sales price from 2015-2018 according to Zillow. The change in sales price between 2011-2015 for the 97222 Milwaukie zip code was 39% and 42% for the 97267 Oatfield zip code.

Building Permits

According to Clackamas County data, within the last 10 years the following building permits for new construction (excluding tenant improvements) within 1 mile of the Park Avenue station have been granted:

- Popeye's Chicken Restaurant
- Rose Villa Retirement Community
- 47 units in Willamette View Manor – North Point Project
- One six-unit apartment building
- One duplex
- 54 single-family residences
- TriMet parking garage

B. MARKET TRENDS

In considering new development and design standards, it is important to recognize current market trends shaping new private investment decisions.

Retail

The retail industry is always in flux. During the 20th century, there was a major shift from pedestrian-oriented main streets to auto-oriented centers and corridors. Today, ever-changing consumer preferences and online-shopping are among the major trends affecting retail. Online shopping is having a significant impact on "commodity retail" and caters to customers that want convenience (e.g., Amazon is not necessarily the best price). Retailers that continue to expand are discount stores such as Dollar General or high-end boutiques that provide an experience. The following table reflects how spending habits have shifted in light of online options.

Table 1: United States Change in Per Capita Retail Spending 2000-2016

Kind of business	2016	2000	%Change
Per capita spending, total			
Motor vehicle and parts dealers	23.57%	26.69%	-3.12%
Furniture and home furnishings stores	2.30%	3.05%	-0.76%
Electronics and appliance stores	2.03%	3.03%	-1.00%
Building mat. and garden equip. and supplies dealers	7.19%	7.68%	-0.49%
Food and beverage stores	14.43%	14.91%	-0.48%
Health and personal care stores	6.73%	5.20%	1.53%
Gasoline stations	8.62%	8.37%	0.25%
Clothing and clothing access. stores	5.35%	5.62%	-0.27%
Sporting goods, hobby, musical instrument, and book stores	1.78%	2.27%	-0.49%
General merchandise stores	13.93%	13.55%	0.38%
Miscellaneous store retailers	2.52%	3.58%	-1.06%
Nonstore retailers	11.55%	6.05%	5.50%

Source: Retail Census 2018, Bridge Economic Development

By contrast, retailers offering a special experience, or offering services that cannot be procured online, have the potential to thrive (you can't share a meal with a friend online). Therefore, food and beverage establishments have become an increasingly large part of the retail experience, on both main streets and in larger shopping centers. In either case, such retailers want to concentrate in a certain location to become a destination for customers to park once and explore an area. Creating a concentrated retail area that is a defined "place" is an important element for retailers as it is the key distinguishing element from online shopping.

In addition to this destination trend, local food and beverage is typically demanding space that is 2,500 square feet to minimize risk and offset start-up costs that typically start at \$200,000. This small square footage is appropriate for existing ground-floor space and more cost-effective than rents required with new construction. Due to these costs, new local tenants will gravitate to existing buildings or former restaurant spaces to keep start-up expenses to a minimum.

As the retail market is changing rapidly, it is important to allow the market to adapt quickly with flexible zoning requirements. For example, ground floor space of mixed-use buildings does not need to be all retail. Having a requirement for all retail often leads to either vacant storefronts or no project at all due to added construction costs and no leasing opportunities⁴. The overarching goal for walkability is a well-designed building that fosters an interesting and welcoming environment. Mandating a retail use does not necessarily guarantee that outcome, especially if the space remains vacant.

⁴ What's up with all those empty commercial storefronts in new mixed-use developments?, Strong Towns, June 2018

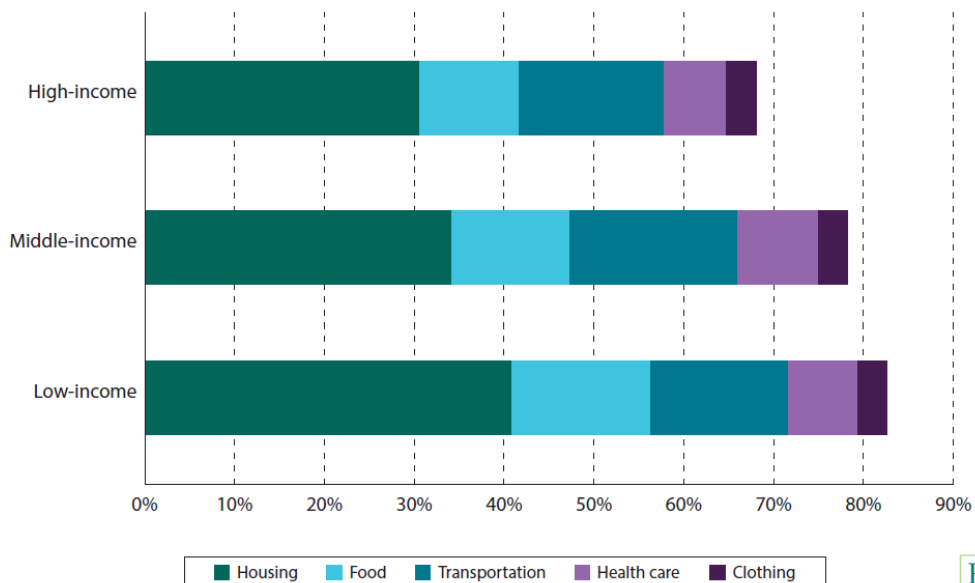
Housing

Housing demand is a significant issue facing all growing metropolitan areas across the country. This is a complex issue that requires various approaches to meet numerous market conditions. A key element to reducing housing costs - or at least reducing the rate of housing price growth - is to build more housing for all income levels. By introducing flexible zoning that allows smaller housing units such as duplexes/triplexes and accessory dwelling units (ADUs), the private market can provide more diverse housing types that meet the needs of elderly populations who want to age in place and young single workers starting a career.

Regarding affordable housing needs, the region is taking proactive steps to meet the housing demand through the recently passed Metro \$652.8 million general obligation bond to create affordable housing for approximately 12,000 people in the greater Portland region. Furthermore, Clackamas County has adopted a specific goal to construct 500 new units of affordable (rent-restricted units) housing over the next 5 years in areas of high opportunity⁵.

Constructing some of these affordable units near a light rail station is appropriate as one of the most significant cost-of-living burdens in addition to housing is transportation. The following figure conveys how low-income residents are more significantly burdened by basic living costs.

Figure 16: Share of Household Expenditures on Basic Needs, by Income



Source: Consumer Expenditure Survey (2014)

Notes: Low-income, middle-income, and high-income are defined as the average expenditures of consumer units in the bottom, middle, and top income quintiles, respectively.



Source: Brookings 2018

The Park Avenue study area is well positioned to address this critical regional need by maximizing access to the light rail station for residents within the area. Riding public transit saves Portland metro

⁵ Clackamas County Housing and Community Development Action Plan, August 2018

area residents an average of over \$9,500 a year in transportation costs, and households living near transit are five times more likely to use transit than other households. Households living within ½-mile of rail transit in the Portland region already spend about 10% less of their household budgets on the combined cost of housing and transportation than the average household in the region⁶.

Not only would providing affordable housing within the Park Avenue study area meet regional needs, it would also meet residential preferences. The Center for Transit-Oriented Development (CTOD) has forecasted that between 2005 and 2030, 184,000 new households in the Portland region will want to live near transit, beyond those that already live near transit. About 72,000 of these households will fall within the smaller, single-member household types likely to prefer living in more compact apartment and condominium units. Fostering new transit-oriented housing that is affordable to the workforce is one of the key challenges future TOD implementation will need to address. Indeed, nearly two-thirds of the forecasted TOD demand in the Portland region will be among households earning below \$50,000⁷.

Employment

The Oregon Employment Department has determined that health care and professional and business services are among the top industries adding future jobs. Health care and social assistance will add 49,500 jobs statewide, the most of any sector. It's followed by professional and business services with 41,200 additional jobs in 2027. Fast growth in health care (20%) can be attributed to the growth and aging of the state's population. Within health care, independent health care practitioners (such as chiropractors, physical and speech therapists), offices of other specialists (25%), and nursing and residential care facilities (20%) are expected to grow much faster than hospitals (13%). Professional and business services growth (17%) will be driven by gains in professional and technical services such as computer systems design (29%) and management of companies and enterprises (28%). Management of companies and enterprises includes corporate offices headquartered in Oregon⁸. Manufacturing will add 12,600 jobs heavily concentrated in the food and beverage industry.

These growing industries can be accommodated along the McLoughlin Corridor. A significant trend within the healthcare industry is a shift to a more "retail" model that disperses the service to the customer, rather than concentrating all services in one location. This model aligns well with retail centers to make health service convenient and accessible at the community level. Furthermore, some professional services are currently located within the Park Avenue study area. With the appropriate development, future office demand could be accommodated. Bringing these employment opportunities to the area would be important as it would provide residents access to nearby higher-paying jobs. In addition, these jobs would help support the retailers in the area.

⁶ Transit-Oriented Development Strategic Plan / Metro TOD Program, Center for Transit-Oriented Development with Nelson\Nygaard Consulting Associates, 2011

⁷ Transit-Oriented Development Strategic Plan / Metro TOD Program, Center for Transit-Oriented Development with Nelson\Nygaard Consulting Associates, 2011

⁸ Oregon's Future Workforce Needs: Job Growth to 2027 by Industry, Gail Krumenauer, June 2018

Figure 17: US Average Wage for Oregon Growing Industry Sectors

Industry Sector	United States Average Wage 2017
Professional, Scientific, & Technical Services	\$99,705
Wholesale, Manufacturing	\$71,372
Education, Health Care & Social Assistance	\$49,565
Retail Trade	\$31,217
Accommodation & Food Services	\$20,731

Source: Bureau of Labor Statistics, QCEW data

The Importance of Talent

The national economy is becoming increasingly more talent/knowledge-based than resource-based, meaning that people, rather than raw materials, are the most important asset to a company’s value and prospects for growth. This applies to all industries, including manufacturing, professional services and technology. This is not to suggest that Clackamas County needs to focus its industrial base entirely on technology companies, but to understand that the modern economy depends upon highly skilled people to thrive. For this reason, a company’s number one priority today is attracting talent. Verifying this is the Duke Fuqua School of Business CFO Global Business Outlook Survey⁹. The school has conducted the survey over 91 consecutive quarters since July 1996. The years 2017 and 2018 are the first time that chief financial officers (CFO’s) cited attracting and retaining qualified employees as their number one concern over other factors such as input costs or regulations.

A significant cohort of the talent in demand consists of the “millennial” generation (generally ages 21 to 37 in 2018), made up of approximately 76 million people – the largest demographic group our country has seen. As this generation shapes our talent-based economy, it is important to understand what motivates them and the communities they choose in such a highly mobile environment. This group has been slower to marry and move out on their own, and has shown different attitudes to ownership that have helped spawn what’s being called a “sharing economy,” which suggests these trends are likely to continue¹⁰.

Employers will locate and invest in communities that are attractive to talent. In fact, this place-based asset is so important that Newmark Night Frank, a global brokerage and site selector firm, determined that 1,169 United States office properties, totaling 95.2 million square feet, are likely obsolete due to location and physical deficiencies that do not meet the current demand of walkable, “urban” office space¹¹. A desired “urban” environment includes the following elements:

⁹ <https://www.cfosurvey.org/wp-content/uploads/2018/12/Q4-2018-US-KeyNumbers.pdf>

¹⁰ Millennials Coming of Age, Goldman Sachs, 2017

¹¹ Suburban Office Obsolescence, Newmark Grubb Knight Frank, September 2015

A Simple Commute Many millennials are not defined by the automobile, and do not want to drive if they don't have to. As reported in Urban Land Institute (ULI) Emerging Trends 2016, miles traveled by car for people 34 years old or younger are down 23% nationally. The American Automobile Association reports that the percentage of high school seniors with driver's licenses declined from 85% to 73% between 1996 and 2010, with federal data suggesting that the decline has continued since then. Locally, the average miles travelled by any mode – walking, driving, biking or taking transit – is the lowest for millennials.

A Variety of Housing Options All talent, including millennials, want affordable housing near employment. In order to maximize opportunities to attract and retain talent, communities need to provide a variety of options to meet a diversity of population needs.

Urban Lifestyle Millennials tend to prefer density with alternative transportation modes and retail nearby, which provides alternatives to owning a car. This urban lifestyle does not mean that an entire community must conform to urban densities. What is important is that some element of an urban lifestyle is provided through either a healthy "Main Street" in a traditional downtown or denser town centers in suburbs.

Amenities Millennials are looking for ample amenities, especially restaurants and access to outdoor recreation.

An Open Culture Millennials embrace social or ethical causes¹² and communities that are more diverse, accepting and open to change.

Commercial Infill Development

Communities across the country over the past few decades have traditionally grown through "greenfield" development: new construction on vacant land. This typically involves one developer with few significant development constraints such as existing buildings, challenging road connections or potential site contamination. Development of vacant land with minimal encumbrances has allowed for new growth to occur in a relatively straight-forward manner with less risk; which is why it has typically been the preferred form of development.

This development pattern is changing due to growth trends that are pulling residents and employees back toward urban centers, and communities that desire a more resilient development form that thoughtfully expands utility services. While this repurposing of under-utilized land benefits a community with an improved tax base and modern development patterns, it is extremely challenging to actualize due to the complex nature of infill development in contrast to greenfield development. For this reason, public and private collaboration is critical to achieve infill development. Ideally, the public partner will identify and alleviate barriers and risk, and the private partner will invest in the area and increase property values and provide desired services. Fostering infill development requires both government and community stakeholders to embrace the following mindset.

¹² Brookings Institution, 11 Facts about the Millennial Generation, June 2014

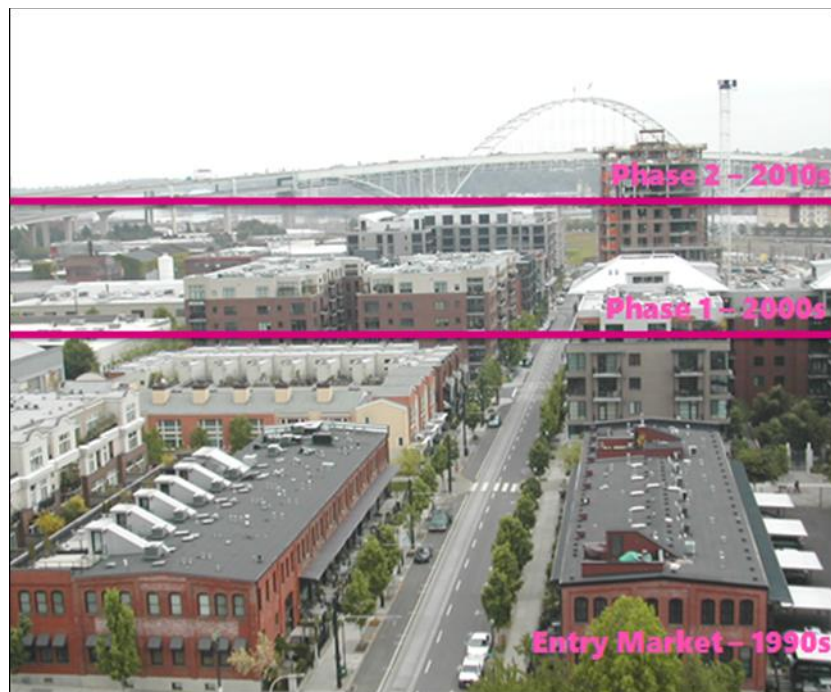
Understand the Market

Development is a risky endeavor. The term “catalyst” development is rarely heard by a developer as an opportunity, but instead as the first project going into an untested market. Developers must make a return on investment (ROI) on a project; otherwise there is no reason to proceed.

Redevelopment of existing buildings is always the first form of investment in an area such as Park Avenue because it has the least risk to generate an ROI. Once these development pioneers begin to create energy and increased awareness of opportunity, additional investment will occur. Due to the improved environment and demand, eventually tenants will be willing to pay the necessary rents for residential and commercial spaces that will produce enough revenue for a developer to build new construction.

In addition, the type of construction will vary in cost. Early phases of two-to-three-story buildings and adaptive reuse is typical for entry market development. Eventually mid-rise projects of five stories with commercial on the ground floor will emerge. Finally, in more urban environments, high-rise construction will be built with proven rents and adequate amenity and transportation infrastructure to reduce the need to provide parking and other offsite costs. Figure 17 shows how this development phasing emerged in the Pearl District in Portland, Oregon.

Figure 18: Incremental Phases of Infill Development



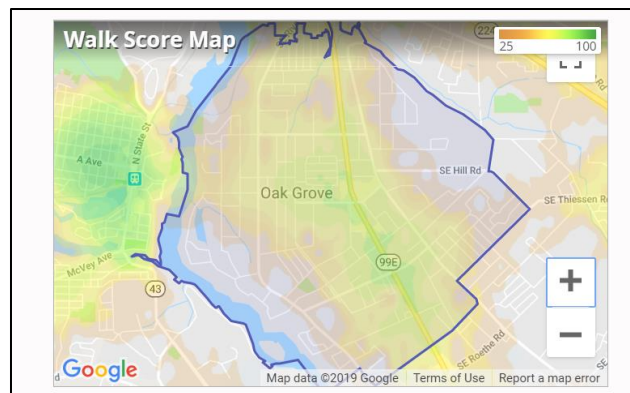
Source: Google Maps, Bridge Economic Development

Walkability

Current market trends indicate that people of all ages desire access to an urban lifestyle with housing, restaurants, entertainment and retail within pedestrian proximity of each other. This urban lifestyle

does not mean that an entire community must conform to urban densities. What is important is that some element of an urban lifestyle through a healthy Main Street, traditional downtown, or denser town centers in suburbs is provided. Developers are responding to this demand and investing heavily in more urban and walkable areas. In a recent Urban Land Institute (ULI) webinar, three representatives from global real estate firms were asked how they determine where they will invest in future projects. All of them responded that they only invest in areas with a high “walk score” that is 90 or above.

A “walk score” analyzes population density and road metrics such as block length and intersection density, and access to amenities to summarize pedestrian friendliness. As indicated below, the Oak Grove area, which includes the Park Avenue study area, has a walk score of 48. The Clackamas Town Center area has a walk score of 75, downtown Milwaukie has a score of 64 and the area directly around the Park Ave Station area has a walk score of 58. In contrast, Lake Oswego -- with more connectivity to the downtown core -- has a much higher walk score of 90.



Source: Walk Score

Mitigating Displacement

If new private investment occurs, it is important to implement policies that allow for existing residents and property owners to benefit from surrounding investment that will increase property value and personal asset wealth.

Home Owners Displacement of home owners often occurs due to rapid increases in property taxes through assessed property values and rate increases. Future displacement for Park Avenue can be less dramatic because of state property tax limitations from Measure 5 and Measure 50.

- Measure 5 introduced limits, starting in 1991-92, on the taxes paid by individual properties. The limits of \$5 per \$1,000 real market value for school taxes and \$10 per \$1,000 real market value for general government taxes apply only to operating taxes, not bonds.
- Measure 50 limited the annual growth in assessed value to 3% and determined that assessed value may not exceed real market value¹³.

