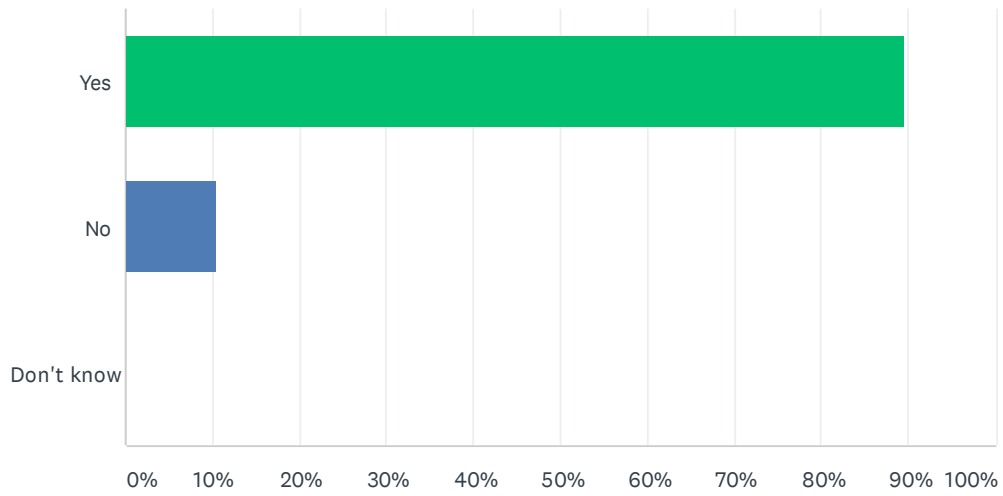


# Q1 Would you support limiting development of new car sales lots in the commercial portion of the study area?

Answered: 125 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	89.60%	112
No	10.40%	13
Don't know	0.00%	0
TOTAL		125

## Park Ave Community: Designing for the Future

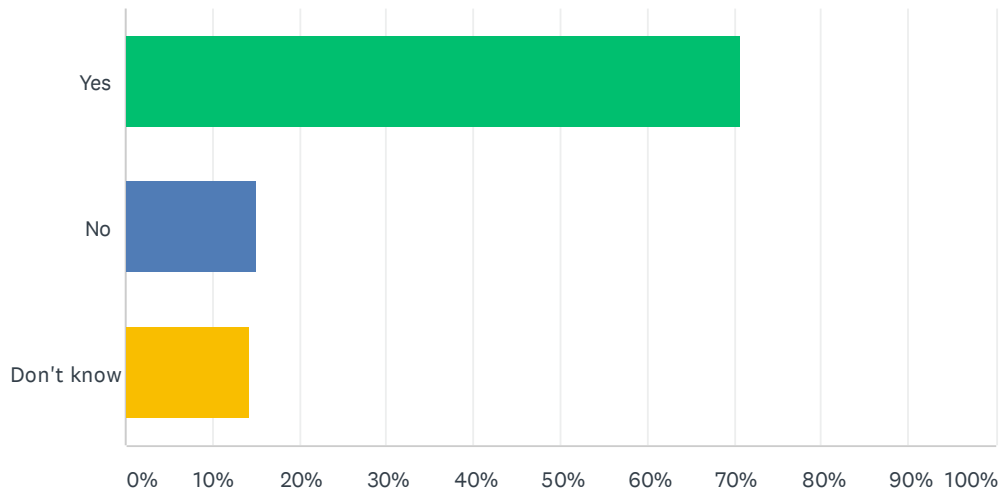
#	COMMENTS:	DATE
1	please!	10/7/2020 10:23 AM
2	There are already plenty nearby and they make an area look tacky and shady	10/5/2020 4:17 PM
3	There are no "new car sales" lots currently in this area, only used car sales. No additional car sales in this area. Please phase them out. Many dealers simply change names and reopen, please ensure that no additional/modified permits in this area.	10/5/2020 1:35 PM
4	My idea of 'limiting' car lots in my neighborhood as NO MORE ALLOWED and many REMOVED!	10/5/2020 11:23 AM
5	I think they make the area, overall, look trashy. There are way too many as it is.	10/4/2020 8:00 PM
6	We need jobs from businesses that don't undermine our sustainability goals. Car dealerships do not serve the local community, they bring in traffic from outside the area, increasing pollution and risks of physical injury caused by excessive driving.	10/4/2020 10:48 AM
7	There are so many used and new car lots along McLoughlin it would be a shame to see more. I think smaller businesses that represent a diversity of population and interest as well as broader community needs would be much nicer and more profitable.	10/1/2020 8:28 PM
8	There are already plenty of car sales lots farther south on McLoughlin Blvd. Additional lots in the study area would be undesirable.	9/30/2020 3:20 PM
9	Car dealerships do not provide essential services to residents. Rather, they bring in one-time shoppers from other areas who are unlikely to contribute economically	9/30/2020 11:22 AM
10	Absolutely. Have wanted to limit car sales lots on McLoughlin for 25 years. They take up a lot of room but provide very few jobs for the land they use.	9/29/2020 1:31 PM
11	How many are enough? As grateful as I am that many of the strip joints on 99E have become car lots, there are limits.	9/29/2020 11:51 AM
12	We have way too many car lots.	9/29/2020 11:38 AM
13	There are enough used car lots on McLoughlin Blvd	9/28/2020 5:44 PM
14	The problem isn't with new car sales but the many used car/truck lots.	9/28/2020 12:23 PM
15	Yes! car sales are a lowest value use for land. They should be further out on the periphery of the metro area.	9/27/2020 1:05 PM
16	eliminate altogether (only small showroom style dealers should be allowed)	9/24/2020 10:16 AM
17	There is enough already!	9/24/2020 10:15 AM
18	Car lots have large impacts on the streams in the region due to runoff from vehicle fluids, improper washing of cars above/near storm drains that drain to creeks, and huge amounts of impervious surface. Measures should also be taken to retrofit stream and stormwater impacts of impervious surface that already exists.	9/22/2020 4:28 PM
19	No more car lots!	9/22/2020 10:53 AM
20	I heartily support this! McLoughlin Blvd. is turning into one long car sales. But I don't like your use of the word "new." What does that mean? That "used" car lots would be o.k.? Is that how you're getting around that?	9/21/2020 9:00 AM
21	Keep car lots further south in Gladstone where there are already car lots	9/19/2020 8:00 PM
22	Strongly oppose	9/19/2020 4:11 PM
23	No car sales lots would be my preference.	9/18/2020 1:23 PM
24	I also wouldn't be against. I think whatever companies can support the area would be fine.	9/18/2020 8:10 AM
25	Way too many car lots currently - need to not only limit future car lots but reduce existing ones through rezoning and/or limitations on building permits/remodels	9/17/2020 9:44 AM
26	We have enough car lots in our area.	9/16/2020 9:03 AM
27	allowing car sales lots would be an inappropriate use of resources invested in Max	9/15/2020 9:28 PM

## Park Ave Community: Designing for the Future

28	We have enough car lots. It's time for new businesses.	9/15/2020 7:52 PM
29	Absolutely.	9/14/2020 7:10 PM
30	I feel that is overstepping boundaries to make those decisions on behalf of the property owners	9/12/2020 5:40 PM
31	Already so many of them	9/12/2020 4:52 PM
32	There are enough car lots already on McLoughlin Blvd. They detract from other businesses.	9/12/2020 12:45 PM
33	I want to keep the area as green as possible - car sales lots don't do that.	9/10/2020 9:31 PM
34	There are WAY too many car lots along McLoughlin!	9/10/2020 8:54 PM
35	Please!	9/10/2020 5:55 PM
36	There are far too many now. I live off of Jennings near Oatfield. Jennings is used regularly for test drives and Introduces many drivers in our neighborhood Who don't care about the neighborhood and speed through here.	9/10/2020 4:44 PM
37	There are 30 billion car lots, and they really don't contribute to the walkability of the region or desirability for developers to make mixed-use mid-rises next to the MAX station.	9/10/2020 3:53 PM
38	Recommend elimination of all car lots in this area.	9/10/2020 1:27 PM

## Q2 Would you support limiting development of new drive-through restaurants in the commercial portion of the study area?