¹³ A Brief History of Oregon Property Taxation, Department of Revenue, June 2009

Renters Renters may be impacted by new product that increases rental rates in the area. In order to allow existing renters to remain in the community, it is critical to retain all affordable housing stock such as the mobile home parks and older apartment buildings. The first step is to not constrict supply, which will only increase demand and drive up prices. The second step is to work with affordable housing providers to purchase older apartment buildings with the purpose of retaining affordable rents. Per ORS 90, Oregon provides some protections to manufactured home community residents. A community owner must notify the residents and a state agency before marketing the community or when the community owner receives an offer to purchase the community. Then residents have 25 days to submit an offer¹⁴.

Businesses Similar to residential renters, as new and improved commercial space is developed, rents for the new spaces will be higher. Eventually local businesses may face an increase of rents. In order to alleviate this situation, it is important to provide tangible resources to existing business owners as quickly as possible prior to new investment to allow them to 1) potentially purchase the building where they reside to build asset wealth or 2) improve business operations to proactively adjust to potential rent increases.

Micro Enterprise Services of Oregon (MESO) is an example of how resources can be provided to existing business owners. MESO originated in 2006 in response to anticipated investments along NE Alberta Street in Portland. The organization worked with 12 existing businesses to respond to area improvements. Today all 12 business owners continue to thrive within the Northeast area. MESO has also expanded offices to Beaverton and Gresham to serve the same business needs.

C. GUIDING POLICIES

Change within the Park Avenue area will ultimately occur with private investment. Therefore, it is important to define policies that foster the desired development type. Policies that encourage private development that align with market trends and aspire to retain and grow the community's "Neighborhood Livability", including equity and accessibility, are outlined below.

Current Policies

The Clackamas County Zoning and Development Ordinance (ZDO), which complies with the Metro 2040 Plan and Clackamas County Comprehensive Plan (which includes the McLoughlin Corridor Design Plan), includes the standards currently in place that determine the allowed uses and design standards for the Park Avenue study area. The County has also adopted the "Five Components of the McLoughlin Area Plan (MAP)" that provides a general direction of how the community would like the McLoughlin corridor, which includes the study area, to develop. Additionally, a list of past plans and studies impacting the Park Ave study area are included in Attachment A.

An overview of both the Zoning and Development Ordinance and the McLoughlin Area Plan (MAP) are outlined below.

¹⁴ National Consumer Law Center

Zoning Code

The properties fronting McLoughlin Boulevard are zoned General Commercial (C3). The standards pertaining to use, parking, and design have the following impacts.

The General Commercial zone allows most customary uses, such as restaurants, retail, offices, service stations, religious facilities, and schools. It also permits open spaces and multi-family dwellings of two-dwellings and larger. Rules directing built form require no minimum lot size or street frontage. Front setbacks must be between 15-20 feet; this setback requirement prohibits front site edge development and may impede efforts to create a pedestrian-friendly commercial and mixed-use environment. The zone has no height limits and no minimum floor-area-ratio. The lack of floor-area-ratio minimums may result in low-density development that doesn't support high activity, vibrant, and mixed-use centers along McLoughlin.

Clackamas County zoning requires a design review process¹⁵ for development on all commercial and multi-family parcels. Regulations and standards associated with transportation, connectivity (pedestrian, bicycle and vehicles), landscaping, building orientation, solar access are applied for new and additional development. These regulations include special parking requirements for areas served by frequent transit (defined as at least 20-minute frequency and within ½ mile of light rail or ¼ mile of bus). The Park Avenue study area meets these frequent transit requirements and applies the Urban Zone A maximum parking requirements. Urban Zone A parking requirements place a lower maximum parking quantity as compared to urban areas not within the ½ mile or ¼ mile transit proximity area. (For example, Urban Zone A limits parking to 3.4 spaces maximum per 1,000 square feet of office, compared to 4.1 spaces maximum in other areas). Table 1015-1: Automobile Parking Space Requirements, provides more detail on parking minimums and maximums.

The requirements generally set no maximum parking ratio for residential; this creates the risk of oversupplying parking. Parking minimums for residential uses (1.25 parking spaces per one-bedroom multi-family, 1.5 parking spaces per two-bedroom multi-family, 1.75 per three or more bedroom multi-family) are not excessively high, but could be considered for slight reductions.

Parking requirements for commercial properties are specifically tied to use and establish minimums and maximums. These minimums and maximums are in-line with prevailing quantities for these types of uses in this type of environment. However, future redevelopment may seek strategies to reduce parking supply in favor of active transportation support and shared-parking methods.

Just outside the General Commercial zone, McLoughlin Boulevard is zoned primarily for Medium-Density Residential (MR-1). This zone allows multi-family dwellings of two or more units but prohibits most commercial uses. Multi-use developments and schools are a conditional use. Parks are permitted.

¹⁵ Design Review includes ZDO sections 1002, 1003, 1005, 1006, 1007, 1009, 1010, 1017 and 1021. It is appropriate to address these sections of the ZDO as existing standards and for amendment consideration in Phase 2.

The MR-1 zone requires 15-foot minimum setbacks. This is customary in such suburban locations to provide site privacy and to minimize building impacts on the street. However, it can lead to inefficiencies in building design and site use, which can impede project viability. The maximum density permitted in MR-1 is 18 dwellings per acre. This density appears to be higher than the prevailing existing density of built housing in this zone (currently a mix of small multi-family apartments and single-family homes), which suggests there is room to densify and add additional housing in this area. Residential uses in MR-1 are subject to the same parking requirements listed above.

The McLoughlin Area Plan (MAP) proposes a series of clustered and concentrated thriving centers that provide the focal point for the neighborhoods of the McLoughlin area, and the Comprehensive Plan calls for a “variety of living environments,” “alternatives for those who want alternatives to the single-family house and yard,” “lower-cost, energy efficient housing,” and “efficient use of land and public facilities.” The General Commercial and Medium-Density Residential zones can help provide such higher-density and mixed-use development, but may need reconsideration of parking requirements, setbacks, and other development standards that could be restricting such growth currently.

McLoughlin Area Plan (MAP)

The original McLoughlin Area Plan Vision Framework was crafted in 2010 but was not formally adopted. In response to the process of preparing the Vision Framework, the business community came together to form the McLoughlin Area Business Alliance (MABA). Community members created a more concise six-page document, the Five Components of the McLoughlin Area Plan (MAP), which was approved by the Board of County Commissioners in 2016. The MAP Implementation Team (MAP-IT), including Community Planning Organization and MABA representatives, was created in 2012. Since then, MAP-IT, with the business and residential community, has partnered with community organizations to implement the following projects identified in MAP:

- Added street lights along the McLoughlin Corridor when business property owners along the corridor joined the street lighting district and agreed to pay property taxes to operate the lights;
- Organized a community-wide event on behalf of Special Olympics;
- Advocated for completing sidewalks along the corridor; and
- Are working with ODOT to install pedestrian cross-walks along the corridor.

MAP outlines specific projects to implement. However, the established vision and seven values may be interpreted differently by various parties due to the high-level nature of each value.

Neighborhood Livability

Neighborhood livability is a term that can mean different things to different people. Defining neighborhood livability is the first step to being able to understand the impacts to livability.

A livable community is one that is safe and secure, has affordable and diverse housing and transportation options, and has supportive community features and services. The key community values in the McLoughlin area, as identified in the MAP Vision Framework, are:

- Community Connections;
- Health and Safety;
- Green and Sustainable;
- Access and Connectivity;
- Diverse and Inclusive;
- Local Economy and
- Local Self Determination.

These key community values set the framework for a livable community that is described as one that is safe, supportive, and secure, has affordable and appropriate housing and transportation options, and has supportive community features and services. The below outcomes are anticipated when a neighborhood has strong livability elements (as defined below).

Outcomes

When a neighborhood has strong livability, residents and business owners can enjoy the following outcomes:

- **Diverse and Inclusive:** all residents of various incomes, abilities, races and ages are accommodated
- **Local Economy:** residents and businesses can remain in the neighborhood and build asset wealth
- **Green and Sustainable; Health and Safety:** a healthy environment
- **Community Connections:** distinct social and communal gathering places are available
- **Access and Connectivity:** pedestrians and bicyclists are safe from collisions with cars and trucks; multimodal transportation options, including cars, transit, biking and walking are accessible

Elements

To determine the quality of livability in a neighborhood, the following elements should be considered and measured. The measurements are generally based on a 1-mile radius for an adequate area of evaluation based on transit-oriented design studies. Elements that pertain to walkability have a ½-mile radius, which is the maximum distance for walking by industry standards.

Diverse and Inclusive (Housing)

Understanding the trends related to social-economic conditions will allow the community be able to work toward achieving being a community where residents of all incomes, abilities, races, and ages can reside. The ideal community is accessible for all types of people to enjoy a livable neighborhood. An analysis of the current real estate market, including an understanding of ownership patterns, transactional history, development trends, and other growth patterns establishes the existing conditions for the neighborhood.

How to Measure (within 1 mile of station)

- Percentage of home-ownership
- Vacancy rates
- Percentage of rentals
- Diversity of housing options: mobile home, single-family, duplex/triplex, multi-family

Local Economy

Business owners can thrive when they can respond to market and growth opportunities. Additionally, property owners want to maximize their land assets to meet market demand. Finally, residents want proximity to quality jobs to reduce commute times. Land use and development flexibility, in alignment with surrounding residential neighborhoods, encourages such opportunities. Having an understanding of nearby workforce, county economic development policies, and initiatives and nearby competitive markets will set the foundation for this measurement.

How to Measure (within 1 mile of station)

- Mix of jobs
- Occupation skills of residents in relation to surrounding employment
- Percentage of living-wage jobs
- Code flexibility to accommodate a variety of land uses and building types to respond to market demand
- Average employee commute time/length
- Proximity to employment uses in neighboring jurisdictions

Green and Sustainable; Health and Safety

Good communities maintain a clean environment for their residents. Great communities enact policies to improve, enhance, and protect the environment for generations to come. Healthy communities offer easy access to exercise opportunities, and have a strong “walk score,” lower speed limits, and less pollution.

How to Measure (within 1/2 mile of station)

- The number of residents near roadway pollution
- The amount of sidewalks
- Walk score
- The extent of the tree canopy (if available) and natural features

- Existing or new areas suitable for open space amenities (parks)

Community Connections

Connected and compact neighborhoods make it easier for residents to connect with their neighbors and reach the things they need most, from jobs to grocery stores to libraries. Nearby parks and places to buy healthy food help people make smart choices, and diverse, walkable neighborhoods with shops, restaurants, and movie theaters make local life interesting. Distinct social and community gathering places are available.

How to Measure (within ½ mile of station)

- Access to parks
- Access to libraries
- Access to grocery stores, farmers markets, and food banks
- Access to retail
- Access to employment

Access and Connectivity

This neighborhood livability element allows people to use alternative modes of transportation. Owning and operating a new vehicle costs a driver an average of \$8,469 annually, or \$706 each month¹⁶. If a family or person can remove or reduce this expense, it can greatly improve their cost-of-living, especially for those with a low income. In addition, there should be safe and comfortable places for people to walk and bike.

How to Measure (within 1 mile of station)

- Frequent bus route stops with sidewalks and shelters
- Light rail station with direct sidewalk connections
- Identified pedestrian fatality locations and reasons
- Congestion time along arterial and collector roadways
- Complete sidewalk and bike routes to schools
- Identify areas where access and connectivity are necessary for all modes of transportation

D. COMMUNITY ENGAGEMENT

The intent of the next section is to identify community-based organizations and interest groups working within the study area so that there is a better understanding of the variety of community members doing business, living and working in the study area. In addition, their sphere of influence and level of involvement in community planning and development issues is included. Finally, there is an identification of needs and opportunities for capacity-building and outreach in order to move forward with a stakeholder-based process in Phase 2 to craft development and design standards.

¹⁶ Automobile Association of America (AAA) 2017 estimated figures

Champion

As described above, infill development is challenging and complex, and would require public-private collaboration. If Park Avenue were to redevelop, it would require a champion to consistently and constantly convene property owners and developers. This important role could be filled in different ways: a private property owner such as along NW 23rd Avenue in Portland; or the downtown association and city economic development staff such as in Vancouver, Washington; or the Rockwood urban renewal program manager such as in Gresham, Oregon.

Targeted Stakeholders

As the project moves into Phase 2, it is important to consistently engage commercial property and business owners and residents that are geographically tied to the project study area. These specific stakeholders within a geographic area may not all have the technical expertise to provide input regarding the defined and desired neighborhood livability elements. If so, stakeholders that have expertise in those areas should be engaged. Finally, partners to support additional outreach and engagement for capacity building are important stakeholders as well. It is important to recognize that this is not a static list and will evolve. Phase 2 may include the following groups of people to participate in the process.

INTEREST TOPIC	GEOGRAPHIC	TECHINCAL	CAPACITY BUILDING/OUTREACH
PARK AVENUE COMMERCIAL PROPERTY OWNERS			
<i>Outreach Purpose: Discuss changes to your property that will maintain and improve value.</i>			
(separate list)	X		
PARK AVENUE BUSINESSES			
<i>Outreach Purpose: What do businesses require to succeed in Park Avenue?</i>			
(separate list)	X		
Micro-Enterprise Services of Oregon (MESO)		X	X
McLoughlin Area Business Alliance (MABA)			X
Hispanic Chamber		X	
North Clackamas Chamber		X	
Elks			X
Rotary			X
PARK AVENUE SINGLE-FAMILY RESIDENCE RESIDENTS			
<i>Outreach Purpose: What do residents require to achieve Neighborhood Livability?</i>			
Oak Grove Community Council (CPO)	X		
Jennings Lodge Community Planning Organization (CPO)			X

PARK AVENUE MULTI-FAMILY RESIDENCE RESIDENTS			
<i>Outreach Purpose: What do residents require to achieve Neighborhood Livability?</i>			
Smith's Mobile Estates	X		
Homeowner's Associations			X
AFFORDABLE HOUSING			
<i>Outreach Purpose: Are there opportunities to invest in Park Avenue Area?</i>			
Northwest Housing Alternatives		X	
Housing Oregon		X	
Proud Ground		X	
Portland for Everyone		X	
Housing Authority of Clackamas County		X	
SENIOR INTEREST GROUP			
<i>Outreach Purpose: What do seniors need to achieve Neighborhood Livability?</i>			
Willamette View Manor	X		
Rose Villa	X		
Steeves Mobile City (age-restricted community 55+)	X		
Flamingo Mobile Manor (age-restricted community 55+)	X		
AARP		X	X
Northwest Pilot Project		X	X
YOUTH INTEREST GROUP			
<i>Outreach Purpose: What do families and youth need to achieve Neighborhood Livability?</i>			
North Clackamas School District		X	
New Urban High School		X	X
Oak Grove Elementary School		X	X
Oak Grove Boys and Girls Club		X	X
Safe Routes to School National Partnership		X	
People. Places. Things		X	X
ENVIRONMENTAL INTEREST GROUP			
<i>Outreach Purpose: What environmental improvements are necessary to achieve Neighborhood Livability?</i>			
North Clackamas Urban Watersheds Council		X	X
North Clackamas Parks & Recreation District		X	X
Urban Green		X	X
Friends of Trees		X	X

Common Ground OR-WA		X	X
Oak Lodge Water Services		X	X
Metro		X	X
depave		X	X
MULTI-MODAL INTEREST GROUP			
<i>Outreach Purpose: How to improve multi-modal access to achieve Neighborhood Livability?</i>			
TriMet		X	
Oregon Walks		X	
OPAL PDX			X
The Street Trust		X	
Friends of the Trolley Trail	X		X
DISTRIBUTION PARTNERS			
<i>Outreach Purpose: Utilize contact distribution list to share project information.</i>			
Friends of Oak Lodge Library / Oak Lodge Community Library Advocates			X
Oak Lodge History Detectives			X
Citizens Informed and Aware (CIA)			X
Clackamas Review / Pamplin Newspapers			X
Historic Downtown Oak Grove			X
GENERAL/GOVERNMENT AGENCIES			
McLoughlin Area Plan Implementation Team (MAP-IT)	X		X
Clackamas County		X	X
City of Milwaukie			X
Oregon Department of Transportation		X	
TriMet		X	
Metro		X	
Planned Parenthood			X
Clackamas County Health, Housing & Human Services (H3S)			X

ATTACHMENT A

Past Plans and Studies Related to the McLoughlin Boulevard Corridor, and McLoughlin / Park Avenue Intersection and Light-Rail Station

The McLoughlin Corridor – McLoughlin Boulevard from the Gladstone city border to the south to the Milwaukie city border to the north – and the surrounding area has been the focus of a variety of studies and task forces over the years. Some key studies and recommendations are briefly summarized here.

Park Avenue Station Area Planning Project / Neighborhood Plan, 2010-12

Purpose: Adopt a Park Avenue Station Area Plan and supporting zoning ordinances to provide for diverse and thriving housing, commercial and economic opportunities in the area within one-half mile around the new light-rail station planned for the intersection of Park Avenue and McLoughlin Boulevard in unincorporated Oak Grove, just south of Milwaukie.

Lead: Clackamas County Planning & Zoning Division

Result: Recommendations for land use and transportation changes were developed on three major topics:

- Circulation plan
- Open space / street environment
- Urban design elements and frontages, and regulating plan / desired land use

The recommendations were submitted to the Clackamas County Planning Commission in late 2011 and the Board of Commissioners in early 2012. **There was strong community opposition and the plan was not adopted.**

Re-Greening of Park Ave Park and Ride Metro Nature in Neighborhoods Grant, 2009

Purpose: Metro grant of \$350,000 awarded in 2010 to help create the region's first sustainable, habitat-friendly park and ride station. Application proposal was to expand existing riparian forest, store water treatment in a nature system, and provide intensive planting and green features to the Tri-Met parking garage and surrounding landscaping.

Lead: Urban Green

Partnerships: TriMet (Fiscal Agent)

Result: Developed a habitat-friendly light rail station

- Received letters of support from Clackamas County Board of Commissioners, ODOT, NCPD, Oak Lodge Sanitary District and Oregon Speaker of the House of Representatives.
- Assembled strong community support and participation from Oak Grove, Jennings Lodge Park Avenue neighborhoods, business folks and community activists.
- Issued Metro Grant funds of \$350,000
- Acquired matching federal funds
- Expanded and restored habitat within the Courtney Creek and Kellogg Creek basin and created a significant habitat and ecosystem resource in the TriMet light rail Park Ave Station.
- Infused community values to protect and restore nature into the light rail project
- Created biodiversity within the neighborhood.

<https://www.oregonmetro.gov/news/nature-neighborhoods-grant-helps-oak-grove-residents-shape-sustainable-park-avenue-light-rail>

Tourism Development Task Force, 2008-09

Purpose: Study issues related to tourism and make recommendations to the Board of County Commissioners to help ensure continued tourism development.

Lead: Clackamas County Tourism Department

Result: The task force made the following recommendations related to the McLoughlin area:

- Create a tour route along McLoughlin Boulevard, but do not preclude future light rail
- Develop enhanced street connections between McLoughlin Boulevard and the Willamette River with public access areas/sites on the riverfront
- Explore possible acquisition of more public access to the river
- Establish a major visual icon at the entrance traveling south into Clackamas County on McLoughlin Boulevard to establish a sense of arrival.