Answered: 126 Skipped: 0



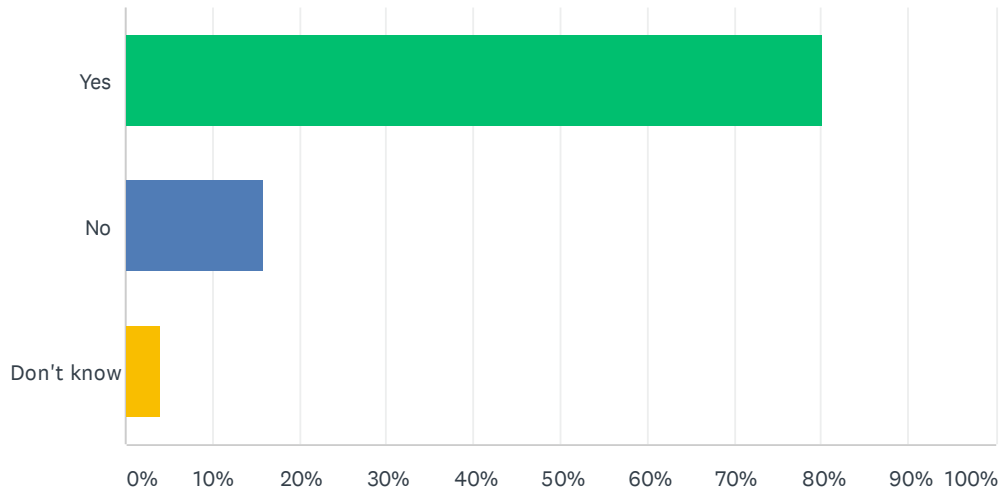
ANSWER CHOICES	RESPONSES	
Yes	70.63%	89
No	15.08%	19
Don't know	14.29%	18
TOTAL		126

## Park Ave Community: Designing for the Future

#	COMMENTS:	DATE
1	No new drive-through but something like Roakes would be encouraged.	10/5/2020 1:35 PM
2	We need to encourage family oriented sit down eateries amd NO MORE DRVE THROUGH our area , hence DECREASING traffic!	10/5/2020 11:23 AM
3	I think it depends on how COVID plays out. If it would give otherwise sit-down restaurants a creative option to stay in business, I'm all for it. o	10/4/2020 8:00 PM
4	I also think more local eateries with original and town reflective atmospheres and menus would be more successful... like Arvederci or Decibel and Sound. Let's give opportunity to local business owners first.	10/1/2020 8:28 PM
5	Keep the drive-through restaurants farther south on McLoughlin Blvd where this type of restaurant is already populated.	9/30/2020 3:20 PM
6	We have enough already	9/30/2020 11:22 AM
7	With the light rail station there it seems like it would be a good hub for a neighborhood where walking/biking is easier. Fewer car-based businesses would help.	9/29/2020 1:31 PM
8	It's a congested area with MAX, the parking structure, buses and cars.	9/28/2020 5:44 PM
9	Quality only	9/28/2020 12:23 PM
10	Yes! Drive-thrus impede improving walkability of this area.	9/27/2020 1:05 PM
11	Drive thru is also something that already exists, there are no communal areas to help families and community	9/24/2020 10:15 AM
12	Fast food is a public health issue	9/22/2020 10:53 AM
13	Of course I'm thinking of before Covid-19. Friends would come to visit and say, "let's go out and eat." Not much comes to mind when I think Oak Grove and Milwaukie.	9/21/2020 9:00 AM
14	Drive thru would be fine if they also provided walk up and take out so people could get off the Max, pick up food and go home.	9/19/2020 8:00 PM
15	Drive throughs are okay so long as sufficient off-street capacity for cars in line ... currently they backup to mcloughlin creating traffic hazard	9/17/2020 9:44 AM
16	We need more options for restaurants	9/16/2020 9:03 AM
17	My instinct says yes to limits but need more information.	9/14/2020 7:10 PM
18	Drive through businesses thrive on McLoughlin, and it is absolutely ridiculous to limit thriving businesses	9/12/2020 5:40 PM
19	Drive through restaurants are the opposite of community enhancing. I would much prefer a food cart pod.	9/12/2020 4:52 PM
20	Maybe, but only if it doesn't add lots of traffic so close to residential areas	9/10/2020 9:31 PM
21	not pedestrian friendly or community friendly	9/10/2020 5:55 PM
22	There are enough fast food places on McLoughlin. We need to attract some fine dining options for the community.	9/10/2020 4:44 PM

### Q3 Would you support limiting development of new auto service-oriented businesses (car washes, gas stations, car repair shops, etc.) in the commercial portion of the study area?

Answered: 126 Skipped: 0



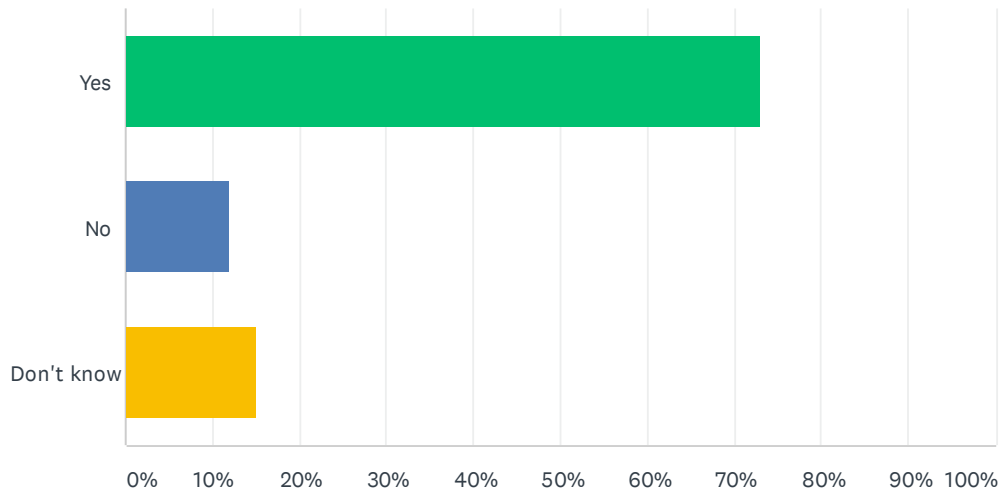
ANSWER CHOICES	RESPONSES	
Yes	80.16%	101
No	15.87%	20
Don't know	3.97%	5
<b>TOTAL</b>		<b>126</b>

## Park Ave Community: Designing for the Future

#	COMMENTS:	DATE
1	This area should be kept for small business and housing in my opinion	10/5/2020 4:17 PM
2	Again, please consider how permits or businesses that change name and reopen are not permitted and phased out. Perhaps exceptions could be made for electric or non-combustion vehicles	10/5/2020 1:35 PM
3	Limited to NO MORE at ALL! We have enough and need more upscale businesses and offices!	10/5/2020 11:23 AM
4	Way too many already; they trash up the area.	10/4/2020 8:00 PM
5	The priority should be creation of jobs with livable salaries in businesses that serve, or are complimentary to, the surrounding community	10/4/2020 10:48 AM
6	Again, we already have a lot of these and they don't say much about Milwaukie as a community or town.	10/1/2020 8:28 PM
7	Unlike car sales, these are every day services that residents use, and are generally smaller parcels. These are not nearly so problematic as car sales. But there do seem to be a particularly high concentration of them along 99E	9/27/2020 1:05 PM
8	if they exist, they must integrate into larger scale mixed use development and should not have large vehicle parking/storage areas	9/24/2020 10:16 AM
9	100%	9/24/2020 10:15 AM
10	See above comments about the intense negative watershed impacts of concentrated vehicle services on the streams bisected by McLoughlin blvd.	9/22/2020 4:28 PM
11	Strongly support	9/19/2020 4:11 PM
12	These are important facilities/businesses but not located directly on McLoughlin ... accommodate in other related commercial areas near but off of McLoughlin	9/17/2020 9:44 AM
13	To many already	9/16/2020 9:03 AM
14	Auto repair shops serve the community and residents	9/12/2020 5:40 PM
15	I don't think we need them there. There are others nearby.	9/10/2020 9:31 PM

Q4 Would you support adding “maker spaces” (spaces in which people can work together to make things, learn, explore new ideas and share knowledge and skills) that combine office, retail and limited indoor industrial uses in the commercial portion of the study area?

Answered: 126 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	73.02%	92
No	11.90%	15
Don't know	15.08%	19
<b>TOTAL</b>		<b>126</b>

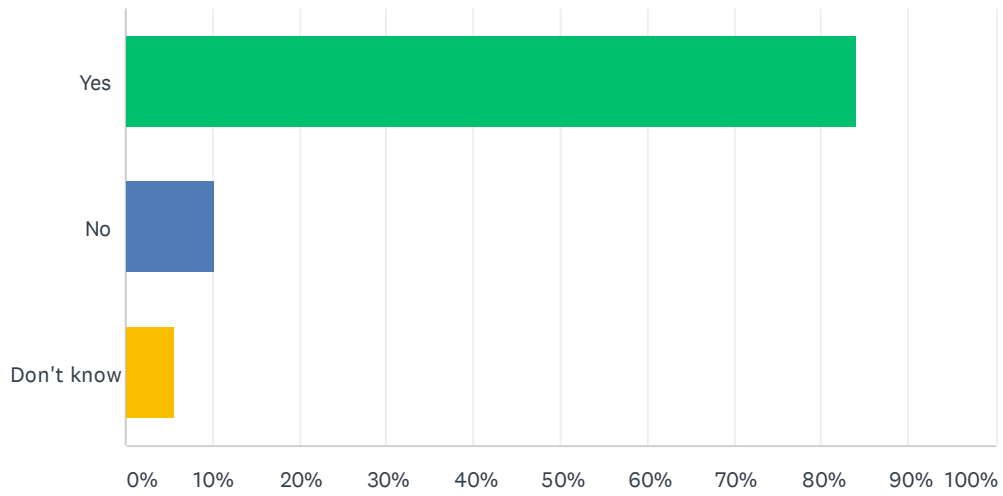


## Park Ave Community: Designing for the Future

#	COMMENTS:	DATE
1	Yes, but limit use of caustic solvents, etc.. In addition, please consider storage of materials needed and sold. Out of sight and out of mind. Keep it clean and orderly!	10/5/2020 1:35 PM
2	Education yes, offices of upscale yes, skills and art classes yes, more commercial no!	10/5/2020 11:23 AM
3	I participate in maker spaces	10/3/2020 12:23 PM
4	Big YES!!!! I have lived in Milwaukie for 4 years am still trying to get involved and feel a sense of cohesion or center to the town. As an artist and educator I would love to see a community art center or co-op, or studio space or event space	10/1/2020 8:28 PM
5	Mixed use space has a lot of advantages for using the space efficiently at all times.	9/29/2020 1:31 PM
6	It would be so fantastic to have more places to be with other humans on 99.	9/29/2020 11:51 AM
7	Sure, maker spaces are great. But hard to find funding for.	9/27/2020 1:05 PM
8	I can get behind maker space but when you add industrial, I have a hard time supporting without knowing what that means	9/24/2020 10:15 AM
9	Yes, please. More spaces that bring people together within easy walk from the Max station makes a lot of sense.	9/19/2020 8:00 PM
10	Can't picture what this means.	9/18/2020 3:55 PM
11	This would be great.	9/15/2020 7:52 PM
12	Would love to see some of this type of development come to the area.	9/14/2020 7:10 PM
13	This is a community builder	9/12/2020 4:52 PM
14	Yes, so long as it doesn't appear industrial from the road.	9/12/2020 9:28 AM
15	I would need to know more, but it sounds like a possible good idea.	9/10/2020 9:31 PM
16	I don't understand this. Need more examples.	9/10/2020 5:55 PM
17	Why not take that idea one step further and add residential on top of the businesses?	9/10/2020 4:44 PM

## Q5 Would you support prohibiting any new self-storage and outdoor storage facilities in the commercial portion of the study area?

Answered: 126 Skipped: 0



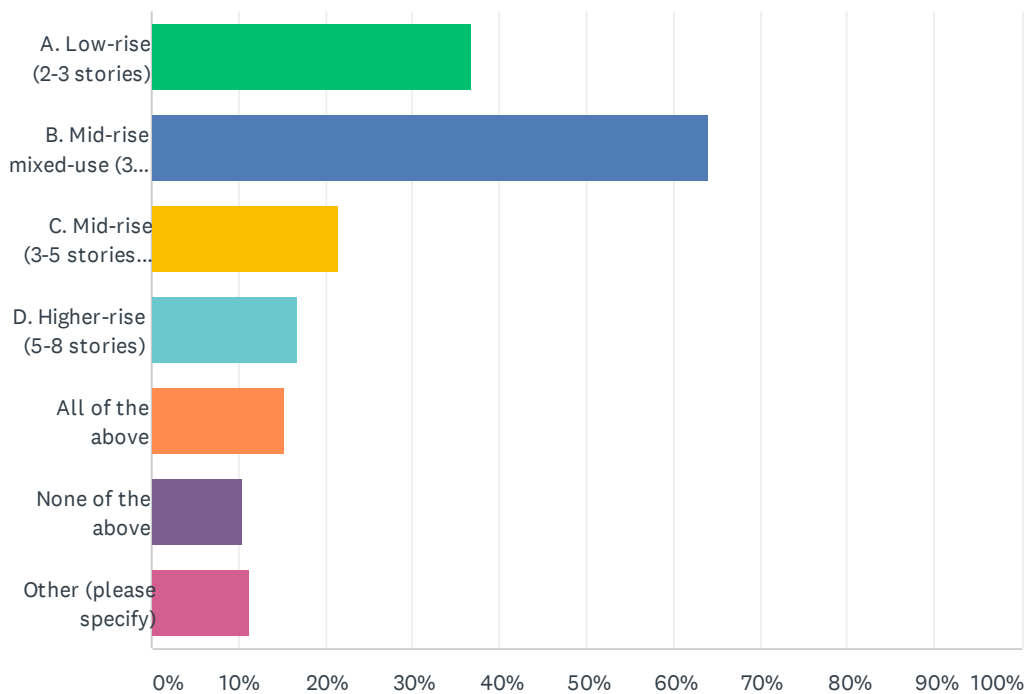
ANSWER CHOICES	RESPONSES	
Yes	84.13%	106
No	10.32%	13
Don't know	5.56%	7
TOTAL		126

## Park Ave Community: Designing for the Future

#	COMMENTS:	DATE
1	Should be limited to use of individuals within the same building or within a particular walking radius. Hyper-local storage, not metro-wide storage	10/5/2020 1:35 PM
2	I'm tired of dumping other people's troubles amd problems on on area!	10/5/2020 11:23 AM
3	Such a facility would require a large amount of land and the study area would be better served with marker space development.	9/30/2020 3:20 PM
4	We have enough	9/30/2020 11:22 AM
5	Absolutely. New self-storage space at Oak Grove Blvd. between McLoughlin and Oatfield is not at capacity. Trend in Portland area is that self-storage is being overbuilt.	9/29/2020 1:31 PM
6	Again, do we really need more of those? There are already so many new ones in the area.	9/29/2020 11:51 AM
7	There are more in the last couple years than many years before. Life sales and home size also change. Where is the line drawn though.	9/28/2020 12:23 PM
8	Yes! There was a huge boom of building 3-story mini storage places over the past five years. I was hopeful that meant some of the sprawling single-level places would close up, but that has not happened. Where is Marie Kondo when we need her?!?! Again, this kind of use is incompatible with the goal of pedestrian-friendly environment.	9/27/2020 1:05 PM
9	100%	9/24/2020 10:15 AM
10	Takes up too much space. Better to use the zone for higher density activities that people can walk to rather than wasting sq ft on uses that require driving.	9/19/2020 8:00 PM
11	Strongly support	9/19/2020 4:11 PM
12	Isn't there enough already?	9/16/2020 9:03 AM
13	100%	9/14/2020 7:10 PM
14	Presence of self-storage usually means that development will follow.	9/11/2020 9:11 AM
15	Maybe, but only if they're not too unsightly.	9/10/2020 9:31 PM
16	Yes please	9/10/2020 5:55 PM
17	The one built at Oak Grove Blvd near McLoughlin was a squandrance of an ideal location for a combination commercial /residential site.	9/10/2020 4:44 PM
18	Smaller housing facilites don't have room for storage. Notice the current explosion of storage facilities. Any development of housing should have storage facilities available to the residents, especially with increased housing density.	9/10/2020 3:42 PM

Q6 Residential Development in General Commercial Area – Please review the following photographs (please scroll down) and let us know which of the following types of new residential/housing development you would like to see in the General Commercial area (red on the map) along McLoughlin Boulevard. (You may select as many options as you like.)