Trolley Trail Master Plan, 2002-04

Purpose: Analyze and recommend a trail alignment, environmentally-sensitive trail design features, trail amenities, and safety and security measures for the six-mile trail corridor to guide the future development and safe use and operation of the Trolley Trail as a non-motorized recreational and commuter trail.

Lead: Clackamas County North Clackamas Parks & Recreation District

Result: Recommendations included the following:

- Develop five potential trailheads and 25 pedestrian access points from neighborhood roads
- Connect to community facilities including parks, schools, retirement communities and public transit
- Develop intersection improvements and safety and security features, including strategically-placed lighting and good definition between the trail and adjacent neighbors
- Construction of the six-mile Trolley Trail from Gladstone to Milwaukie on the east side of the Willamette River was completed 2012.

Portland-Milwaukie Light Rail Project: Locally Preferred Alternative Report, 2007-08

Purpose: Analyze proposed station areas along the Southeast Portland, Milwaukie and North Clackamas County portions of the proposed Portland-Milwaukie light rail alignment.

Lead: TriMet (Tri-County Metropolitan Transit District of Oregon)

Result: The report included the following recommendations for transit improvements in the Portland-Milwaukie corridor:

- Develop a light rail station within the study area at Park Avenue
- Develop a park-and-ride station at Park Avenue with 1,000 parking spaces
- Redevelop and rehabilitate existing buildings, as streetscapes and pedestrian connections

The Portland-Milwaukie light rail line, known as the MAX Orange Line, opened in September 2015, with its southern terminus at the corner of Park Avenue and McLoughlin Boulevard in unincorporated Clackamas County. There is a park-and-ride across the street from the station, with a parking garage that holds approximately 40 cars and 100 bicycles.

McLoughlin Corridor Land Use and Transportation Study, 1998-99

Purpose: Provide community-preferred design alternatives for the McLoughlin Corridor, including recommended cross-sections and other street design and transportation improvements, and recommendations related to zoning and land use.

Lead: Clackamas County

- Result: Key recommendations from the final, approved plan include the following:
- Develop continuous bike lanes, sidewalks, lighting, landscape buffers and elimination of on-street parking
 - Improve transit facilities and bus rapid transit
 - Evaluate suitability of an Urban Business Area Overlay as a means of addressing access management
 - Implement transit-oriented development standards while retaining existing zoning
 - Enforce the sign ordinance and encourage connections between parking lots

Oak Grove Transportation Growth Management Plan Draft, 1994-95

Purpose: Provide direction for new growth and development for Oak Grove over the next 50 years with a mixture of services, employment and housing in a single, concentrated, walkable area.

Lead: Clackamas County Department of Transportation & Development

Result: The plan included recommendations related to walkways and transportation, land use and redevelopment, and downtown design and revitalization, such as:

- Develop a trail on Portland Traction Company trolley line
- Provide sidewalks and transit stops on essential streets
- Revise local residential street standards, and new street and pedestrian / bike access-ways
- Create more compatible zoning in Oak Grove.

The plan did not receive community consensus and was never finally approved.



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.

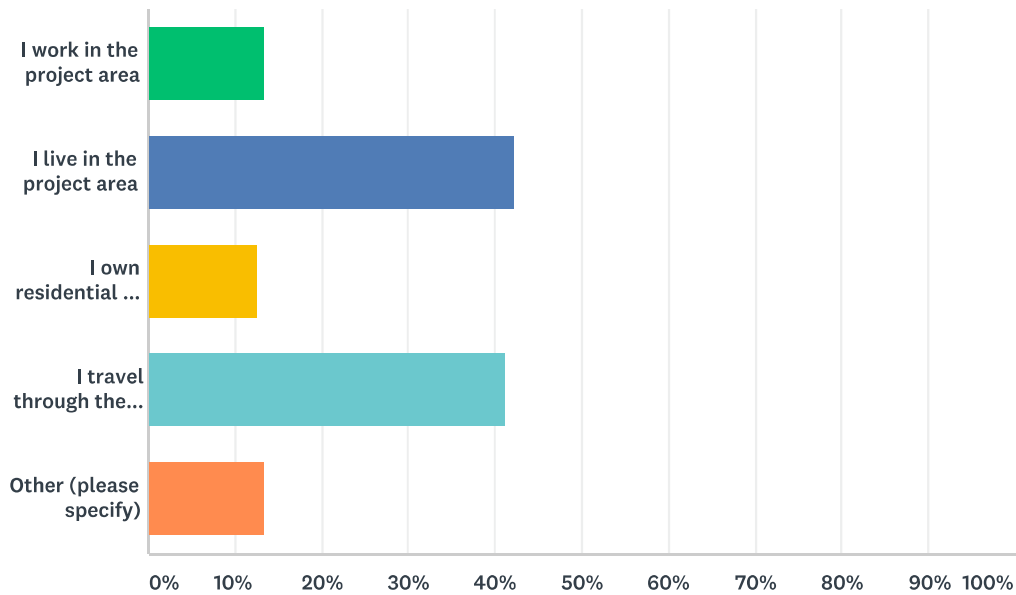
#	QUESTIONS	STRONGLY SUPPORT %	WEIGHTED AVERAGE
Q19	Protect and enhance existing natural habitat	68.72%	4.53
Q5	More lighting at key locations to improve safety for motorists and pedestrians	64.63%	4.46
Q16	Support community-wide events and cultural celebrations	52.14%	4.32
Q20	Develop new parks and 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.

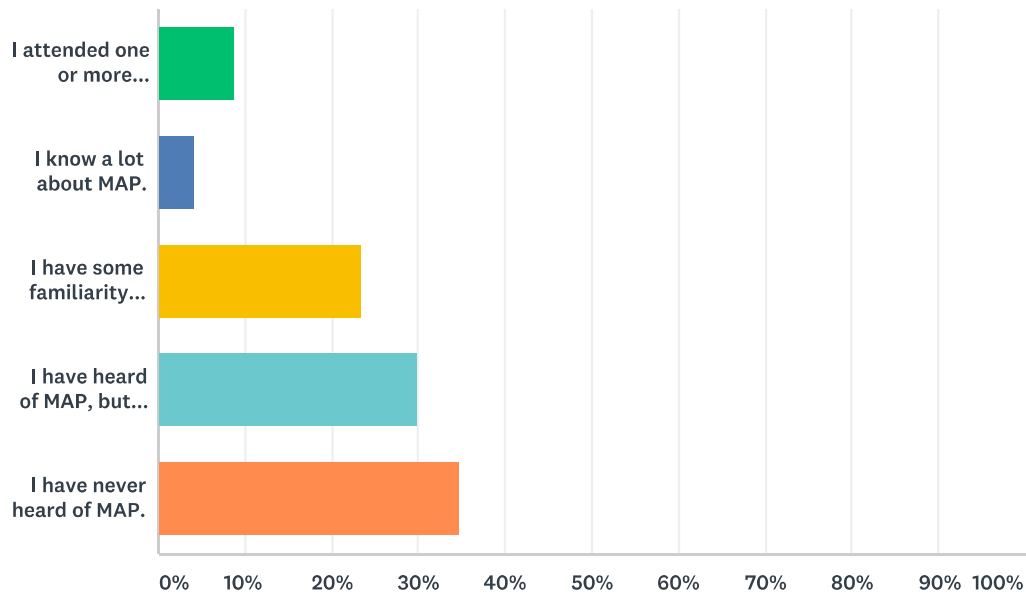
Answered: 373 Skipped: 4



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.

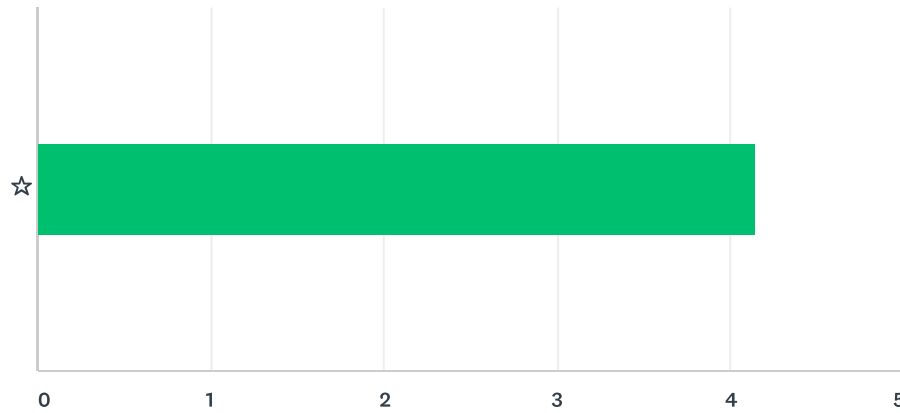
Answered: 375 Skipped: 2



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

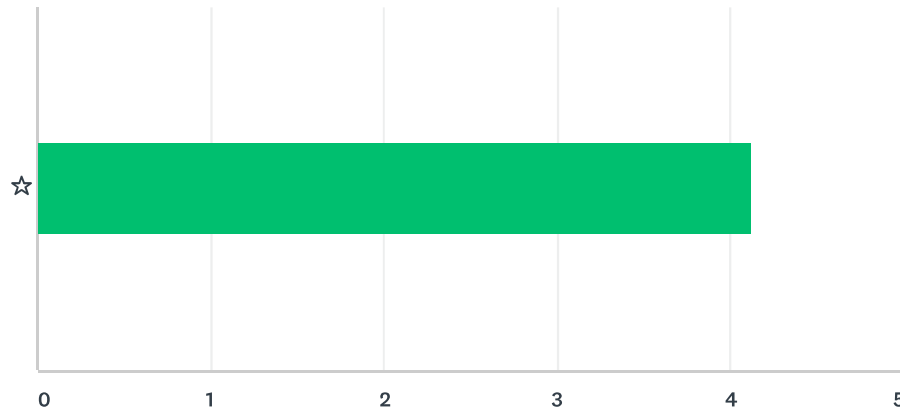
Answered: 373 Skipped: 4



	STRONGLY AGAINST IT	AGAINST IT	DON'T CARE	SUPPORT IT	STRONGLY SUPPORT IT	DON'T KNOW/NEED MORE INFORMATION	TOTAL	WEIGHTED AVERAGE
☆	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.)

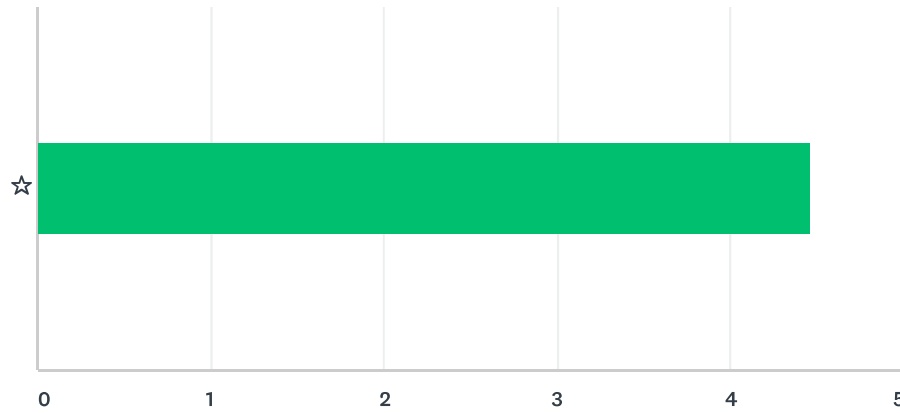
Answered: 376 Skipped: 1



	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

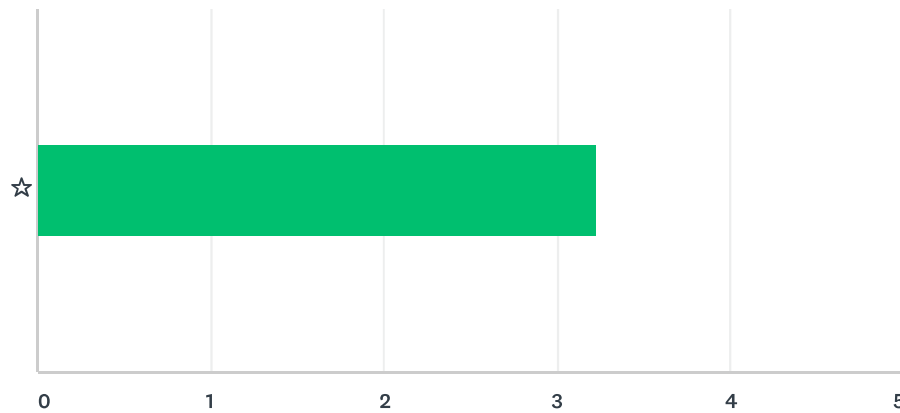
Answered: 376 Skipped: 1



	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

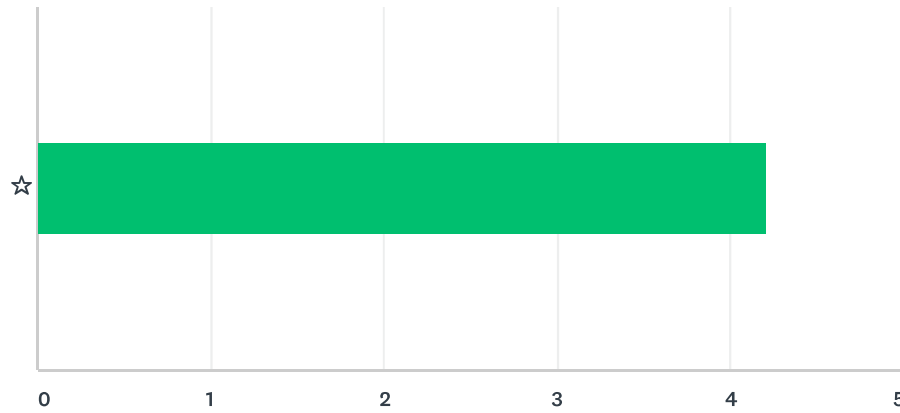
Answered: 374 Skipped: 3



	STRONGLY AGAINST IT	AGAINST IT	DON'T CARE	SUPPORT IT	STRONGLY SUPPORT IT	DON'T KNOW/NEED MORE INFORMATION	TOTAL	WEIGHTED AVERAGE
☆	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

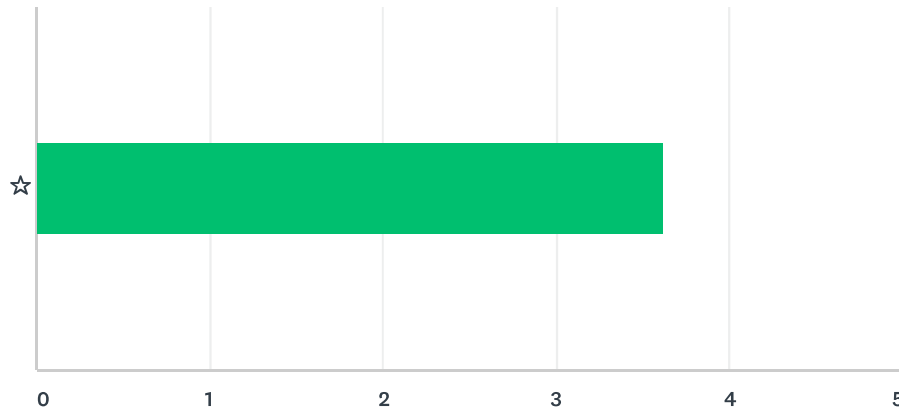
Answered: 376 Skipped: 1



	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)

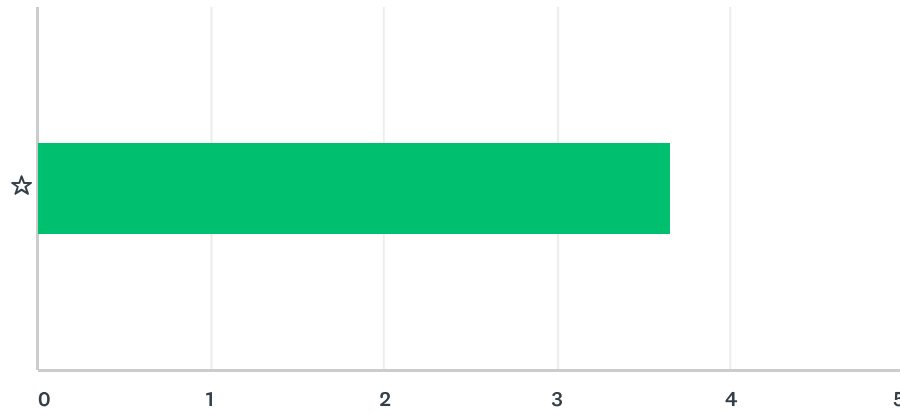
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	STRONGLY AGAINST IT	AGAINST IT	DON'T CARE	SUPPORT IT	STRONGLY SUPPORT IT	DON'T KNOW/NEED MORE INFORMATION	TOTAL	WEIGHTED AVERAGE
☆	3.75% 14	5.90% 22	7.77% 29	36.19% 135	35.66% 133	10.72% 40	373	3.62

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

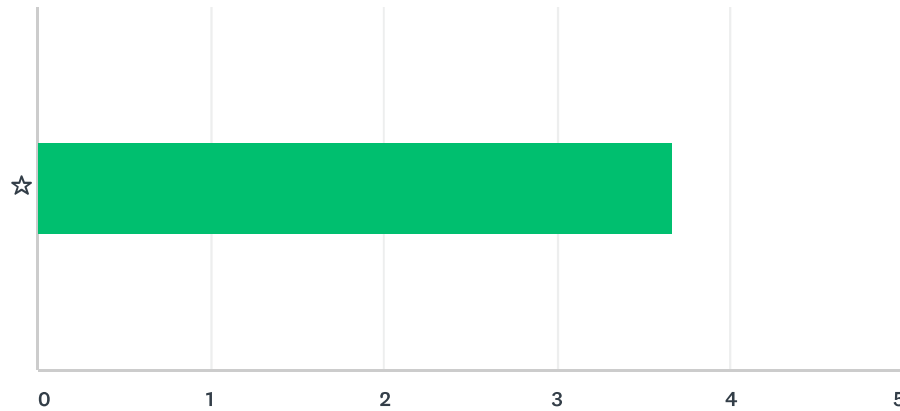
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	STRONGLY AGAINST IT	AGAINST IT	DON'T CARE	SUPPORT IT	STRONGLY SUPPORT IT	DON'T KNOW/NEED MORE INFORMATION	TOTAL	WEIGHTED AVERAGE
☆	2.93% 11	5.33% 20	9.33% 35	36.53% 137	35.47% 133	10.40% 39	375	3.65