Answered: 125 Skipped: 1



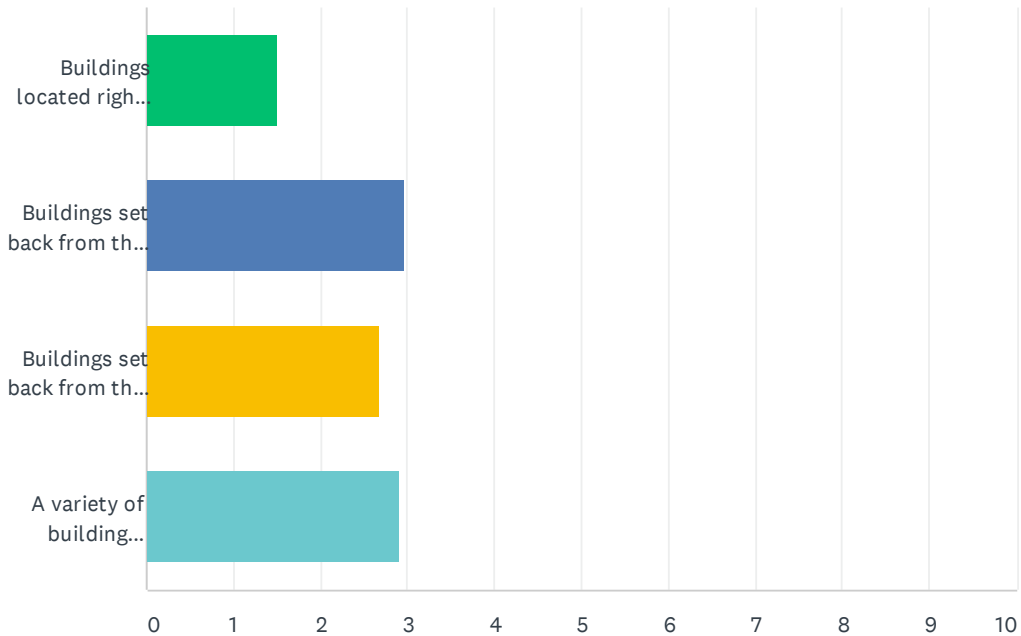
ANSWER CHOICES	RESPONSES	
A. Low-rise (2-3 stories)	36.80%	46
B. Mid-rise mixed-use (3-5 stories), with retail and services on the ground floor	64.00%	80
C. Mid-rise (3-5 stories), all residential	21.60%	27
D. Higher-rise (5-8 stories)	16.80%	21
All of the above	15.20%	19
None of the above	10.40%	13
Other (please specify)	11.20%	14
Total Respondents: 125		

## Park Ave Community: Designing for the Future

#	OTHER (PLEASE SPECIFY)	DATE
1	Mixed used cottage clusters, perhaps work in conjunction with low-income and trailer home areas to transition into more permanent structures	10/5/2020 1:35 PM
2	No more development! We can't handle what's been forced on us now!	10/5/2020 11:23 AM
3	All sound great!	10/4/2020 8:00 PM
4	Go as tall as needed to alleviate demand and help keep rents stable for current residents in existing dwellings	10/4/2020 10:48 AM
5	Want retail included	10/3/2020 12:23 PM
6	I'd like to see the residential density remain low, meaning one dwelling on a lot, not multiple-resident dwellings.	9/30/2020 3:20 PM
7	Less important than particular housing is the need for cutting edge green development to address watershed concerns related to impervious surface: change in floodplain and impact on other residences via increased flooding, downcutting hydromodification, stream temperature and water quality.	9/22/2020 4:28 PM
8	higher density residential with or without commercial on ground floor - good fit with the max and buses along 99E. There seems to be a need for low income housing in that part of metro	9/19/2020 8:00 PM
9	In the immediate vicinity of the MAX station, there should be 20+ story residential buildings. All the smaller, less-dense options are a waste of space that will obstruct more efficient use of public transit relative to population centers. Making a transit-friendly city is not just about building rail, it is about locating the densest housing in proximity to transit, which raises the percent of the population with easy access to transit.	9/16/2020 12:16 PM
10	why limit it 8 stories. Plenty of over suburbs of cities like Denver have much taller buildings near transit. Make limit 20 stories or have no limit at all and let the free market decide.	9/15/2020 9:28 PM
11	You need to fix the mess this area presents, first. This area sucks. I've been living here for 30 years and I've never seen it so polluted with homeless and drifter type personalities.	9/14/2020 3:27 PM
12	I like the mix of retail on the ground floor & residential.	9/10/2020 9:31 PM
13	MUST HAVE SPACES FOR RESIDENTS' CARS!	9/10/2020 8:54 PM
14	Higher rise would be okay but only in the areas with a view of downtown Portland. This should be preserved for something special.	9/10/2020 5:55 PM

**Q7 If you were walking along the future McLoughlin, what relationship would you like to see between the buildings, other design elements and the sidewalk? (rank in order of preference, with #1 being the most preferred)**

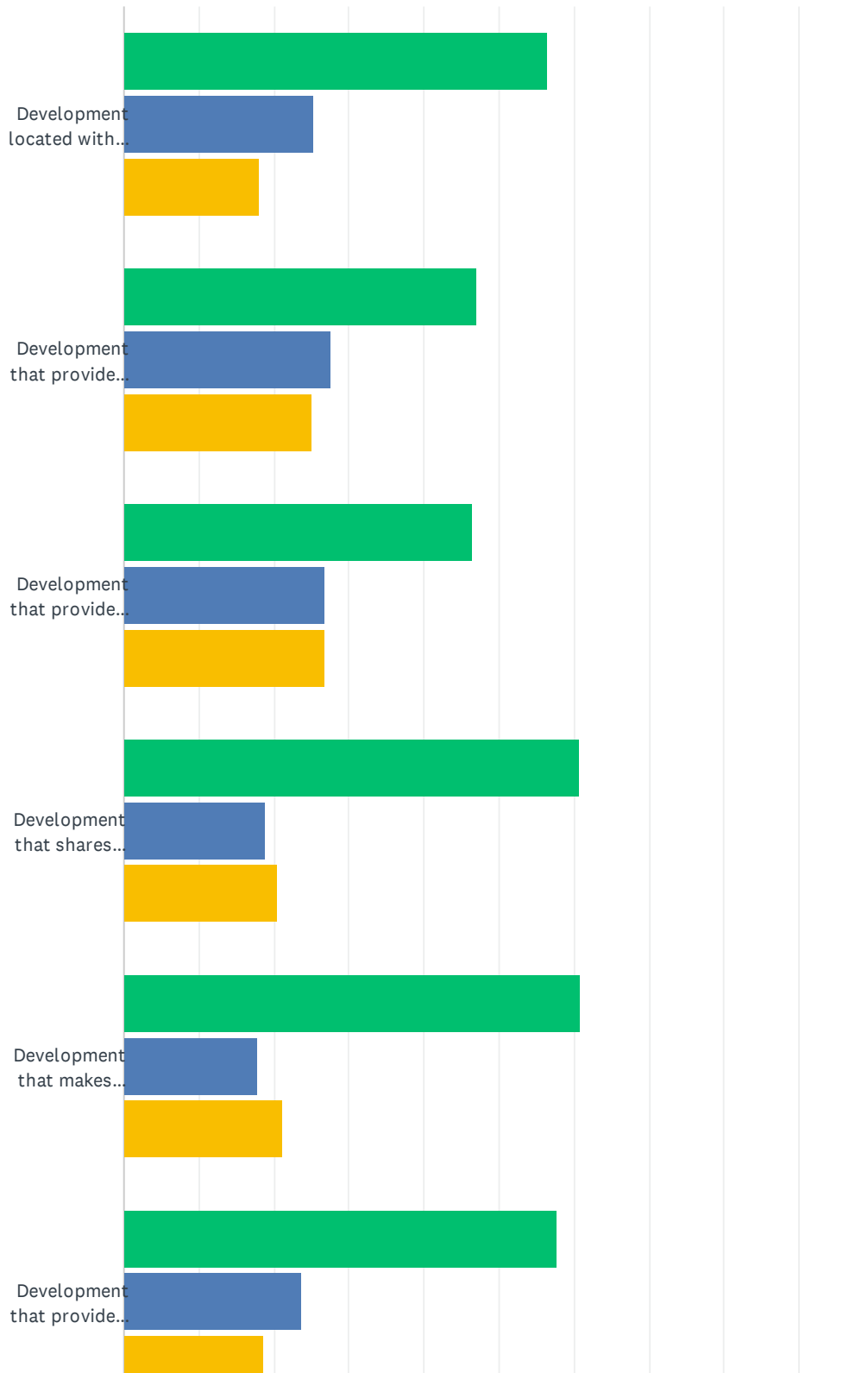
Answered: 121 Skipped: 5



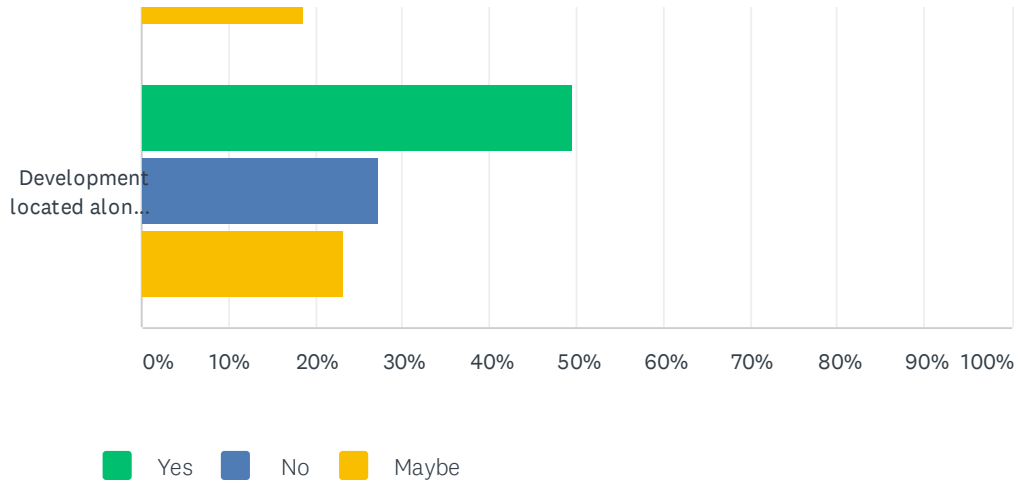
	1	2	3	4	TOTAL	SCORE
Buildings located right along the edge of the sidewalk	7.96% 9	10.62% 12	4.42% 5	76.99% 87	113	1.50
Buildings set back from the sidewalk by 5-15 feet with landscaping between the building and the sidewalk	35.90% 42	32.48% 38	24.79% 29	6.84% 8	117	2.97
Buildings set back from the sidewalk by 5-15 feet with hard-surfaced pedestrian plazas or other open spaces between the building and the sidewalk	23.93% 28	29.91% 35	35.04% 41	11.11% 13	117	2.67
A variety of building facades, distance from sidewalk, and plazas and landscaping	35.04% 41	26.50% 31	32.48% 38	5.98% 7	117	2.91

# Q8 Would you support reducing parking requirements to free up space for buildings and/or landscaping in the following types of new commercial developments? (yes, no, don't know options for each)

Answered: 124 Skipped: 2



## Park Ave Community: Designing for the Future



	YES	NO	MAYBE	TOTAL
Development located within ¼ mile of transit (MAX, bus)	56.56% 69	25.41% 31	18.03% 22	122
Development that provides services for lower-income households	47.15% 58	27.64% 34	25.20% 31	123
Development that provides services for older adults (55 or over)	46.34% 57	26.83% 33	26.83% 33	123
Development that shares parking with nearby developments	60.66% 74	18.85% 23	20.49% 25	122
Development that makes shared vehicles, shuttles or other transportation available to its customers	60.98% 75	17.89% 22	21.14% 26	123
Development that provides expanded bike parking	57.72% 71	23.58% 29	18.70% 23	123
Development located along or within ¼ mile of a high quality bike trail	49.59% 60	27.27% 33	23.14% 28	121