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

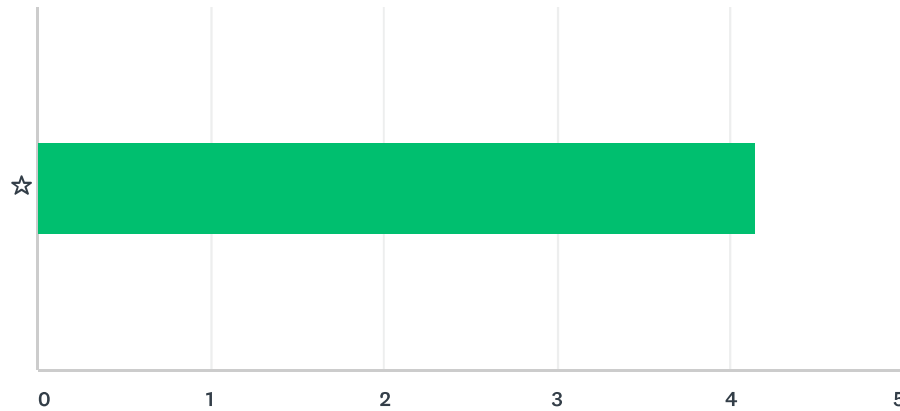
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	STRONGLY AGAINST IT	AGAINST IT	DON'T CARE	SUPPORT IT	STRONGLY SUPPORT IT	DON'T KNOW/NEED MORE INFORMATION	TOTAL	WEIGHTED AVERAGE
☆	3.21% 12	3.21% 12	6.68% 25	45.99% 172	30.48% 114	10.43% 39	374	3.66

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

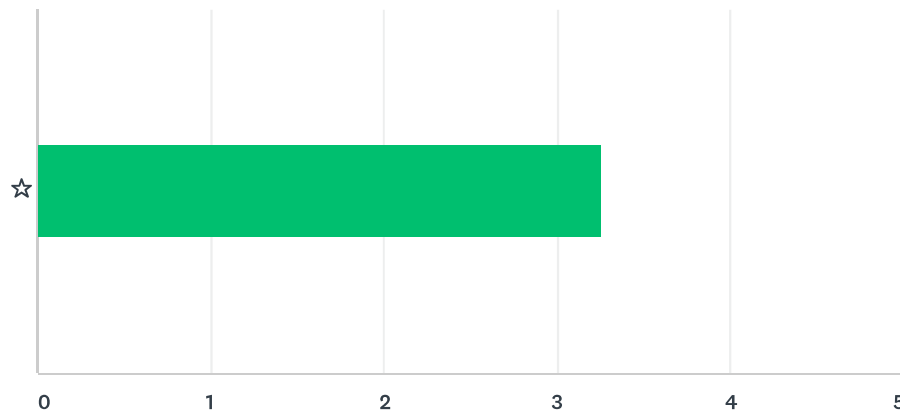
Answered: 376 Skipped: 1



	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

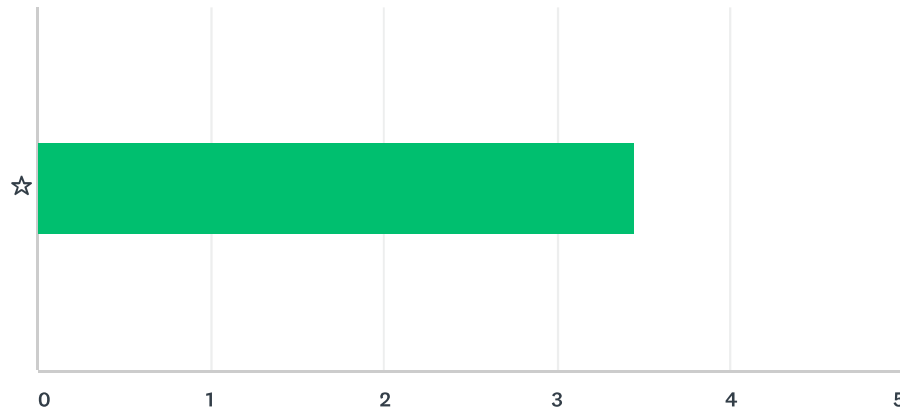
Answered: 375 Skipped: 2



	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	2.93% 11	9.87% 37	33.07% 124	30.93% 116	21.07% 79	375	3.25

Q13 Strictly enforce sign ordinances

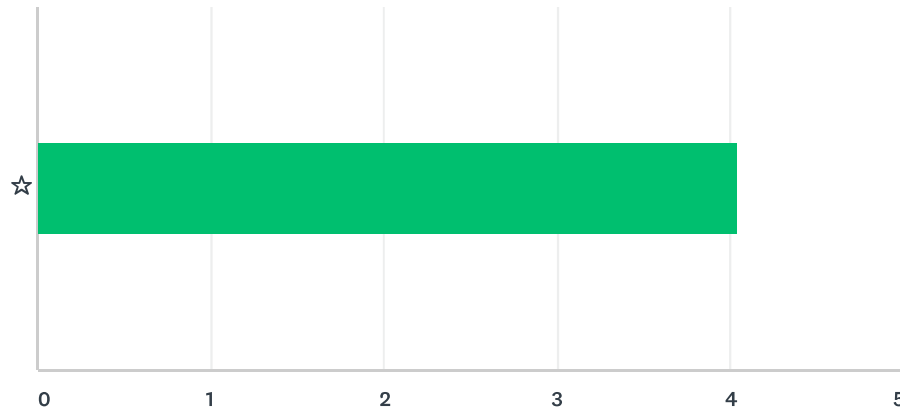
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	STRONGLY AGAINST IT	AGAINST IT	DON'T CARE	SUPPORT IT	STRONGLY SUPPORT IT	DON'T KNOW/NEED MORE INFORMATION	TOTAL	WEIGHTED AVERAGE
☆	1.87% 7	1.60% 6	12.80% 48	35.20% 132	32.00% 120	16.53% 62	375	3.44

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

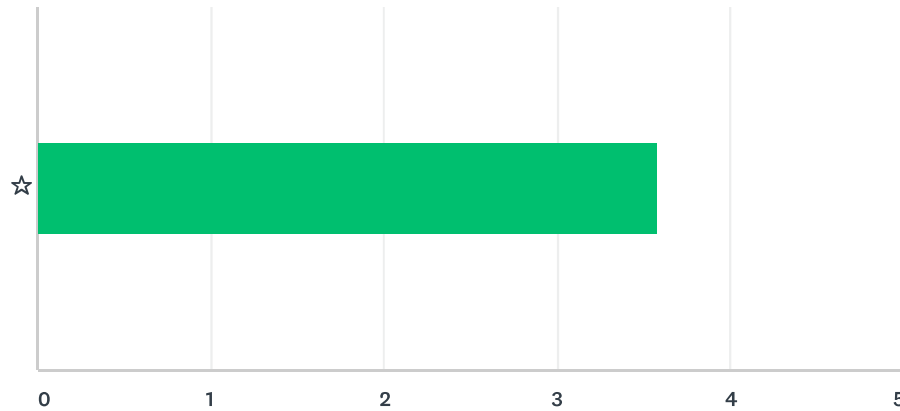
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	STRONGLY AGAINST IT	AGAINST IT	DON'T CARE	SUPPORT IT	STRONGLY SUPPORT IT	DON'T KNOW/NEED MORE INFORMATION	TOTAL	WEIGHTED AVERAGE
☆	2.13% 8	2.67% 10	15.47% 58	20.80% 78	53.33% 200	5.60% 21	375	4.04

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

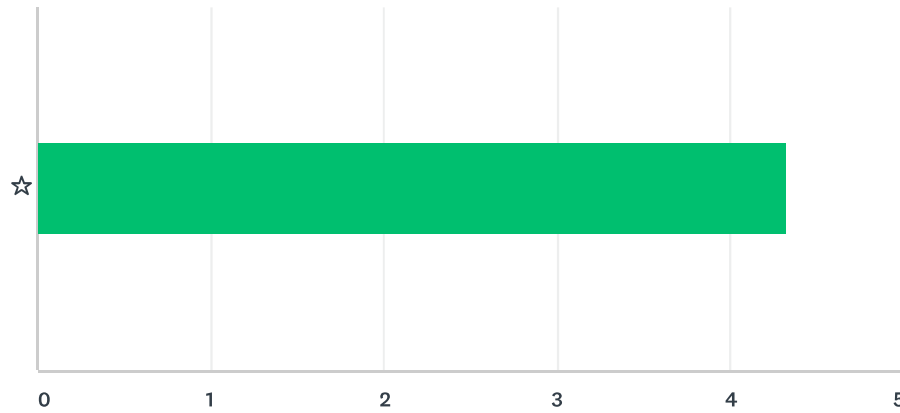
Answered: 373 Skipped: 4



	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

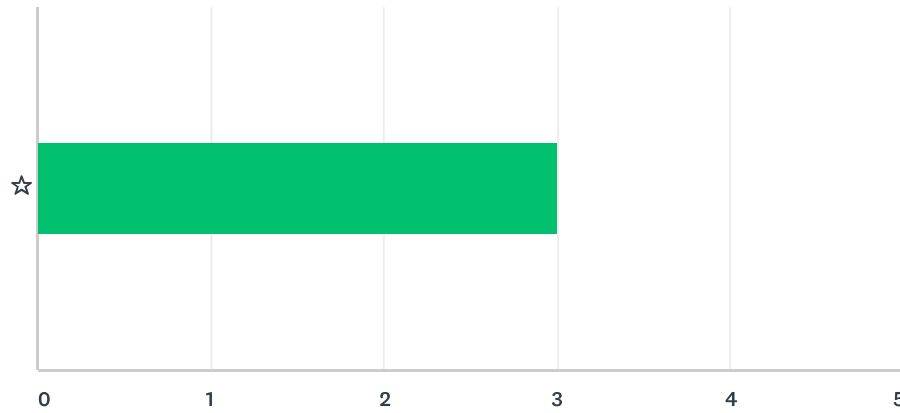
Answered: 374 Skipped: 3



	STRONGLY AGAINST IT	AGAINST IT	DON'T CARE	SUPPORT IT	STRONGLY SUPPORT IT	DON'T KNOW/NEED MORE INFORMATION	TOTAL	WEIGHTED AVERAGE
☆	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)

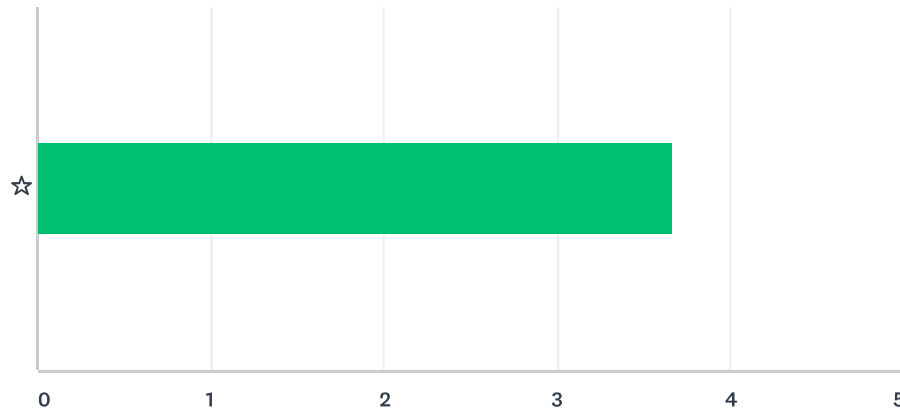
Answered: 373 Skipped: 4



	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

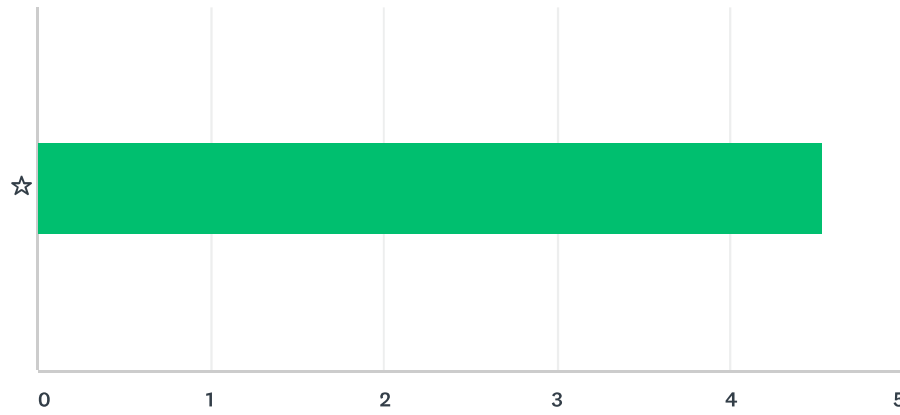
Answered: 372 Skipped: 5



	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

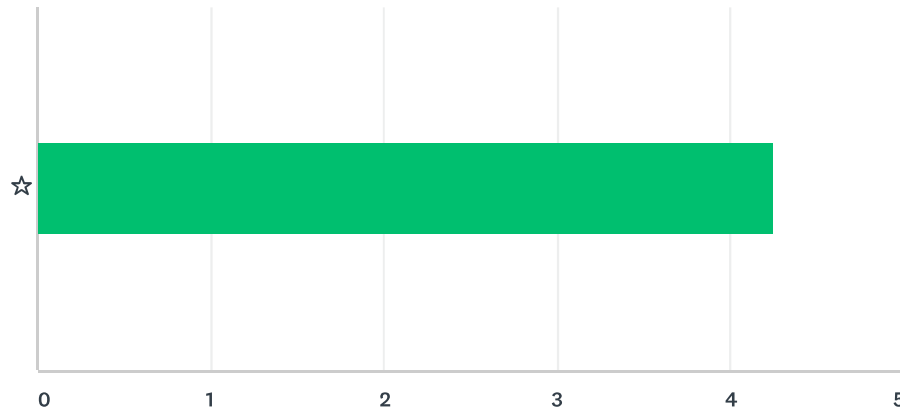
Answered: 374 Skipped: 3



	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

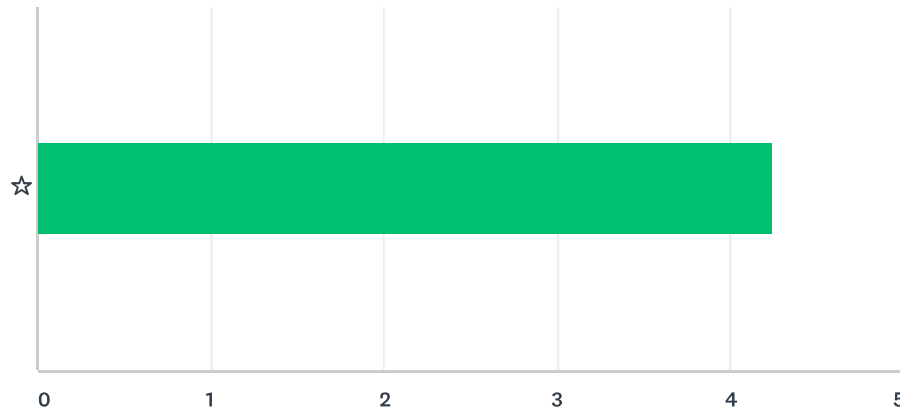
Answered: 375 Skipped: 2



	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

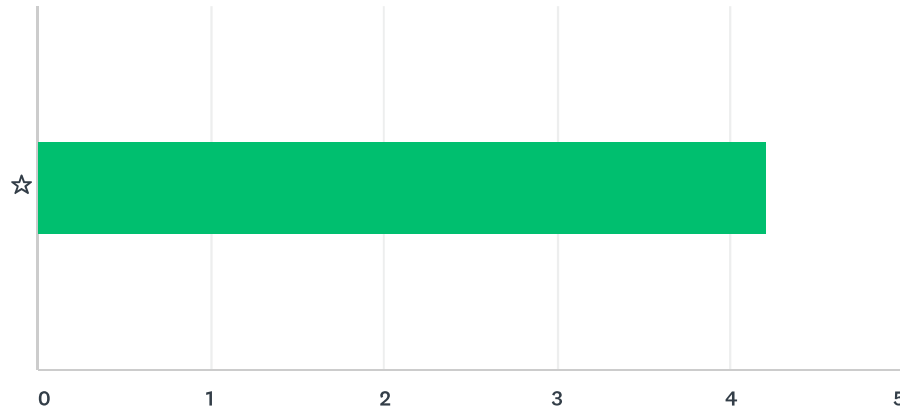
Answered: 374 Skipped: 3



	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

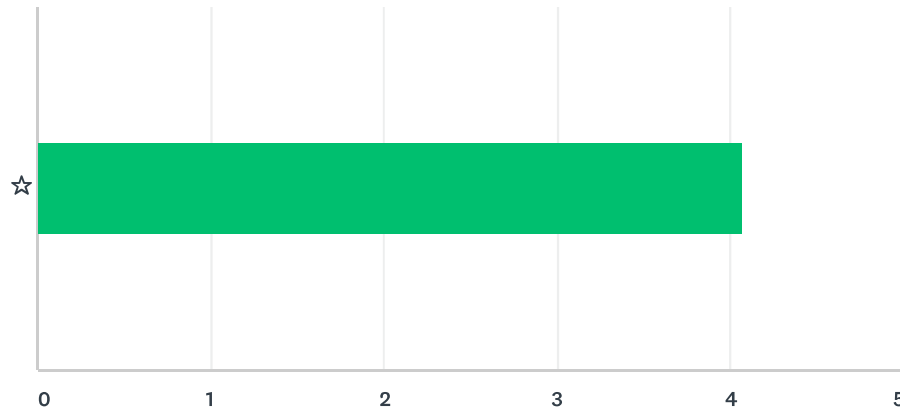
Answered: 374 Skipped: 3



	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	1.87% 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

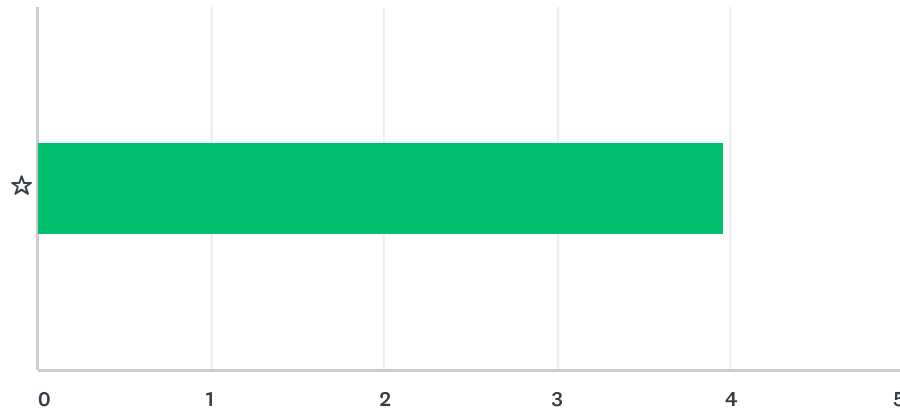
Answered: 373 Skipped: 4



	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

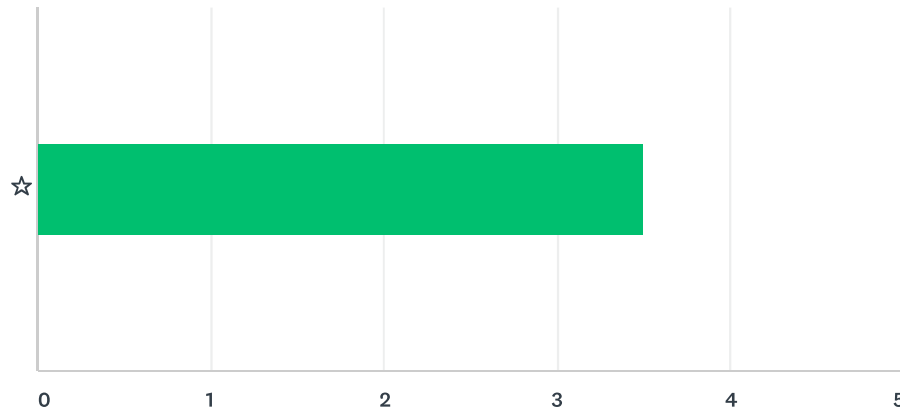
Answered: 373 Skipped: 4



	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?

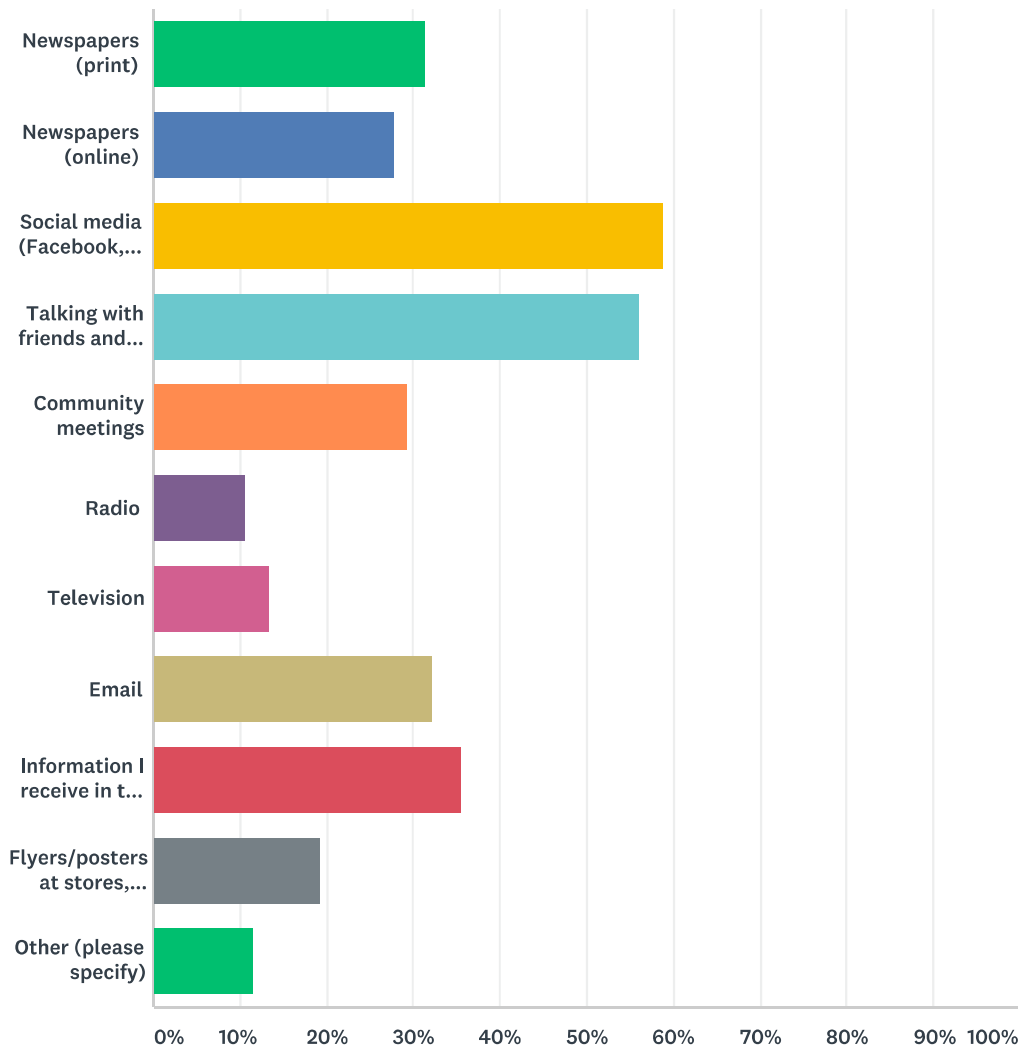
Answered: 191 Skipped: 186

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

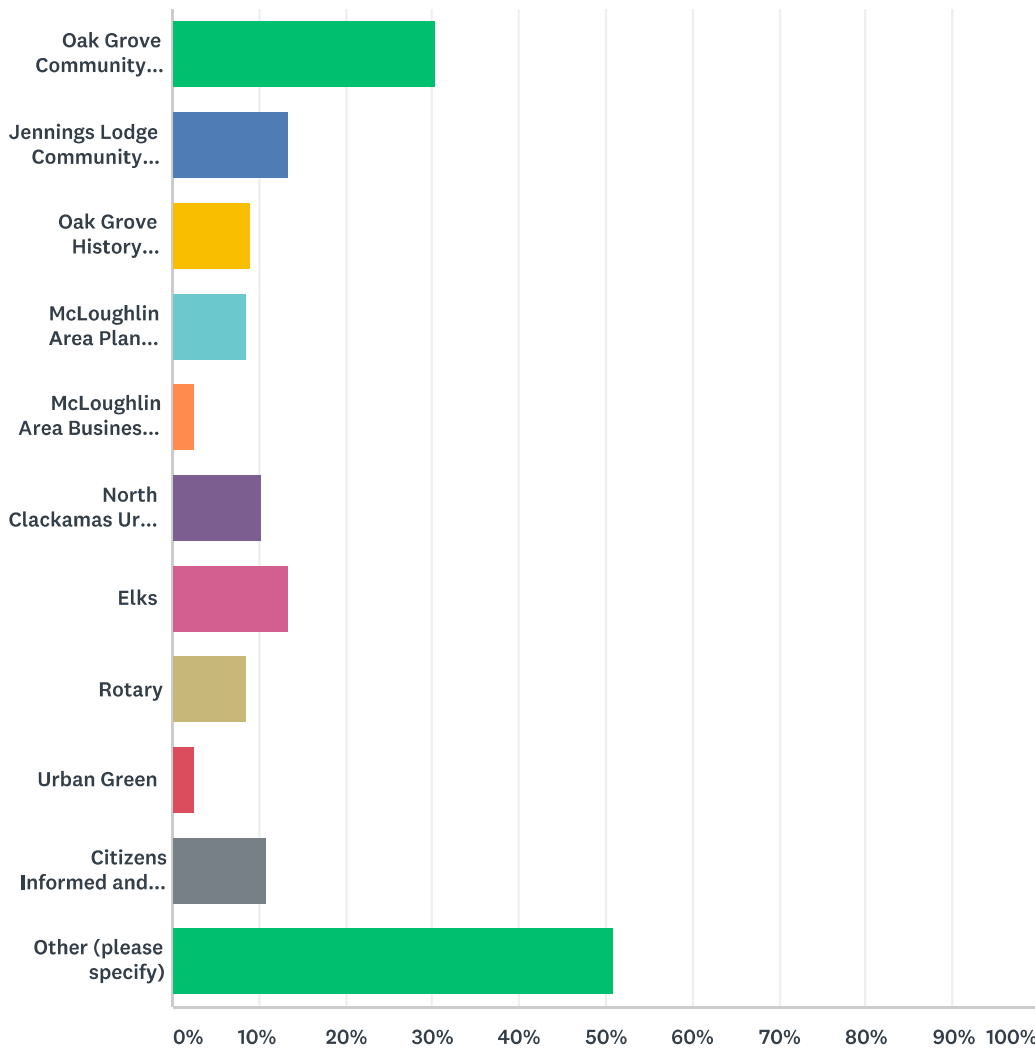


ANSWER CHOICES	RESPONSES	
Newspapers (print)	31.48%	113
Newspapers (online)	27.86%	100
Social media (Facebook, Twitter, Instagram, Nextdoor, etc.)	58.77%	211
Talking with friends and neighbors	55.99%	201
Community meetings	29.25%	105
Radio	10.58%	38
Television	13.37%	48
Email	32.31%	116
Information I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



Bridge Economic Development

Memorandum

Date May 12, 2019
To Karen Buehrig, Clackamas County
From Alisa Pyszka, Bridge Economic Development
Tim Smith, SERA Architects
Subject Memorandum 3: Recommended Revised Phase 2 Scope of Work
Project Park Avenue Community Project | Phase 1: Community Engagement

BACKGROUND

Project Description

Clackamas County, Oregon, working with the McLoughlin Boulevard area residential and business community, is considering creating development and design standards for commercial zones within ½ mile of the Park Avenue/McLoughlin Boulevard intersection in unincorporated Clackamas County to support the community's long-term vision for the Park Avenue Light Rail Station area.

The Park Avenue Community Project, Phase 1: Community Engagement (the Project) is focused on public outreach to:

- 1) Summarize and verify the desired elements of the long-term vision for the Park Avenue Community study area, including a neighborhood livability assessment,
- 2) Identify the stakeholders to be included in Phase 2 of the project, and
- 3) Provide recommendations for substantial public engagement and future Request for Proposal (RFP) guidelines to successfully create development and design standards in Phase 2.

Objectives

The objectives of this memorandum are to summarize the key project findings of Phase 1, and recommend revisions to the Phase 2 scope of work initially developed with community members, and a Phase 2 engagement strategy based on that information. This memo includes the following elements:

- A. *Summary of Findings.* The factors impacting current and future development patterns in the Park Avenue project area
- B. *Preliminary Key Themes.* Summary of community feedback from the Open House on April 9, 2019 and subsequent online survey input in response to preliminary Key Themes that inform

the baseline direction for Phase 2. Additional comments were made in the survey under the “other” category or via comments on boards after the presentation. These additional comments are provided as Attachment B.

- C. *Scope of Work*: Recommendations for a revised scope of work for Phase 2 that will serve as the basis for the Request for Proposals (RFP) to select a consultant.

A. SUMMARY OF FINDINGS

Existing Conditions

As detailed in Memo 1, annual growth population growth within the general project area has been an average of -0.7% since 2010 with the last five years trending negative. There has also been negative (-0.1%) housing unit growth, which often indicates a high level of demolitions or housing that has become uninhabitable. The only significant demolitions and private investment within the area is at the Willamette View and Rose Villa senior living communities along River Road, which may also be a factor in median age of the area trending upwards to 42, and the number of residents over the age of 60 growing by 6%.

Homeownership in this area is significantly lower than in the county as a whole, with only 56% of households owned by their residents, while the rate of home ownership throughout the county is 70%. While housing costs in the area have increased at an average rate of 1.4%, rental rates have increased at a more significant rate of up to 15% in some years. An essential component of Phase 2 will be to acknowledge and integrate in the vulnerability of renters.

Even though the light rail station opened in September 2015, there has been limited commercial investment within the study area. Various businesses have moved in and out of the available tenant spaces, but there has been no new commercial building construction along McLoughlin Boulevard within the Park Avenue project area in the last 10 years. Furthermore, the area has transitioned from retail services that serve local residents toward more regional services such as car dealerships or public storage. These regional uses do not serve the local residents and limits pedestrian activity and social interaction desired by the community. As more regional uses locate along the corridor, the more challenging it will be for local commercial uses to develop as similar types of regional uses like to congregate and will ultimately form the identity of the area.

Significant Factors Impacting Existing Conditions

During Phase 1 we have identified the following significant factors that are likely contributing to this lack of investment along the commercial corridor.

Zoning Restrictions

The project is limited to considering design and development standards for commercial properties fronting McLoughlin Boulevard, which are zoned General Commercial (C3). Therefore, the standards of the C3 zone pertaining to use, parking, and design was evaluated to determine how they are

potentially precluding investment within the area. As indicated below, the requirements of the C3 zone do pose constraints. Additionally, the zone label of “General Commercial” quickly conveys a desire for traditional auto-oriented retail uses and a limited opportunity for a mix of uses.

Uses: The General Commercial zone allows most customary uses, such as restaurants, retail, offices, service stations, religious facilities, and schools. It also permits open spaces and multi-family dwellings of two-dwellings and larger with complicated code requirements and restrictions. Manufacturing uses, including the mechanical, physical, or chemical transformation of materials, substances, or components into new products; and the assembly of component parts is permitted, but the primary processing of raw materials is prohibited.

Form: Rules directing built form require no minimum lot size or street frontage.

Setbacks: Front setbacks must be between 15-20 feet; this setback requirement prohibits front site edge development and may impede efforts to create a pedestrian-friendly commercial and mixed-use environment.

Density: The zone has no height limits and no minimum or maximum floor-area-ratio. The lack of floor-area-ratio minimums may result in low-density development that doesn’t support high activity, vibrant, and mixed-use centers along McLoughlin.

Multi-family Housing: Multi-family dwelling is subject to the rules for multi-family housing in the HDR District – all rules apply to freestanding multi-family with only the maximum density rule applying to multi-family in a mixed use. This is particularly restrictive as these rules create a very complex combination of maximum setback/building placement requirements as dictated by section 1005.03 (E)(H)(L). Provisions such as proximity to transit, ground floor use, parking lot provision, etc. add to the complexity of multi-family housing development and can lead to underdeveloped sites.

Parking: Clackamas County zoning requires a design review process for development on all commercial and multi-family parcels. These regulations include special parking requirements for areas served by frequent transit (defined as at least 20-minute frequency and within ½ mile of light rail or ¼ mile of bus). The Park Avenue study area meets these frequent transit requirements and applies the Urban Zone A maximum parking requirements. Urban Zone A parking requirements place a lower maximum parking quantity as compared to urban areas not within the ½ mile or ¼ mile transit proximity area (for example, Urban Zone A limits parking to 3.4 spaces maximum per 1,000 square feet of office, compared to 4.1 spaces maximum in other areas).

The requirements generally set no maximum parking ratio for residential; this creates the risk of oversupplying parking. Parking minimums for residential uses (1.25 parking spaces per one-bedroom multi-family, 1.5 parking spaces per two-bedroom multi-family, 1.75 per three or more bedroom multi-family) are not excessively high but could be considered for slight reductions.

Parking requirements for commercial properties are specifically tied to use and establish minimums and maximums. These minimums and maximums are in-line with prevailing quantities for these types of uses in this type of environment. However, future redevelopment may seek strategies to reduce parking supply in favor of active transportation support and shared-parking methods.

Parcel Size

The most desirable location for multi-family development is adjacent to the Park Avenue Station, providing alternative transportation options that can reduce transportation cost burdens for residents. Typical new residential multi-family developments by local developers are often a minimum of 75 units and approximately 0.5 acre in size. Sites along McLoughlin close to Park Avenue Station range in size from 1.5 - 4 acres and are unusually deep with only one point of access onto McLoughlin. This configuration makes it difficult for a local developer to enter into this market with a viable single multi-family project. Alternatively, national developers with significant financing would generally only consider a project that is approximately 20 acres in size, requiring a consolidation of several parcels that are currently under different property ownership.

The parcel size and configuration near the station can accommodate commercial development more easily, however other factors outlined below and the lack of household growth and income limits this type of investment interest at this time.

In addition, a few parcels west of McLoughlin, such as Courtney Plaza and a majority of the lots east of McLoughlin Blvd, do not have a deep lot. This further complicates development on parcels in regards to compliance with the design review requirements. Parcels east of McLoughlin Blvd also back up to residential parcels (medium density residential, which requires a deeper rear setback than if the parcel abutted a commercial property).

Limited Pedestrian Access

Throughout the stakeholder interview process it is clear that McLoughlin Boulevard, which serves as a state highway through design, is a barrier to pedestrian and bicycle activity. Properties along McLoughlin are quite deep with only one point of access, which is onto McLoughlin Boulevard. Five commercial properties southwest of the Park Ave and McLoughlin Blvd intersection are over 500 feet deep. The remaining five parcels south to SE Courtney range from 200 - 300 feet deep or 100 feet - 300 feet deep. East of the SE Park and McLoughlin Blvd intersection, commercial parcels range between 100 - 300 feet deep, with 50% under 100 feet in depth. Without alternative connections, all traffic and ped/bike connections to commercial property must utilize McLoughlin Blvd. This lack of connectivity limits opportunities for multiple projects on larger sites. Furthermore, if this pattern remains, traffic will continue to funnel only onto McLoughlin Blvd and exacerbate current traffic and pedestrian conditions along the corridor.

Furthermore, there are very few retail destinations within the area that encourage people to walk, which was clearly conveyed in a focus meeting with residents. Increasingly, private investors are utilizing the "Walk Score" tool, which is a public walkability index score based on the available walking routes to nearby amenities such as businesses, parks, theaters, schools, and other common destinations that people want to walk to. A high "Walk Score" (above 90) is important to secure financial backing for projects.

The highway design width and speed, which is controlled through Oregon Department of Transportation (ODOT) regulations, are intended to maintain traffic flow and safety. Encouraging local

pedestrian-oriented development to front McLoughlin will be a significant challenge. Trying to alter the current auto-oriented design of McLoughlin at this time is not recommended due to the substantial expense, challenge, and significant amount of private development needed to transform the environment. (However, do continue to provide safe crossings.) Instead, focusing development opportunities along alternative routes such as a new parallel connection on the west side of McLoughlin should be considered for a “walkable mixed-use center.”

Enhance the Development Vision

Beyond existing design and development zoning code requirements, the only formally approved guiding vision document for the subject area is the MAP-IT McLoughlin Area Plan, which outlines specific projects to implement. However, the established vision and seven values may be interpreted differently by various parties due to the high-level nature of each value. It is important to establish a visual depiction of values to ensure that the community is in agreement, and potential investors can clearly understand where certain types of development and new connections are desired physically (not just in verbal conceptual ideas). At this time, there is no map identifying these opportunities and level of detail that has been approved by the community. Such clear direction provides a critical level of certainty to a developer that there is public support for a potential project thereby removing significant risk.

Due to the current limitations within the zoning designations, parcel configuration, ownership patterns, and lack of connectivity, it is difficult for developers to envision a clear investment opportunity in the area. Unless there is an established framework that identifies focused opportunity areas and direction for how new connections will be made to improve walkability and appropriately-scaled parcels for investment, this pattern of limited investment will likely continue. Developing a framework plan, revising the development and design standards, and creating an action plan will set the foundation to create a clear identity for the area and encourage investment.

Market Conditions

In addition to the physical site and infrastructure constraints of the Park Avenue area, the market conditions do not warrant the risk of investment. Current construction costs for a new project outside the Portland downtown core is approximately \$160 per-square-foot, which requires a rent of \$1.90 per-square-foot so a project “pencils” or makes enough money to justify the costs. Current rents in the general Park Avenue area are \$1.43 per-square-foot, which does not easily warrant the cost of new construction.

Development is a risky endeavor. The term “catalyst” development is rarely heard by a developer as an opportunity, but instead as the first project going into an untested market. Developers must make a return on investment (ROI) on a project; otherwise there is no reason to proceed.