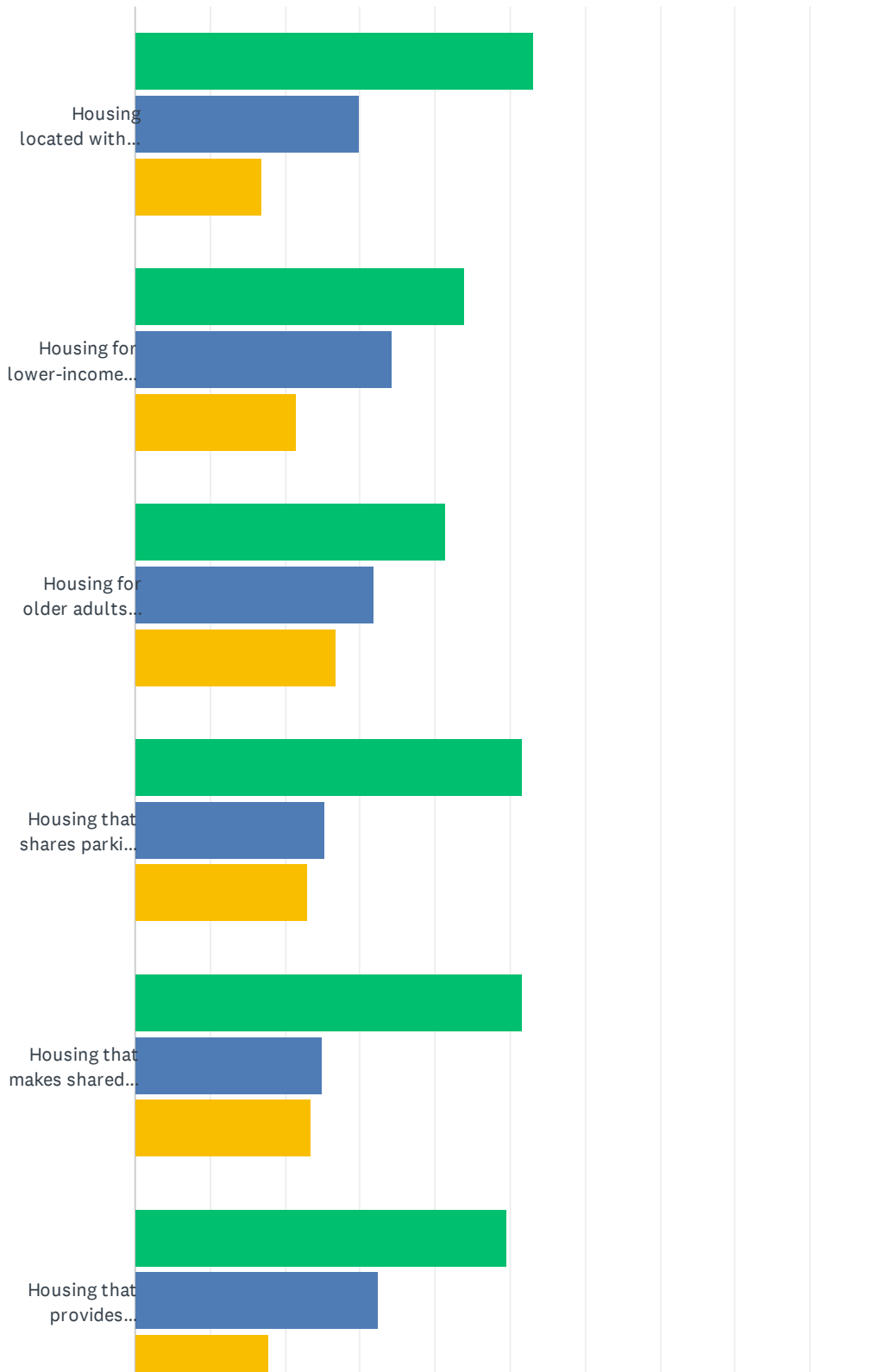


## Park Ave Community: Designing for the Future

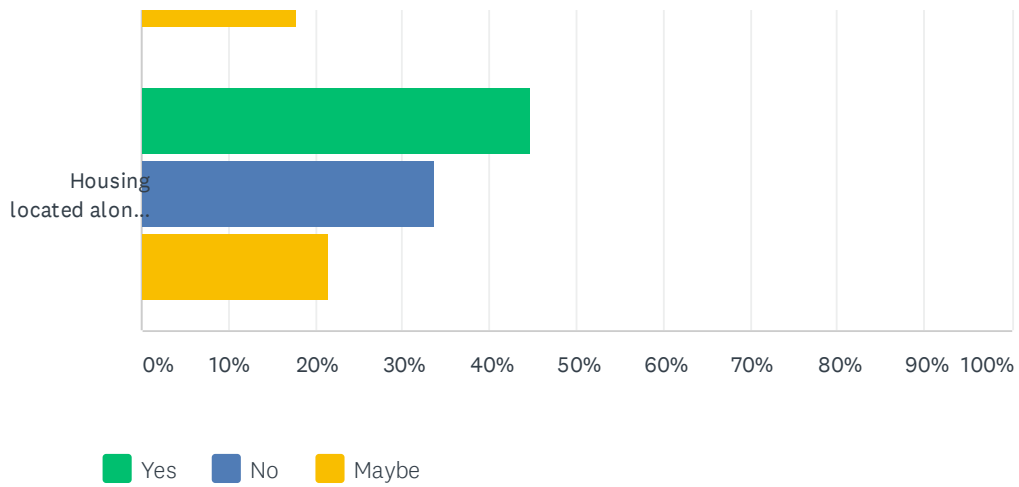
#	OTHER (PLEASE SPECIFY)	DATE
1	PRIOR completion of infrastructure (curbs, sidewalks, residential parking requirements, etc.) within the surrounding residential areas is critical to reduced parking restrictions/development within industrial zone.	10/5/2020 1:35 PM
2	Do NOT allow 'lower' income housing here! Do NOT allow more cars here! Do NOT allow MAX and TRIMET to overtake our community!	10/5/2020 11:23 AM
3	I live on 26th ave and so often our block is flooded with MAX parking overflow. Sometimes to the point where it is hard to 2 cars to fit on the street at the same time which makes it hard to pull onto and off of park. While I fully support the growth and project of this project I think another parking structure is needed so adjacent blocks don't become flooded and less functional.	10/1/2020 8:28 PM
4	What are the current commercial building parking requirements?	9/30/2020 3:20 PM
5	When you limit parking, you limit livability. This is a reality. I no longer go to the neighborhood at 28th and Burnside because parking is impossible.	9/29/2020 11:51 AM
6	It asked "landscaping and/or buildings" - I would have said Yes for all of it were for landscaping (particularly low impact development & green infrastructure for stormwater filtration), less so for buildings (more inclined if it specified water filtration, etc.)	9/29/2020 9:46 AM
7	The devil is in the details here.	9/27/2020 1:05 PM
8	This is still primarily a driving location, lack of parking would make it difficult for people to visit or cause overflow into the neighborhoods.	9/24/2020 12:45 PM
9	While bike use, shared vehicles and walking are preferred and encouraged by reducing parking requirements, look at what happens to the surrounding areas when that happens. For example, sellwood, nw 23rd, park ave transit parking. Overflow because of the high frequency use falls on the neighboring areas! The elks has to host over flow cars, nw 23rd neighborhood is a mess and sellwood now is seeing it's neighborhoods overflowing with parking from visitors and shoppers coming into the area. Reducing access to parking just moves the problem to other places. Reality- we live in Oregon where it rains 8 months out of the year and people do not walk their families or ride bikes as frequently in the rain!	9/24/2020 10:15 AM
10	Pervious pavement and cutting edge improvements to impervious surface on parking lots; increased stormwater treatment to address prestandard development	9/22/2020 4:28 PM
11	Why is there never any mention of grocery shopping? The way Milwaukie and Oak Grove is planned right now, you have to have a car to get to a store.	9/21/2020 9:00 AM
12	Please be realistic about parking so surrounding streets don't become overflow parking lots by default.	9/19/2020 8:00 PM
13	Minimize parking lots to the extent possible. Concentrate parking into multi-level parking garages.	9/19/2020 4:11 PM
14	7	9/18/2020 8:42 AM
15	Bikers have plenty of offerings. Too much money focused on this (bike paths/lanes/parking) Enough.	9/16/2020 8:30 AM
16	we do not need low income housing around here at all. We have been trying for years to improve the quality of area around Oak Grove an McLaughlin and look what has happened because we can get no help except for car lots and pot shops. Wonderful for the population. Our kids need to grow up in a positive environment not a low income housing trap	9/14/2020 8:56 AM
17	The meaning of these is not clear to me. What is meant by reducing parking requirements? More information please.	9/11/2020 9:07 AM
18	Electric shuttles to nearby parking	9/10/2020 9:32 PM
19	Shared parking districts should be created for nearby businesses and then business don't need to provide parking.	9/10/2020 5:55 PM
20	Don't need any more stuff at the transit center. Stop wasting money. Increase the parking so the jerks stop parking in front of my house	9/10/2020 12:10 PM

# Q9 Would you support reducing parking requirements to allow for additional space for buildings and landscaping for the following types of residential development (housing) in the General Commercial area?

Answered: 125 Skipped: 1



## Park Ave Community: Designing for the Future



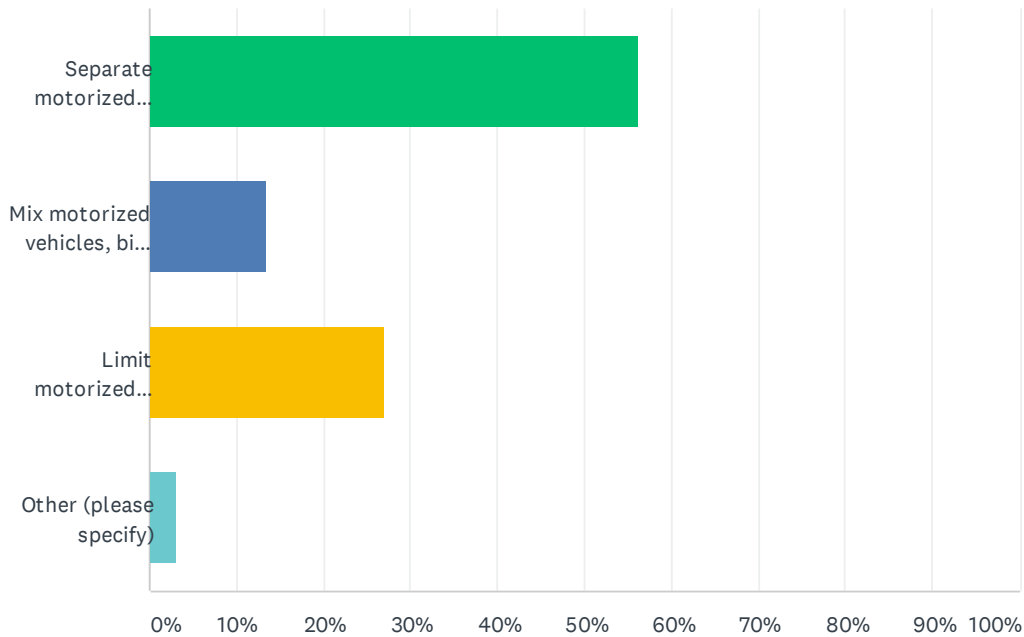
	YES	NO	MAYBE	TOTAL	WEIGHTED AVERAGE
Housing located within ¼ mile of transit (MAX, bus)	53.23% 66	29.84% 37	16.94% 21	124	1.64
Housing for lower-income households	44.00% 55	34.40% 43	21.60% 27	125	1.78
Housing for older adults (55+)	41.46% 51	31.71% 39	26.83% 33	123	1.85
Housing that shares parking with nearby developments	51.64% 63	25.41% 31	22.95% 28	122	1.71
Housing that makes shared vehicles, shuttles or other transportation tools available to its residents	51.61% 64	25.00% 31	23.39% 29	124	1.72
Housing that provides expanded bike parking for its residents	49.59% 61	32.52% 40	17.89% 22	123	1.68
Housing located along or within ¼ mile of a high quality bike trail	44.80% 56	33.60% 42	21.60% 27	125	1.77

## Park Ave Community: Designing for the Future

#	OTHER (PLEASE SPECIFY)	DATE
1	PRIOR completion of infrastructure (curbs, sidewalks, residential parking requirements, etc.) within the surrounding residential areas is critical to allowance of reduced parking restrictions/development within industrial zone.	10/5/2020 1:35 PM
2	This survey is for the developers and land owners trying to take over our community, stay away from our unincorporated!	10/5/2020 11:23 AM
3	What are the current residential parking requirements?	9/30/2020 3:20 PM
4	The parking requirements exist for a reason.	9/29/2020 11:51 AM
5	again, the devil is in the details	9/27/2020 1:05 PM
6	same answer as above, you are just moving the parking issues to elsewhere in the community	9/24/2020 10:15 AM
7	Again, minimize ground-level parking lots and concentrate auto parking into multi-level garages.	9/19/2020 4:11 PM
8	You need to fix the mess that's here, before you do anything.	9/14/2020 3:27 PM
9	no housing small retail and restaurants	9/14/2020 8:56 AM
10	Not enough information	9/11/2020 9:07 AM
11	Electric shuttle to nearby parking	9/10/2020 9:32 PM
12	Residential parking should be available for residents. Now that we have seen a pandemic, we know people need to be able to choose to travel by car to be safe, especially older adults.	9/10/2020 5:55 PM
13	Stop wasting money	9/10/2020 12:10 PM

Q10 Which type of connection would you prefer in the General Commercial zone (red area) directly adjacent to McLoughlin Boulevard, assuming that motorized vehicle access is limited to the commercial area, and bike and pedestrian connections extend through and beyond the commercial area?