Redevelopment of existing buildings is always the first form of investment in an area such as Park Avenue because it has the least risk to generate a ROI. Once these development pioneers begin to create energy and increased awareness of opportunity, additional investment will occur. Due to the improved environment and demand, eventually tenants will be willing to pay the necessary rents for

residential and commercial spaces that will produce enough revenue for a developer to build new construction.

In addition, the type of construction will vary in cost. Early phases of two-to-three-story buildings and adaptive reuse is typical for entry market development. Eventually mid-rise projects of five stories with commercial on the ground floor will emerge. Finally, in more urban environments, high-rise construction will be built with proven rents and adequate amenity and transportation infrastructure to reduce the need to provide parking and other offsite costs. Ultimately, developers will enter the market with smaller scale projects to off-set risk. This necessitates the need to allow for development to occur on smaller parcels and a clearly defined area of focused investment from the community, county, and private investment.

Sustainable Community Development

The McLoughlin Area Plan (MAP) lists green and sustainable as shared community values. The Guiding Principles call for identifying strategies to protect and enhance natural habitat, access to the river and streams, and retention, preservation and expansion of natural areas and parks. Given concerns about disaster and climate change resilience, there could be a greater emphasis in Phase 2 on issues of equitable and sustainable energy, water, waste, food, local economy, and culture – working as integrated systems to be enhanced and localized through new development. Such a civic-based ecosystem approach could influence new infrastructure necessary to the growth of new development in the area. Through the public engagement process of Phase 2, providing stakeholders with the tools to create these district systems could energize and help transform area residents into stewards of their place.

Lack of a Champion

As discussed in Memo 1, developers have several options across the region to invest in more straightforward projects with significant support from the local community. Developers want to know that a community is committed to investing in an area through public investments such as infrastructure, lighting, and open space to support their private investment. Since the area is outside of a city and not within an urban renewal district, there is limited local funding available to support infrastructure investments and specialized services for development. There may, however, be some actions the county can take, such as dedicating a staff person to convey a community vision and provide proactive engagement to build public-private relationships. This is critical to fostering infill development.

Need for an Action Plan

Infill development is challenging and complex, requiring public-private collaboration. In order to foster private investment, a prioritized action plan of specific activities (assigned to specific people in specific organizations) is needed. The designated champion to foster development in Park Avenue would be responsible for monitoring the plan and reporting if actions are being completed and, if not, identifying the barrier(s) to completion. The plan must serve as a tool to align stakeholders and partners to realize desired investment.

In addition to an action plan, a proactive collaborative approach to development within the Park Avenue project area is needed. As explained in Memo 1, developers want to minimize risk. Entering into a new and untested market such as Park Avenue with challenging parcel configurations and access limitations does not make this an obvious area for private investment. Proactive problem-solving and collaboration that may require bringing several different property owners together will be necessary to achieve a framework plan. The following actions need to be embraced to foster development within the area. These highly valuable efforts will be critically important to encouraging private investment without significant costs such as purchasing property or providing valuable incentives to one individual.

- **Build Private Partnerships** -- Relationships, collaboration, and trust are the key ingredients to realizing infill development. Direct outreach and continued relationships with property owners, developers, architects, and government agencies to foster connections, opportunities, and strategic investments is critical.
- **Build Internal Partnerships** -- Development involves coordinated actions across multiple agencies including transportation, planning, and public works. In order to facilitate proactive problem-solving, the county should consider establishing a dedicated "SWAT Team" of specific individuals from each department to serve the Park Avenue project area. This would create a team of people with a common understanding of barriers and opportunities to investment. Ideally this team can meet informally as projects initially emerge and find solutions up-front to support desired investment.
- **Build Infrastructure** -- Building key infrastructure improvements can encourage development. This is especially important for infill development where the perceived value of properties is that the infrastructure (sewer, water, roads) is built to current standard. In order to engage interest in development, it is important to proactively determine the quality of the current infrastructure and the cost of any necessary upgrades. Building public infrastructure that will benefit the development and surrounding properties is extremely valuable to developers. Since unincorporated areas of the county have limited funding, alternative sources for funding infrastructure investments will need to be identified.

B. PRELIMINARY KEY THEMES

Throughout Phase 1, the project team compiled feedback from the community through in-person meetings that included:

- Seven meetings with property owners, developers, business owners, senior housing providers, residents, and active community members
- Presentations at MAP-IT & Oak Grove Community Council meetings
- Community Open House

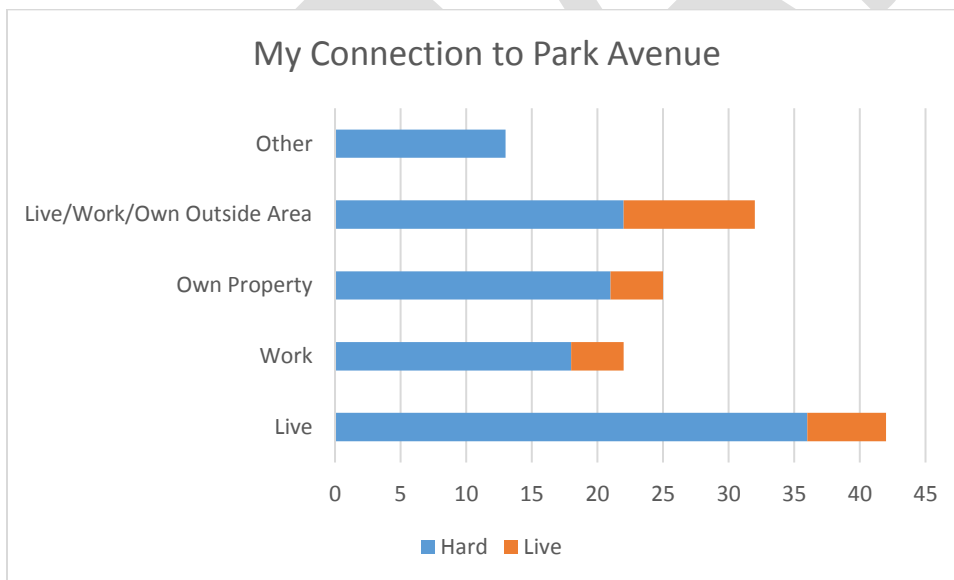
Additionally, a digital survey that asked community members to rank the priority of the existing 35 MAP projects and program was distributed and resulted in 377 responses.

In order to address the findings outlined above and synthesize community feedback from Phase 1, Preliminary Key Themes were defined and presented to the community for their feedback. The intent of these themes is to provide a baseline direction for Phase 2 that will utilize all community engagement to date and provide a clear set of guidelines and directions for the consultant team regarding community values. Each recommended key theme is summarized in addition to whether or not the community supports further exploration of that particular theme in Phase 2.

At the Open House, attendees could either respond via “live survey” on their phones or complete a “hard survey.” In addition, the survey was available online for one additional week. Online responses are categorized as “hard survey” responses. The hard copy survey responses include an “other” category – further explanation of “other” category is provided below. All responses are compiled and shown below.

Survey Respondents

To provide context and understanding of who responded to the survey, a summary of who completed the survey is provided below. 89 people are connected to the area within the ½ mile project, and 45 people are outside the area or “other.” “Other” constitutes answers such as Elks Member (as the Open House was hosted at the Elks Lodge), suggesting they are outside the project area.



Key Theme #1: Focus the project on the area ½ mile from the light rail station

The original Park Avenue Community Project Phase 1: Community Engagement scope of work explicitly states that the project will identify new design and development standards for the commercially zoned properties along McLoughlin. However, throughout the engagement process,

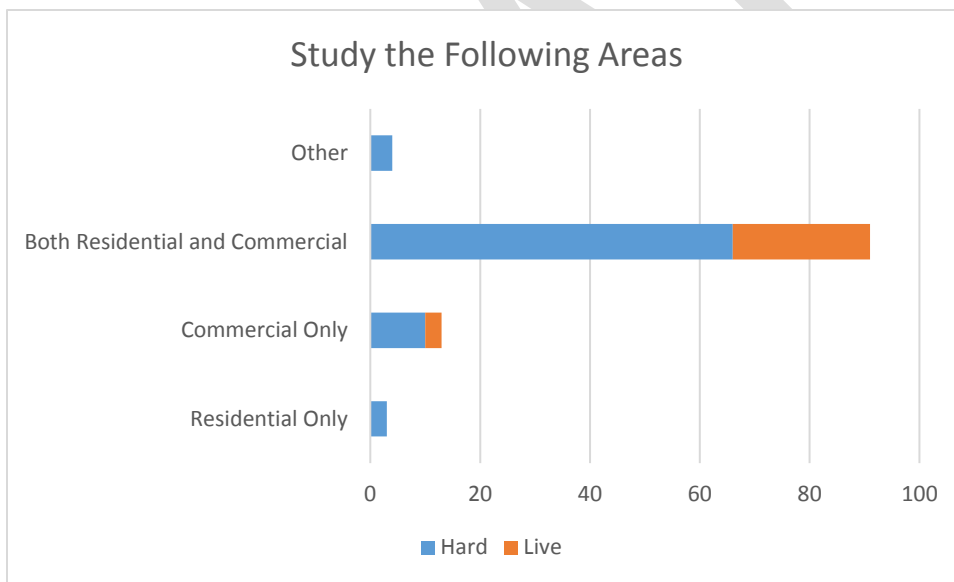
we heard from community members the desire to focus on areas such as Oatfield Road and other areas. Additionally, stakeholders affirmed there is not a cohesive vision clearly understood for the Park Avenue community within the ½-mile radius area. Furthermore, of the 35 MAP programs and project, the survey results determined that the community ranked the priorities in the following order:

- #1 Enhance natural areas
- #2 More lighting at key locations (Trolley Trail)
- #3 More community events
- #4 Develop new parks and open spaces

In order to address these most important projects and programs, consideration for improvements beyond the commercially zoned property is necessary. Therefore, the following question was posed to the community.

Question #1: In Phase 2, study the following unincorporated areas within a ½-mile radius of the light-rail station

91 people agree that both residential and commercial areas should be explored, 13 people would like to focus on commercial properties only, 3 people would like to focus on residential property only and 4 responded with other. "Others" constitutes no answer.



Key Theme #2: Enhance connectivity

Throughout the engagement process, we heard from community members the desire for improved walkability through improved sidewalk improvements and areas to walk to. We also heard that the Trolley Trail is a community asset for pedestrian and bike mobility and no automobile traffic should cross it. Furthermore, of the 35 MAP programs and project, the survey results determined that the community ranked the priorities in the following order:

- #5 Improve pedestrian and bike connections to the Trolley Trail

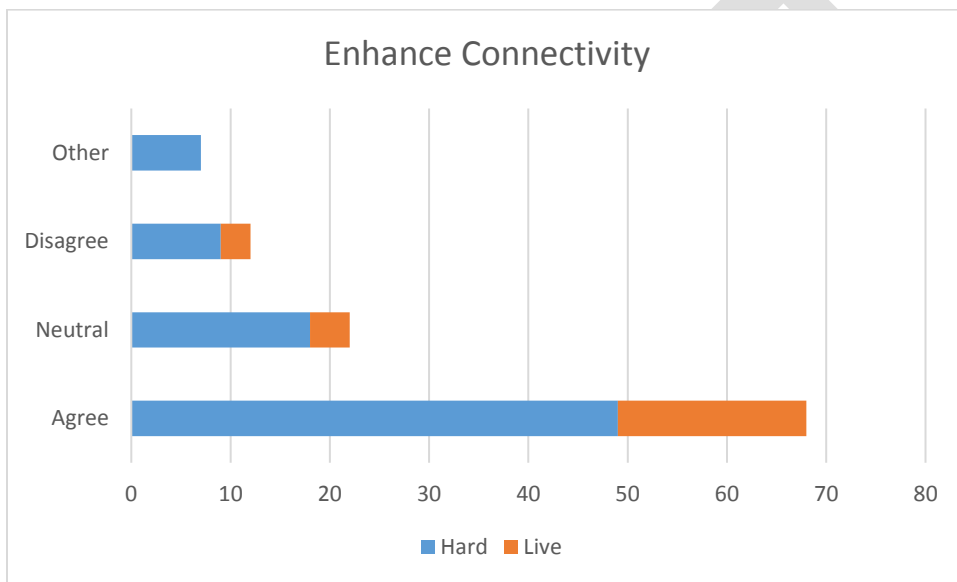
#6 Need convenient and safe access to the light-rail station and surrounding businesses for pedestrians, bicyclists and transit-riders

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

In order to address these prioritized projects and programs and desire for a walkable community, the following question was posed to the community.

Question #2 In Phase 2, study connectivity throughout project area (but not automobile connections across the Trolley Trail).

68 people agreed with this statement, 22 people were neutral, 12 disagreed, and 7 replied other.



Key Theme #3: Encourage employment along McLoughlin Blvd

As outlined in Memo 1, several nation and regional trends are showing that traditional auto-oriented retailing is declining due to the rise of online shopping per the following chart.

United States Change in Per Capita Retail Spending, 2000 - 2016

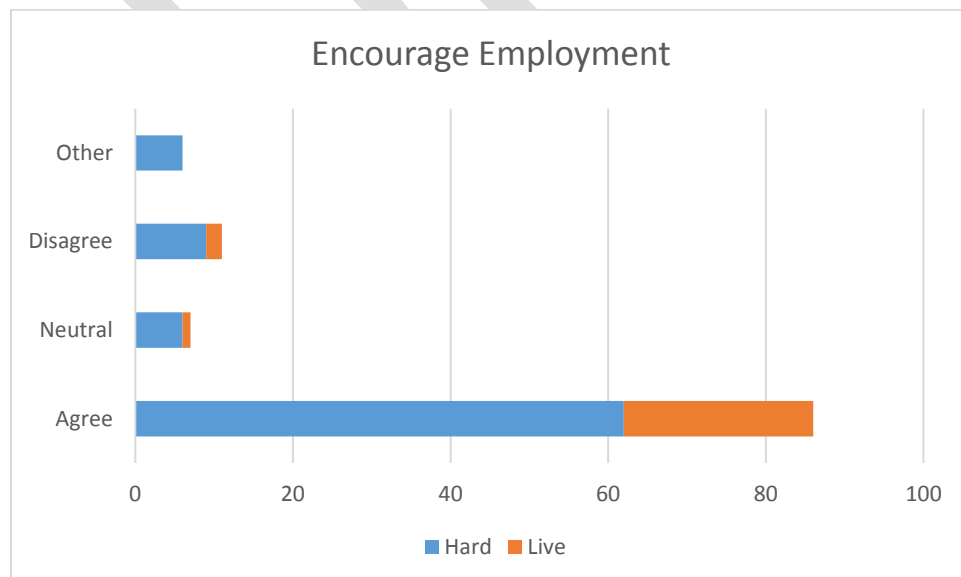
Kind of business	2016	2000	%Change
Per capita spending, total			
Motor vehicle and parts dealers	23.57%	26.69%	-3.12%
Furniture and home furnishings stores	2.30%	3.05%	-0.76%
Electronics and appliance stores	2.03%	3.03%	-1.00%
Building mat. and garden equip. and supplies dealers	7.19%	7.68%	-0.49%
Food and beverage stores	14.43%	14.91%	-0.48%
Health and personal care stores	6.73%	5.20%	1.53%
Gasoline stations	8.62%	8.37%	0.25%
Clothing and clothing access. stores	5.35%	5.62%	-0.27%
Sporting goods, hobby, musical instrument, and book stores	1.78%	2.27%	-0.49%
General merchandise stores	13.93%	13.55%	0.38%
Miscellaneous store retailers	2.52%	3.58%	-1.06%
Nonstore retailers	11.55%	6.05%	5.50%

Source: Retail Census 2018, Bridge Economic Development

Furthermore, the state is projecting employment growth within healthcare, professional services, and manufacturing. The current zoning requirements along McLoughlin permits the majority of these employment opportunities. One of the few restrictions, however is on the primary processing of raw materials, which causes restrictions on uses such as breweries and processing of wheat that could be done at bakeries. In order to increase employment opportunity within Park Avenue, we asked the following question.

Question #3 In Phase 2, explore how to develop new types of employment uses such as craft manufacturing or professional services along McLoughlin.

86 people agree, 7 people are neutral, 11 disagree, and 6 replied other.

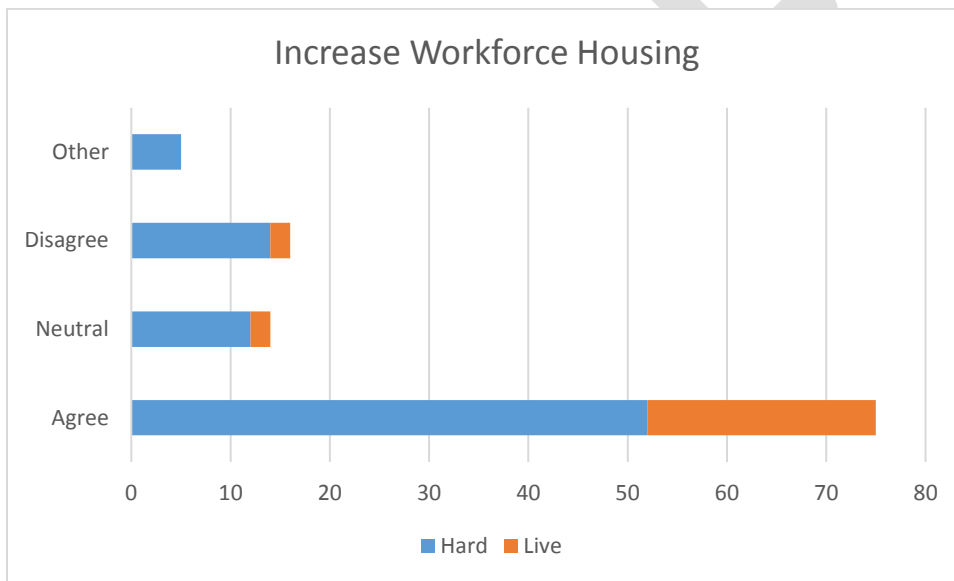


Key Theme #4: Increase workforce housing

As outlined in Memo 1, housing demand is a significant issue facing all growing metropolitan areas across the country. This is a complex issue that requires various approaches to meet numerous market conditions. A key element to reducing housing costs - or at least reducing the rate of housing price growth - is to build more housing for all income levels. We heard clearly from Willamette View and Rose Villa representatives that their hundreds of employees want to live nearby and would benefit greatly from affordable housing aligned with their income. Constructing some of these affordable units near a light rail station is appropriate as one of the most significant cost-of-living burdens in addition to housing is transportation. Based on this housing need, we asked the following question.

Question #4: In Phase 2, study how more affordable/workforce housing (e.g., apartments, duplexes) can be provided within the commercial zone along McLoughlin Blvd.

75 people agree, 14 people are neutral, 16 people disagree and 5 replied other.

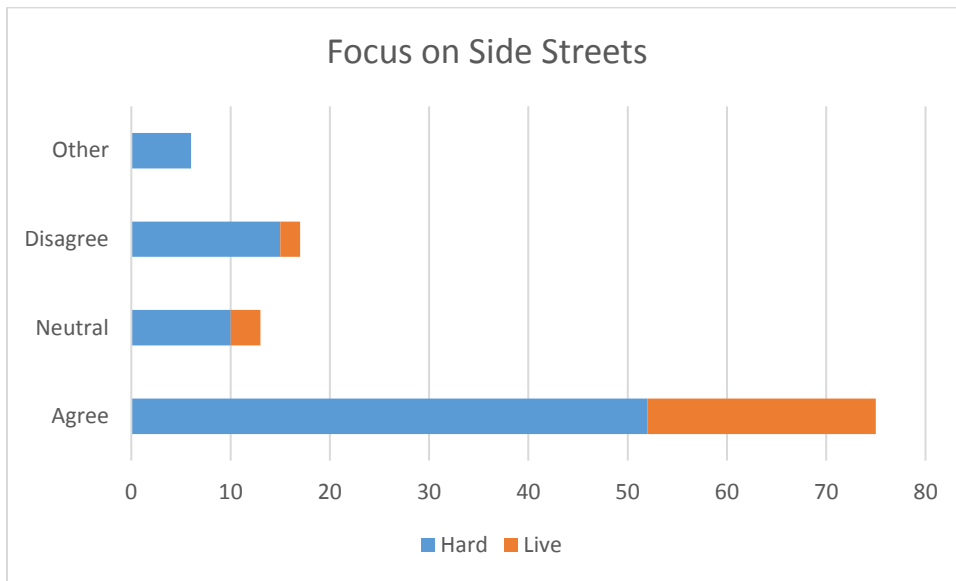


Key Theme #5: Focus on the side streets first for development

As outlined in the findings above, McLoughlin is a challenging location to initiate infill development. Areas with smaller parcel sizes offer smaller scale projects that equate to less risk for regional developers new to the area. For this reason, the ability to explore other areas such as along Park Avenue or River Road is important to implement investment in the near future. We asked the community the following question based on these real estate development market needs.

Question #5: In Phase 2, explore other areas where it may be more feasible to develop affordable/workforce housing (apartments, duplexes) rather than on McLoughlin Blvd, such as River Road or roads perpendicular to McLoughlin.

75 people agree, 13 people are neutral, 17 disagree, and 6 replied other.

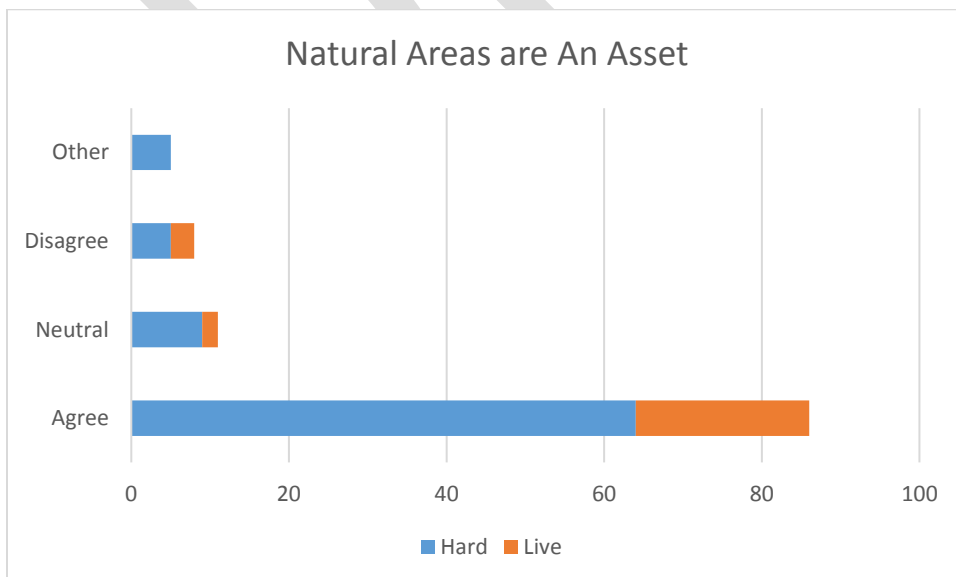


Key Theme #6: Natural areas are an asset, not a barrier

Throughout the community engagement process, it was clear that preserving the natural environment is very important to local residents. The tree canopy serves as significant community asset and point of pride. Furthermore, prior efforts including the Re-greening of Park Ave Park-and-Ride Metro Nature in Neighborhoods Grant further the efforts of the community to preserve and enhance this asset. Finally, as indicated in the digital survey, “enhancing natural areas” is the number one priority of all 35 MAP projects and programs. Therefore, we asked the community the following question.

Question #6: In Phase 2, study how natural areas can be enhanced and integrated with development.

86 people agree, 11 are neutral, 8 people disagree, and 5 replied other.



C. SCOPE OF WORK

To offset and take into consideration the above factors, the following scope of work is proposed for Phase 2 of this project. The most significant change is the inclusion of a Guiding Principles specifically for Park Avenue and an accompanying Framework Plan into the scope of work. Through the process of identifying the factors limiting investment, the roundtable discussions and feedback from the survey regarding the McLoughlin Area Plan priorities, a more holistic look is needed to identify opportunity sites that could ignite near term development. Focusing only on reviewing the development and design standards for the existing C-3 area will likely not be sufficient to support the type of development that is desired.

Amending the development and design standards for the commercial area within ½ mile of the Park Ave light rail station is only one of many actions that need to be taken to realize the all of the programs and projects identified in MAP. Including Guiding Principles and a Framework Plan will allow the community to discuss if there are opportunities outside of the existing C3 area that would be suited for near term investment that creates a more walkable community.

The purpose of Phase 2 is to maintain and encourage new employment, housing, and retail diversity within the Park Avenue project area. In order to foster private development in the commercial areas that will provide this desired outcome, the following scope of work for the consultant team is recommended. This scope of work builds off the original scope prepared with the RFP issued in September 2018. Almost all of the original scope language is recommended for use in Phase 2, though some of the tasks have been re-ordered for clarity. Recommended additions are shown in **bold** and language that is recommended to be deleted or changed is shown with a ~~strikethrough~~.

SCOPE OF WORK

The successful proposer must demonstrate extensive, innovative experience and ability in engaging and working with the public and stakeholders to develop land use regulations and development strategies that support the community's vision and values.

The consultant team is responsible for providing technical design and development expertise that will reflect the community's vision for development of the Park Avenue project area. The consultant team should provide substantial knowledge regarding the implementation of the following elements that reflect the preliminary key themes of Phase 2 based on community feedback in Phase 1:

- **Focus the project on the area ½ mile from the light rail station**
- **Enhance connectivity**
- **Encourage employment along McLoughlin Blvd**
- **Increase workforce housing**
- **Focus on the side streets first for development**

- **Natural areas are an asset, not a barrier**

The project will be led by the consultant team, with support from County and Metro staff, community members and stakeholders, **The project will be led by the Grant Management Team (GMT), which consists of the consultant team, County and Metro staff, and MAP-IT Chair**, grounded in the community vision and values as described in the following documents:

- McLoughlin Area Plan Phase I (MAP 1) -- McLoughlin Area Plan Vision Framework (<http://www.clackamas.us/mapit/documents/map1visionframeworkfinal.pdf>)
- McLoughlin Area Plan Phase II (MAP 2) -- MAP Phase II Report (<http://www.clackamas.us/mapit/documents/map2reportfinal.pdf>)
- The Five Components of the McLoughlin Area Plan (<http://www.clackamas.us/mapit/documents/fivecomponents.pdf>)

The consultant will be expected to work closely with the community to implement the public engagement plan **and complete the following scope of work.** ~~identify existing conditions; draft, refine and test development and design standards; and produce Zoning & Development Code amendments and related materials to implement the standards.~~

Task 2-1: Project Management

The consultant team will work with **the GMT** ~~with a team of community members as well as County and Metro staff. County and Metro staff will offer technical assistance to the project team~~ to ensure that project work is well aligned with Metro grant funding and objectives. The consultant team will designate a Consultant Project Manager to work with the team to ensure successful completion of all phases of the project. At the outset of Phase II, the Consultant Project Manager will work with the team to establish a mutually agreeable schedule for project management check-ins and broader community meetings. This will help to ensure a smoothly managed project that delivers clear and expected results within budget and timeframe, and that meets requirements for Metro grant funding.

The consultant team will produce and implement the following project management tools:

Deliverable 2-1.1 – Finalized Phase II project milestones and meeting schedule including dates and objectives for all established project check-ins, milestones, and meetings.

Deliverable 2-1.2 – Participation and facilitation of calls/meetings with project team, partners, or community.

Deliverable 2-1.3 –Written summaries of calls/meetings including outcomes and assigned action items.

Task 2-2: Equitable Public Engagement Strategy

As outlined in Memo 2, Phase 1 expanded the contact list of interested Park Avenue project area community members. The process also established preliminary key themes of common interests and priorities among all commercial and residential interests. This information and outreach set a strong foundation for additional engagement including with under-represented groups and interests.

Based on the research and recommendations in Phase 1, the consultant shall prepare a final engagement strategy as directed by the Board of County Commissioners. Implementation of the strategy should include:

- Use of engaged community members to assist with outreach events and strategies to draw in a wider public;
- Various interactive engagement techniques, including hands-on exercises to engage and educate stakeholders about the relationship between walkability, density, public safety and parking, about sustainable systems design practices and reporting back to participants so that the community can see how their comments have been reflected in the development and design standards;
- Efforts to involve people from under-represented populations (including people with disabilities, racial and ethnic minorities, low-income people, and people of all ages); and
- Specific practices to help ensure that participants feel their views and ideas have been heard, even if not adopted.

Equitable Engagement

Meaningful and necessary engagement should occur throughout the project. Defining how the Park Avenue project area develops should include as many various perspectives as possible. In order to effectively engage the diverse population identified in Memo 1, as well as the under-represented communities, significant collaboration with the Oak Grove Elementary School will be needed to reach the desired population and address issues pertaining to their children that allow for meaningful engagement. Furthermore, several residents within the Park Avenue community expressed a desire to lead more tactical outreach with surrounding residents such as “door knocking” with project information and community events such as BBQs in the transit plaza. Phase 2 will need to intentionally engage these volunteers and allocate resources to community events that will not only enhance project understanding, but enhance social connections throughout the project area. Finally, the organizations listed in Memo 1 will be engaged to assist with outreach to the broader community.

The consultant team in Phase 2 will allocate time to managing local residents to implement the actions outlined above. Additionally, the community stakeholders within the ½ mile radius are encouraged to work with Clackamas County staff to potentially secure grants to bring in national speakers regarding outcomes associated with the identified key themes.

Deliverable 2-2.1 – Final Equitable Public Engagement Strategy

Governance Structure

The Park Avenue Community Advisory Committee (PACAC) will have a direct relationship with the consultant. The consultant will be responsible for working with the GMT, Technical Advisory Committee (TAC) and the Park Avenue Community (Community) to prepare the recommended deliverables throughout Phase 2. The PACAC will develop the final recommendation in collaboration with the consultant to the Planning Commission, with

technical support (i.e. staff reports, presentations, etc.) from the GMT. The proposed governance structure for Phase 2 and PACAC membership are outlined in Attachment A.

Task 2-3: Anti-displacement Strategy

New private development is sought after to provide necessary housing and desirable employment and amenities such as restaurants and neighborhood retail that serve the community. It is important to thoughtfully consider how this new investment will increase residential and business rents. There are organizations to engage and programs to implement that can proactively curtail displacement and allow existing residents and businesses to remain in the area if they choose to do so. Phase 2 must include a specific strategy of organizations and programs for the county to engage to preclude displacement. This strategy should be prepared at the outset of the project to engage organizations as early as possible before private investment occurs.

Deliverable 2-3.1 – Anti-displacement strategy for implementation during the project and after adoption of new or revised standards.

Task 2-4: Create Park Avenue Guiding Principles (aligned with MAP)

Phase 1 largely prioritized existing MAP projects and programs established in 2012 as outlined below under Guiding Principles. However, these established principles do not fully consider

- 1) Neighborhood Livability urban design trends and metrics identified in Memo 1 that are needed to achieve desired outcomes such as walkability; and
- 2) Modern planning issues such as disaster resilience, shared mobility, the circular economy, etc. This means issues of sustainable energy, water, waste, food systems, etc. will all come to the forefront as will new designs for the street of the future, new housing types, and new forms of mobility that should be considered.

Updated Park Avenue Guiding Principles are necessary to document the values that the community views as most important. They will be built upon the *Key Themes* presented and discussed with stakeholders at the April 9, 2019 community meeting. These Guiding Principles will provide clarity for the consultant in Phase 2 regarding issues in which there is broad consensus or, conversely, issues which require more education and discussion. The overall intent is to efficiently and effectively utilize the stakeholder input provided to date. Phase 2 should build off the work in Phase 1, not repeat it. Furthermore, Park Avenue Guiding Principles will align with currently adopted MAP Guidelines to ensure consistency in policy direction.

Before embarking on physical design and development standards, the community should be engaged to verify priorities and understand potential trade-offs to achieve them. The Park Ave Community Advisory Committee (PACAC) and community members should provide community education events and other forms of equitable engagement for a variety of

stakeholders to learn about and discuss urban design trends needed to achieve desired outcomes. For example, many stakeholders expressed support for such items as a walkable district or night-time safety on the Trolley Trail without recognizing what is needed to achieve these things: mostly residential density. Residential density provides the rooftops to support development of services. Connectivity helps people get to and from these services, and safety comes from “eyes on the street” forms of development. Some education on how all these things are interconnected and mutually supportive will help people understand trade-offs and desired outcomes.

In addition, identifying actions needed to support increased residential development in the appropriate locations along the Mcloughlin Corridor should be included in this phase of the project.

Deliverable 2-4.1 – **Up to two education workshops to discuss** Report 2: Review of best practices for land use regulations and development in mixed-use zones, with projects, tools and strategies to maximize:

- Transit-supportive development
- Long-term affordability and affordable housing
- Sustainability
- Local economic benefit
- Living-wage work
- Community health
- Natural environment
- Collaboration

Deliverable 2-4.2 Documented Park Avenue Guiding Principles (aligned with MAP) that are unique to the Park Avenue project area and set the foundation for Task 2-5.

Task 2-5: Framework Plan

Once the Park Avenue Guiding Principles are established, it is important to create a graphic “framework plan” that provides clear guidance to the current property owners, business owners and residents, as well as potential new developers, regarding the vision for the Park Ave area. The framework plan will clearly delineate elements on a map such as future pedestrian and bike connections, locations for new housing or employment uses, and how side streets can develop all within the context of the approved Park Avenue Guiding Principles. The framework plan will only be finalized with the support of the PACAC and community members.

To garner support of area land owners and the development community, the framework plan should include development opportunity areas that illustrate site-specific design interventions with supporting development pro formas to ensure that the plan is economically practical, contributes to the creation of a sense of place and makes market sense. This will not only keep the framework plan grounded in market reality, but also serve

as an important tool for property owners to understand how the value of the property will increase with more development opportunities allowed through new design and development standards.

It will also be important to distinguish between the high specificity of a master plan versus the conceptual systems-level detail of a framework plan. The framework plan must be organized for flexibility and to encourage organic, catalytic growth and change. The framework plan should focus on development strategy, urban design principles, potential options for development, design precedents, circulation and parking strategies, and site development vignettes.

Deliverable 2-5.1 – Framework plan graphic showing development opportunity areas, potential connections, public open space opportunities, and types of development and densities.

Deliverable 2-5.2 – Framework Plan incorporating Park Avenue Guiding Principles and information on plan implementation.

Task 2-6: Draft and Refine Development and Design Standards

Development and design standards for the Park Avenue project area can be created that achieve the desired graphic vision and guiding principles. It will be important to include adequate parking and design standards to minimize impacts on residential areas. Furthermore, creating agreements with the Oregon Department of Transportation (ODOT) pertaining to McLoughlin Boulevard will be important to proactively involve ODOT in achieving shared objectives for pedestrian safety that are aligned with automobile and truck mobility.

It is strongly recommended that the new standards are as flexible as possible to allow new uses to enter the area aligned with market conditions. For example, rather than recommending that retail be mandated on the ground floor of all new mixed-use development, it may be more appropriate to mandate “active uses” on the ground floor. These could include retail but could also include community space, day-care, art galleries, small-scale makers’ spaces and a variety of other pedestrian-friendly activities. Regulations should mandate pedestrian activity and walkability through good design that includes lighting, signage, landscape, and building transparency as well as active uses. The regulations should also support the development of residential uses along the corridor.

Deliverable 2-6.1 - Summary of draft standards tested on actual and/or hypothetical sites/opportunity areas in the Framework Plan, with an assessment of how well the standards:

- Illustrate the outcomes and reflect MAP values and community input,
- Are effective in meeting the **Park Avenue Guiding Principles** developed in Task 2.4.2 development goals as outlined in 9.1 (and/or refined through the public process),
- Respond to the real estate market / developer needs while maintaining the integrity of the community vision and values for new development; and

- Are economically feasible for the preferred development types (including a feasibility analysis of actual or hypothetical sites to test the economic viability of proposed standards)

The expected outcome of Task 2-6 is to have proposed amendments to the Zoning and Development Ordinance that:

- Are enforceable, realistic and, as appropriate, incremental;
- Provide a clear path to achieving community goals;
- Are outcome-based;
- Reflect the input from and are widely-supported by developers, property owners and the public,
- Incorporate lessons learned from tests on actual or hypothetical sites;
- Are consistent with best practices, opinions and findings discovered in Phase 1 and throughout the Phase 2 process, including the findings of the Phase 1 Neighborhood Livability assessment, and the McLoughlin Area Plan (MAP) community values and vision, and
- Facilitate incremental shifts toward the intended development goals for the area.

Deliverable 2-6.2 – Proposed development and design standards report including proposed zoning codes, map amendments, and outline of process necessary for adoption.

Task 2-7: Implementation

The expected outcome for Task 2-8 is clear communication and understandable materials to facilitate adoption and implementation of the new design and development standards. In addition, the implementation framework report is expected to provide guidance on any other recommended activities the County and community can take to support desired development in the area, taking into account findings from the Phase I livability assessment for nearby residential areas. The consultant team will produce the following deliverables:

Report 4: Implementation Framework Report that outlines steps that can be taken to support the implementation of the community goals through the new Park Avenue Station Area development and design standards. This should include prioritized strategies and policies that will deliver results consistent with the community values.

The report should also include tools the community can use to measure progress toward achieving the development outcomes and understand how they relate to the original goals of the community that were developed in MAP and throughout this process. These tools should include information on:

- meeting community goals through development,
- the type and quantity of development occurring that implements the standards,

• a way to record how market dynamics have influenced the rate of development Finally, the Implementation Framework Report should include a base template for community engagement and development and design standards for planning future nodes along McLoughlin Boulevard.

Deliverable 2-8.1 – Action plan of specific projects or programs necessary to implement the Framework Plan. Action plan will identify a specific organization and roles responsible for leading project completion, timeframe and metric.