Answered: 126 Skipped: 0

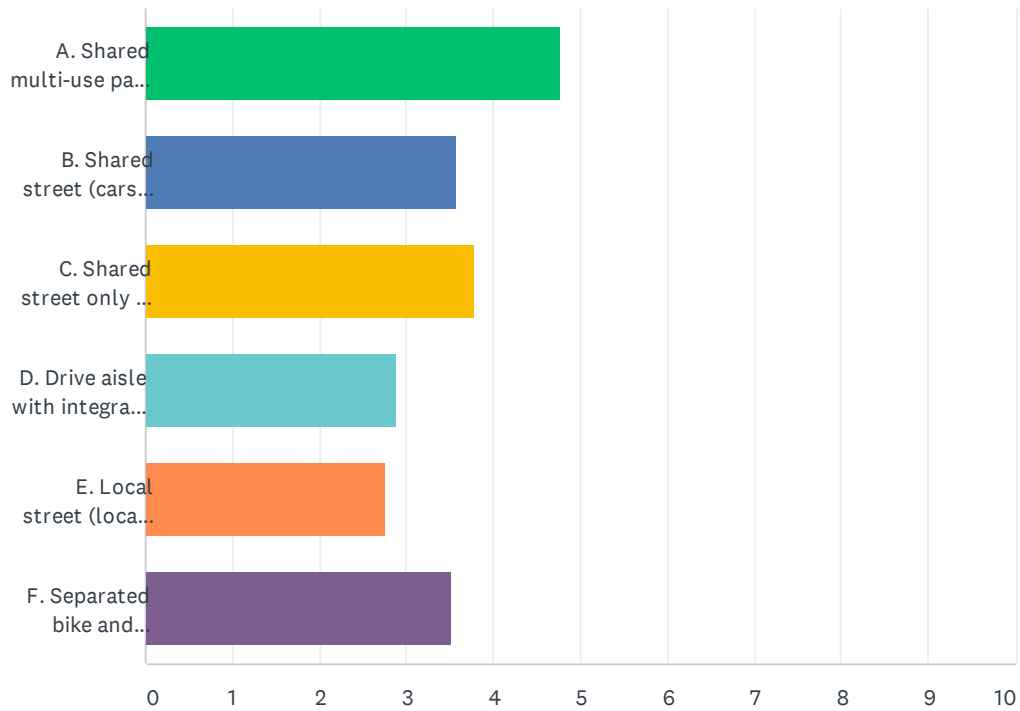


ANSWER CHOICES	RESPONSES
Separate motorized vehicles from bikes and pedestrians	56.35% 71
Mix motorized vehicles, bikes and pedestrians	13.49% 17
Limit motorized vehicle access to business driveways only; allow bikes and pedestrians in all areas	26.98% 34
Other (please specify)	3.17% 4
<b>TOTAL</b>	<b>126</b>

#	OTHER (PLEASE SPECIFY)	DATE
1	I don't want ANYTHING commercial, housing or anything bringing more people out here. We don't have the resources as it is. Trite lies to us about security on the buses and now we are the end of the line dump off!	10/5/2020 11:23 AM
2	Unsure exactly what these options would be like/unable to judge.	9/16/2020 12:16 PM
3	I've insufficient info to form an opinion.	9/12/2020 10:32 AM
4	None	9/10/2020 12:10 PM

**Q11 Please look at the following photos and let us know which ones best capture the type of new vehicle, pedestrian and/or bicycle connections you would like to see in the General Commercial zone directly adjacent to McLoughlin Boulevard (red area): (rank in order of preference)**

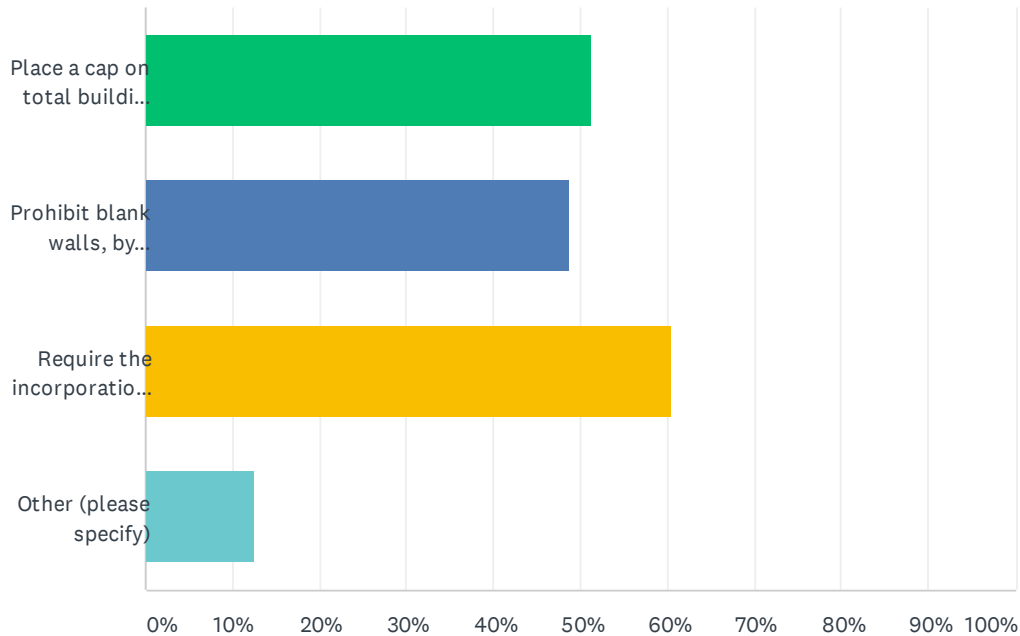
Answered: 122 Skipped: 4



	1	2	3	4	5	6	TOTAL	SCORE
A. Shared multi-use path with landscape buffers	44.25% 50	23.01% 26	12.39% 14	9.73% 11	7.96% 9	2.65% 3	113	4.78
B. Shared street (cars allowed, but bikes and pedestrians given priority)	13.04% 15	25.22% 29	16.52% 19	15.65% 18	10.43% 12	19.13% 22	115	3.57
C. Shared street only for bikes and pedestrians (no motorized vehicles allowed except for emergency vehicles)	9.48% 11	27.59% 32	31.03% 36	6.90% 8	13.79% 16	11.21% 13	116	3.78
D. Drive aisle with integrated bike and pedestrian facilities	7.02% 8	5.26% 6	13.16% 15	31.58% 36	28.95% 33	14.04% 16	114	2.88
E. Local street (local cars only at low speeds, with wide sidewalks and street trees)	9.91% 11	7.21% 8	13.51% 15	17.12% 19	24.32% 27	27.93% 31	111	2.77
F. Separated bike and pedestrian paths	23.01% 26	14.16% 16	11.50% 13	16.81% 19	11.50% 13	23.01% 26	113	3.51

## Q12 What building design tools do you think are most important to create a pedestrian-scale environment to engage residents and visitors and prevent “big box” stores?

Answered: 119 Skipped: 7



ANSWER CHOICES	RESPONSES	
Place a cap on total building square footage	51.26%	61
Prohibit blank walls, by requiring ground-floor treatments such as display windows, entrances and landscaping	48.74%	58
Require the incorporation of variations in building design (e.g., changes in materials, wall planes, window patterns, awnings, canopies, etc.) to create a sense of smaller components within the larger building	60.50%	72
Other (please specify)	12.61%	15
Total Respondents: 119		

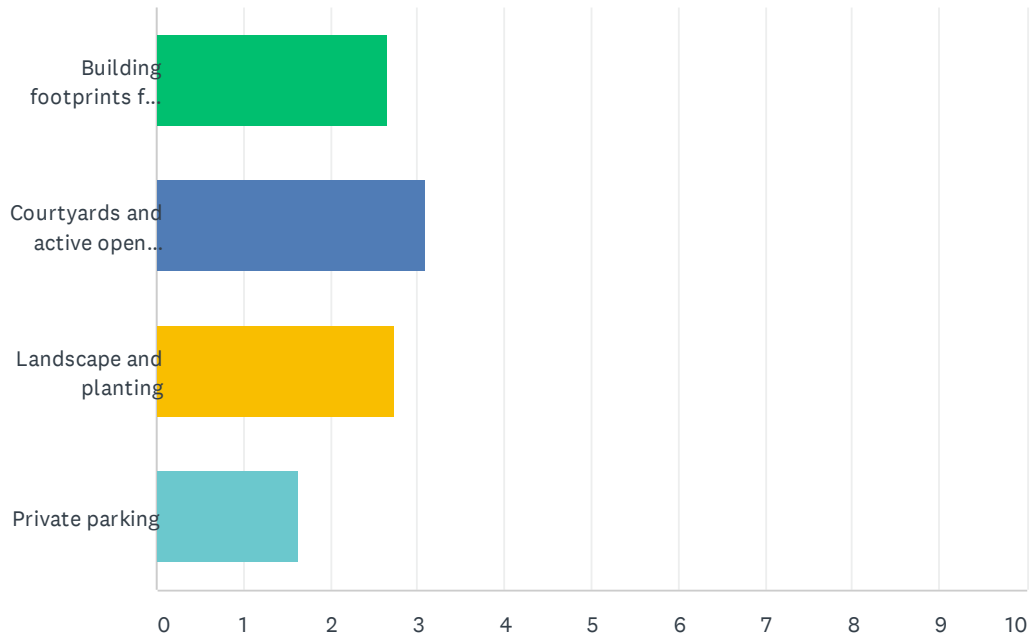
## Park Ave Community: Designing for the Future