Deliverable 2-8.2 – Phase II: Presentation to the Board of County Commissioners. The materials presented to the BCC shall include the following reports:

- **Anti-displacement Strategy**
- Public Engagement Report – A comprehensive public engagement report that documents the engagement process undertaken and reports on performance measures to describe the success of the public engagement plan. Report should include all visual communications, graphic materials and meeting summaries.
- **Park Avenue Guiding Principles and Framework Plan** Best Practices in Mixed Use Zones
- Summary of Proposed Development and Design Standards - Adoption-ready maps and code text amendments for the Planning Commission and County Commission, including County Zoning & Development Ordinance amendments to implement the proposed development and design standards, and recommended zoning and other policy changes to support future development and livability.
- **Action Plan**

ATTACHMENT A

Community Engagement Strategy

Park Avenue Community

Phase 2 Design and Development Standards Project

The following describes the Community Engagement Strategy for Phase 2 of the Park Ave Community Development and Design Standards project. It outlines important elements to be included in the charter for the Park Avenue Community Advisory Committee (PACAC). In addition, it defines the organizational structure and decision-making process for the project, including the Grant Management Team, the Technical Advisory Committee, PACAC membership and responsibilities, and expectations for PACAC participation and attendance, communications and meeting protocol.

The strategy outlined below specifically addresses:

- Use of engaged community members to assist with outreach events and strategies to draw in a wider public;
- Various interactive techniques to engage the broader community, including reporting back to participants so that the community can see how their comments have been reflected in the development and design standards;
- Efforts to involve people from under-represented populations (including people with disabilities, racial and ethnic minorities, low-income people, and people of all ages), and
- How the plan will work to ensure that participants believe their views and ideas have been heard, even if not adopted;
- The appropriate roles and responsibilities for deliberation and decision-making for code adoption, including the role, composition and authority of any advisory committees (or other groups/committees that should be used during the project), project staff, consultant team members, the Planning Commission, Board of Commissioners and any other parties that need to have a role in developing, vetting and approving urban policy for the county.

In addition, throughout the Phase 1 process, community members conveyed that they want to be actively engaged with the outreach to existing residents that may be under-represented. Community volunteers would like to implement specific outreach efforts such as door-knocking or the hosting of community events such as a BBQ to build connections with fellow residents and meaningfully engage community members. These efforts are important to foster collaboration and trust throughout the Park Avenue community and sustain ongoing efforts to build the desired community. It is recommended in Phase 2 that the selected consultant include in the scope of work the appropriate time and budget to manage the volunteers and constructively incorporate their volunteer efforts into the public engagement strategy.

Project Purposes

The purpose of implementing Phase 2 is to encourage and increase employment, housing, and economic diversity along the McLoughlin transit corridor at the Park Avenue station in accordance with community aspirations. Redevelopment often impacts existing affordable housing, half-way houses, weekly rental motels, manufactured home parks, small businesses, and other existing commercial uses. Programs to preclude the cycle of gentrification and displacement will be implemented early in the project process.

Ultimately, the project aspires to create design standards to enable commercial development that promotes community goals; reinforces community identity; and generates a competitive market for new and diverse employment, multi-family housing and mixed-use opportunities.

The Park Avenue Community project area consists of the ½ mile radius surrounding Park Avenue station within unincorporated Clackamas County. The final boundary may shift slightly to align with adjacent roadways such as Courtney Road and property lines in order to make recommended design and development standards that align with tangible boundaries.

Project Organizational Structure and Decision Making

The Project will be supported by a Grant Management Team, provided technical input from a Technical Advisory Committee and have a Park Ave Community Advisory Committee that is responsible for providing leadership and guidance regarding the community perspective regarding elements brought forward during the project. Together these groups will be responsible for receiving community input, evaluating technical information and making recommendations. Ultimately, the package of recommendations that have been moved forward by the PACAC will be presented to the Clackamas County Planning Commission. The Planning Commission considered the proposal and develops a recommendation to the Board of County Commissioners. The Board of County Commissioners will hear the recommendation from the Park Ave Community Advisory Committee, the Planning Commission as well as holding a public hearing before making their final decision on elements to be adopted or amended into the Clackamas County Comprehensive Plan and the Zoning Development Ordinance.

Park Avenue Community Advisory Committee (PACAC)

The PACAC serves in an advisory capacity and its input will inform the development of the recommendations (or options) submitted to the Planning Commission. The PACAC is responsible for providing feedback regarding proposed design and development standards that implement the vision of future development for the Park Avenue Community project area. The PACAC should strive to help the consultants craft and recommend approaches and solutions that are workable for a wide range of needs and interests. The group should engage in open, respectful and constructive dialogue to ensure that potential solutions and recommendations are well tested and that diverging opinions are aired, discussed, and documented. Thoughtful expression of differing perspectives will help inform balanced solutions and, as much as possible, lead to consensus.

PACAC members acknowledge that their role is to provide advice and help develop recommendations. Members serve for only 12-18 months. Upon project completion the PACAC is no longer a formal body serving the Park Avenue community.

Park Avenue Community Members (Community)

In order for the final project deliverables of Phase 2 to be adopted and supported, there must be substantial community input. Broad engagement of residents, business owners, and property owners within the ½ mile radius is critical to establish the Park Avenue Guiding Principles and subsequent deliverables. Community member engagement will be managed and summarized by the consultant team to shape recommendations submitted to the PACAC. Assistance with some of the engagement implementation (e.g. door-knocking) will be provided by community stakeholders.

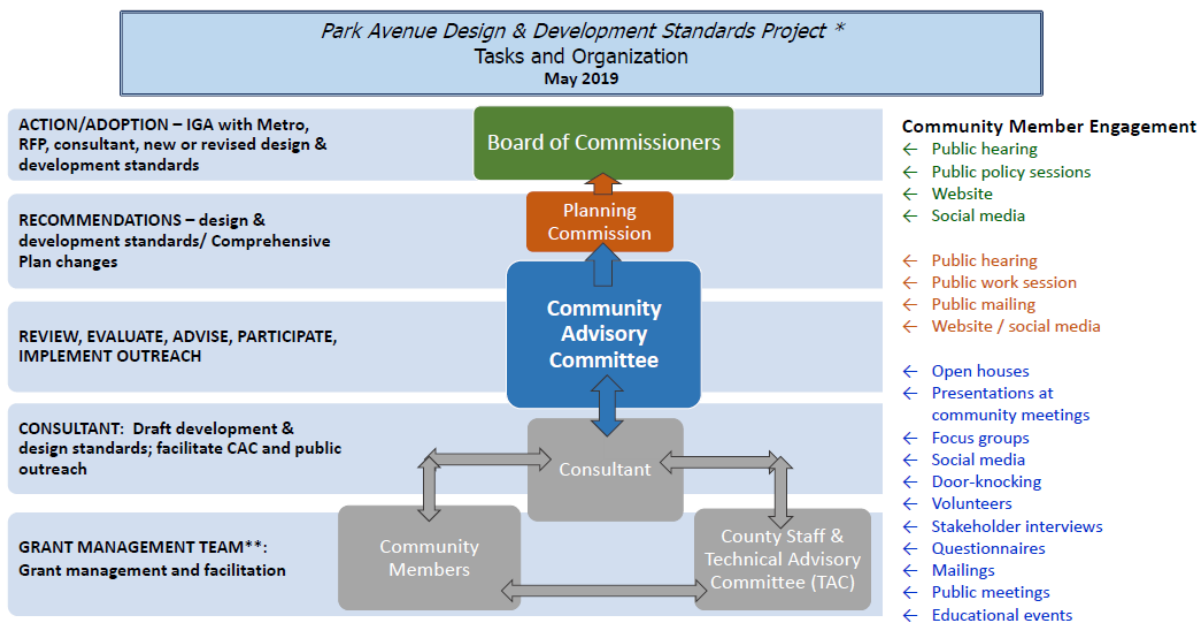
Grant Management Team (GMT)

The Grant Management Team will be made up of Clackamas County planning, economic development and community engagement staff, a representative of MAP-IT, a representative of Metro and the consultant lead. The GMT will be responsible for management of the project and overseeing development of draft design and development standards to be reviewed by the Park Avenue Community Advisory Committee (PACAC) and the Technical Advisory Committee (TAC). The Consultant Project Manager will oversee the consultant team that will include experts in the implementation of design and development, equitable public engagement, and public-private real estate development and equitable/sustainable community design.

Technical Advisory Committee (TAC)

The TAC is responsible for providing feedback regarding technical code standards and requirements that regulate design and development standards. The TAC will note if any proposed design and development standards recommended by the GMT conflict with existing regulations and comment on appropriate action needed to determine feasibility of proposed standards.

The diagram below depicts the roles and responsibilities for deliberation and decision making for the project:



**This project is funded by a grant from Metro to Clackamas County and the McLoughlin Area Plan Implementation Team (MAP-IT), with matching funds from Clackamas County.*

***Grant Management Team (GMT): County staff (Transportation & Development; Business & Economic Development); consultant; Metro.*

Park Avenue Community Advisory Committee Membership

The PACAC will be made up of project area residents, commercial property, and business owners within the ½ mile radius of the Park Avenue Station, as well as representatives of broader interests that are impacted by the project.

The membership will provide a balanced representation of geographic and special interest stakeholders, including residents, businesses, and commercial property owners within the project area, and diverse representation including a balance of races/ethnicities, gender, age, sexual orientation, ability, family structure, etc. At least two of the representatives will be from marginalized communities that are often under-represented in the decision-making process, including people of color and those with lower incomes.

The members will be recommended by Clackamas County with review by Metro and final appointment by the Board of County Commissioners. Members will be nominated in the following fashion:

Clackamas County will nominate up to 10 representatives from within the project area as follows:

- 1 resident that is a home owner
- 1 resident that is a mobile home owner or renter
- 1 resident that is a renter in a multi-family residence
- 1 resident that is a renter in a single-family residence
- 1 MAP-IT residential representative
- 2 business owners
- 2 commercial property owners (not residential)
- 1 owner or manager of a multi-family residential property or mobile home park

Clackamas County will nominate 8 community representatives with expertise in the following areas of special interest as follows:

- 1 representative of senior interest group
- 2 representatives of youth interest groups
- 1 representative of Oak Grove Elementary School
- 1 representative multi-modal transportation interest
- 1 representative of natural habitat protection and enhancement
- 1 representative of affordable housing advocacy group
- 1 representative of a social justice advocacy group

Technical Advisory Committee (TAC) Membership

The TAC will be made up of staff members from Clackamas County, Metro and ODOT with expertise in planning, bike/pedestrian transportation, engineering, community engagement, affordable housing, parks and open space design. Technical Advisory Committee members may be added if additional expertise is needed. The TAC will make recommendations to the PACAC on the proposed standards and other project elements.

- 1 representative of Metro
- 1 representative of ODOT
- 1 representative of TriMet
- 1 representative of Affordable Housing Developer
- 1 representative of commercial development or leasing (not with interests in the area)
- 1 representative of Clackamas County Housing Authority
- 1 representative of Clackamas County Economic Development
- 1 representative of Clackamas County Transportation
- 1 representative of North Clackamas Parks and Recreation District

ATTACHMENT B

“OTHER” Answers to April 9-19, 2019 Park Ave Community Project Survey

Question 1: My connection to the Park Avenue project area within 1/2 mile of the Park Ave light-rail station is:

Other

- Live nearby off Lake Rd and go to this area frequently
- member of elks lodge
- live within 2 miles of the Park Ave light rail station
- Elk member
- 2 miles from park ave train station
- Oak Grove
- ELKS MEMBER
- Elks member

Question 2: Key Theme #1: Focus the project on the area 1/2 mile from the light-rail station. Please select your preference below to complete this sentence: In Phase 2 of the Park Ave Community Project, study the following unincorporated areas within a 1/2-mile radius of the light-rail station:

Other

- I don't understand this question
- Focus on McLoughlin only. Preserve and Protect Neighborhoods is not mentioned.

Question 3: Key Theme #2: Enhance connectivity. Do you agree or disagree with the following statement: In Phase 2, study connectivity throughout the project area (but not automobile connections across the Trolley Trail).

Other

- Misleading, of course we should not build roads across the trail but not build roads at the expense of neighborhoods or less parking. Lack of parking is a major issue since the light rail station was built, which is why Milwaukie dumped the station parking away from the city
- Prefer connectivity via River Road/Trolley Trail, Oatfield is already another McLoughlin Blvd.

Question 4: Key Theme #3: Encourage employment along McLoughlin Boulevard. Do you agree or disagree with the following statement: In Phase 2, explore how to develop new types of employment uses such as craft manufacturing or professional services along McLoughlin.

Other

- Craft manufacturing needs to stay on International Way. I support offices paying a living wage job.
- That's likely to develop ugly, monotonous endless streets like lower McLaughlin.

Question 5: Key Theme #4: Increase workforce housing. Do you agree or disagree with the following statement: In Phase 2, study how more affordable/workforce housing (e.g., apartments, duplexes) can be provided within the commercial zone along McLoughlin Boulevard.

Other

- Only agree if the jobs pay more than the Blvd average, do not support substituting housing on employment commercial zones
- Agree, and not so much on the side streets

Question 6: Key Theme #5: Focus on the side streets first for development. Do you agree or disagree with the following statement: In Phase 2, study other areas feasible to develop affordable/workforce housing such as River Road or roads perpendicular to McLoughlin Boulevard.

Other

- Should not specify River Rd and not others. Change to only "roads perpendicular to McLoughlin Blvd at nodes"
- Disagree, protect neighborhoods from lowering income levels that will drive demographics negatively discouraging Trader Joes and higher end restaurants, worry about limiting parking requirements causing jammed streets like Portland
- Agree. but not on Park Ave

Question 7: Key Theme #6: Natural areas are an asset, not a barrier. Do you agree or disagree with the following statement: In Phase 2, study how natural areas can be enhanced and integrated with development.

Other

- change to "...can be protected and enhanced, when integrated ..."
- Agree, more development in neighborhoods will cause more trees to be cut

Park Avenue Open House Comments on Boards for Proposed for Phase 2

Task 2-1:

- Look at Young Planning Professions from ISOCARP – International Society of City and Regional Planners report as background

Task 2-3:

- PNC tax credit capital / a group that would be good to talk about funding affordable housing

Task 2-5:

- Concern about “side streets first” will more focus off McLoughlin
- Distrust the statement that “No one” wants to live on McLoughlin
- Look at development of car dealerships and large property holdings
- Pause for questions during presentation:
 - o “Expand” study area to include side streets
 - o “Additional vehicular crossings at Trolley Trail (there already have vehicular crossings)

Task 2-6:

- Concerned about off-street parking

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 an 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%

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%

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	L 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	L&O 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
4	L 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	O 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	L more density/housing We shouldn't turn our backs on increased housing density near transit.	2/19/2019 3:19 PM
10	L 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	L Gut reaction	2/19/2019 10:13 AM
12	L 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	L too crowded	2/18/2019 4:09 PM
15	L Kills the feel of the area.	2/18/2019 9:11 AM
17	L There are adequate nearby parks	2/16/2019 10:46 AM
19	L 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		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
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		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
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

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		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
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
78	na		2/2/2019 12:14 PM

79	L	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	L&O	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	L	The buildings are blocking out the sun	2/2/2019 7:09 AM
84	L	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	L	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	L&O	Shouldn't be office, but more service businesses such as retail, restaurant, coffee shop,	2/1/2019 5:23 PM
90	L	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	O	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	L&O	Minimizing the "impact" of treatment facilities has deep racial implications	2/1/2019 1:34 PM
95	L&O	Not necessarily interested in extra people coming into the area.	2/1/2019 12:48 PM
96	L&O	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	L	Too many people moving into the area. Blocking views	2/1/2019 11:29 AM
102	L	Better use of space	2/1/2019 10:10 AM
104	O	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	L	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
110	NA		2/1/2019 8:40 AM
111	L&O	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	L&O	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	L&O	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	L&O	more density/housing 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	L 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	L&O -->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	L 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	L 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	L need development to make the area less remote	2/20/2019 8:02 AM
10	L n/a	2/19/2019 10:53 AM
11	L 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	L no	2/18/2019 4:09 PM
16	L Restaurants are needed	2/18/2019 3:59 PM
17	L 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	L&O	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	L&O	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	L	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	L	Businesses such as grocery stores and restaurants, rather than storage units and car lots.	2/3/2019 12:41 PM
134	L	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	L	no	2/2/2019 10:23 AM
136	L&O	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	L	Develop natural habitat	2/2/2019 7:09 AM
138	L	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	L	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	L&O	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	L&O	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	L	More security; police Outpost or station, last thing anyone wants is to create a crime magnet	2/1/2019 10:10 AM
168	L	No	2/1/2019 10:06 AM
169	L	no	2/1/2019 9:54 AM
171	L	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	L&O	Improved cohesiveness in design. Right now it looks haphazard. Nothing looks connected	2/1/2019 9:41 AM
173	L	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	O	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	L	We need safer bike/ ped crossings at river/21st/ mcgloughlin. Highest priority!	2/1/2019 8:52 AM
178	L&O	* 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	L&O	Some kind of grocery is sorely needed- necessity drive shoppers will then linger in other businesses.	2/1/2019 8:33 AM
180	L	Off-leash dog areas	1/31/2019 4:43 PM
181	L&O	reduce or eliminate the number of use car lots.	1/31/2019 12:32 PM
182	L	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

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	L 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	L&O 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	L Improvement of the PARK/RIVER ROAD intersection	2/26/2019 9:42 PM
7	L McLoughlin can be much improved and I can't imagine can look much worse.	2/26/2019 4:35 PM
12	L 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	L sounds like good modernization	2/20/2019 8:02 AM
14	L Planning is needed to mitigate unrestricted commercial development.	2/19/2019 3:19 PM
15	L Not worried but concerned and interested.	2/19/2019 10:13 AM
16	L Of Course	2/19/2019 9:26 AM
17	L 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	L Looking forward to it. The stretch is ugly - let's make it better.	2/19/2019 7:31 AM
22	O 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	L	I'm looking forward to improvements as long as they don't look like Portland.	2/11/2019 2:26 PM
101	L	look forward to more independent shops and pedestrian friendly McLoughlin	2/10/2019 10:06 AM
103	L	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	L&O	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	L&O	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	L	Yes and Yes	2/7/2019 3:03 PM
110	L	Looking forward to positive changes.	2/7/2019 2:48 PM
111	L&O	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	L	Evolution is good, thank you for working on it!	2/6/2019 4:03 PM
120	L&O	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	L	Sounds good	2/4/2019 6:52 PM
124	L	Yes	2/4/2019 5:57 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
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	L	Increased traffic and loss of parking is always a concern.	2/1/2019 1:41 PM
182	L&O	I'd love to see more local businesses and fewer fast food drive throughs	2/1/2019 1:34 PM
184	L	Looking forward to it.	2/1/2019 12:50 PM
185	L&O	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	L	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	L&O	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	L	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	L	Yes	2/1/2019 11:52 AM
190	L	Yes	2/1/2019 11:51 AM
194	L&O	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	L&O	Concerned about parking availability for those who want to use Light Rail.	2/1/2019 10:28 AM
199	L	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	L	No worries	2/1/2019 10:06 AM
203	O	Both	2/1/2019 10:06 AM
205	L	no	2/1/2019 9:54 AM
207	L	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	L	Growth has pros and cons. It is a welcome change if it is managed responsibly.	2/1/2019 9:48 AM
209	L&O	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

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

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%