#	OTHER (PLEASE SPECIFY)	DATE
1	use of natural materials, especially on lower levels. Brick, Stone, Metal. Murals/Artwork	10/5/2020 1:35 PM
2	We are NOT Europe like you're trying to pull off from your picture they have police that drag people off the train for not purchasing a ticket and arrest them, we don't have that here! !	10/5/2020 11:23 AM
3	Leave it alone	10/5/2020 5:25 AM
4	Put a max limit on floorplate size and/or length of any exterior wall. Limit ground-floor commercial spaces to max floor area to preserve affordable storefront spaces; big boxes not prohibited but could go above the first story when active uses at street level on all four sides of building.	10/4/2020 10:48 AM
5	prohibit single use retail on a large footprint, limit parking, require minimum density that exceeds ground floor only uses, etc	9/24/2020 10:16 AM
6	Prohibit types of businesses such as warehouses, big box stores, car lots, storage facilities, gas stations	9/20/2020 12:01 PM
7	Limit sq ft of blank walls and require art/ murals in building budget.	9/19/2020 8:00 PM
8	Limit parking lots/place parking underground; limit height of each building level/floor..	9/16/2020 12:16 PM
9	You need to fix the mess that's been created by the termination of the Orange Line. More crime, more people living on the streets, more drugs than any time in the past 30 years. Spend your money on that before anything else.	9/14/2020 3:27 PM
10	I think property owners should be able to use property as they wish.	9/12/2020 5:40 PM
11	none of the above - bikes/pedestrians are not important nor desired	9/11/2020 12:01 PM
12	Retail street level; housing on upper floors.	9/10/2020 11:10 PM
13	Murals, artworks (sculptures)	9/10/2020 9:32 PM
14	Encourage ground floor large opening overhead doors to mix indoors and outdoor spaces and have outdoor seating outside.	9/10/2020 5:55 PM
15	Leave everything alone. Who started this anyway. You are taxing me out of my house now you want to drive me out with this junk.	9/10/2020 12:10 PM



**Q13 Which of the following elements that could be part of redevelopment projects are most important to you? Please rank from most important (#1) to least important (#4).**

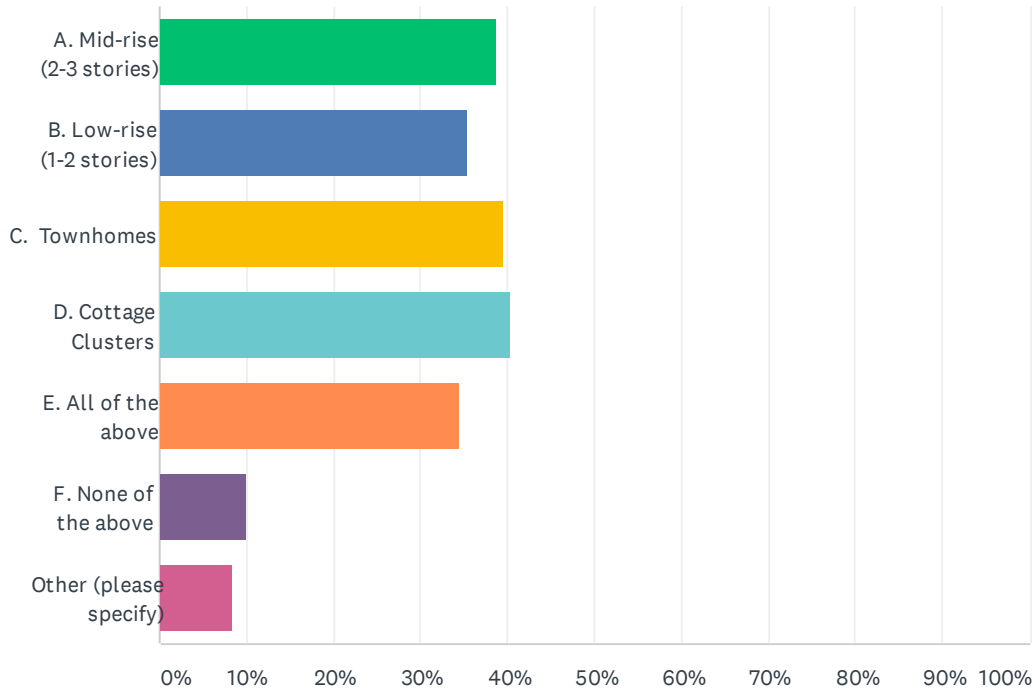
Answered: 120 Skipped: 6



	1	2	3	4	TOTAL	SCORE
Building footprints for housing and employment	30.70% 35	18.42% 21	35.96% 41	14.91% 17	114	2.65
Courtyards and active open space	41.38% 48	35.34% 41	13.79% 16	9.48% 11	116	3.09
Landscape and planting	23.08% 27	33.33% 39	37.61% 44	5.98% 7	117	2.74
Private parking	8.62% 10	12.93% 15	12.07% 14	66.38% 77	116	1.64

**Q14 Please look at the photos below and let us know which of the following types of new residential development you would like to see in the Multi-Family Residential zone (orange on the map) just east and just west of McLoughlin Boulevard? (choose all that apply)**

Answered: 119 Skipped: 7



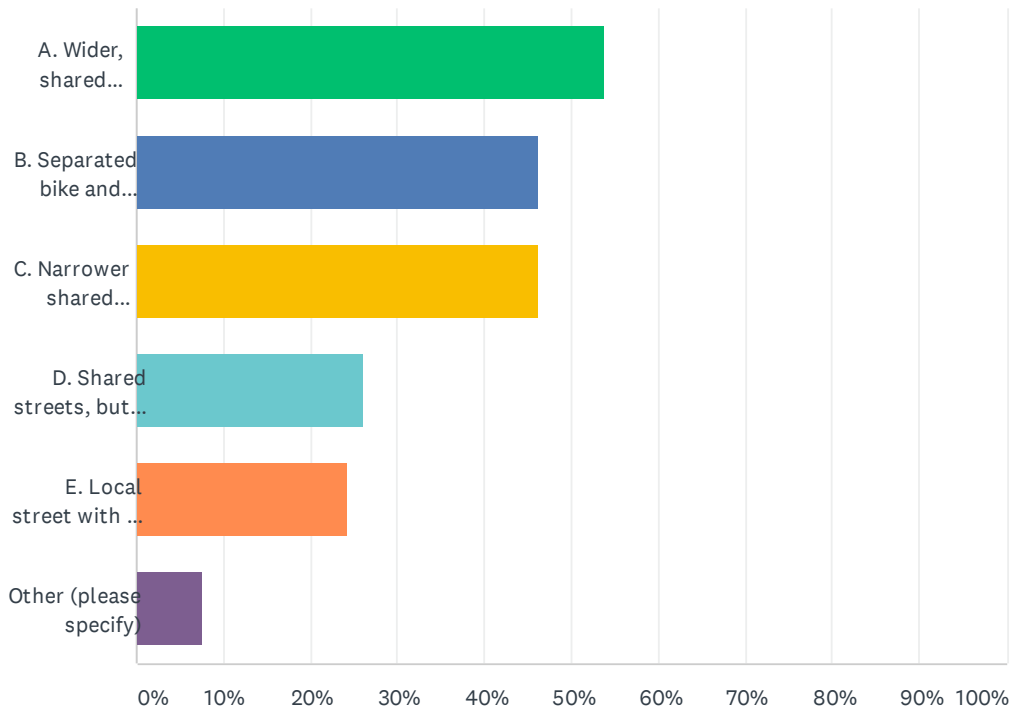
ANSWER CHOICES	RESPONSES
A. Mid-rise (2-3 stories)	38.66% 46
B. Low-rise (1-2 stories)	35.29% 42
C. Townhomes	39.50% 47
D. Cottage Clusters	40.34% 48
E. All of the above	34.45% 41
F. None of the above	10.08% 12
Other (please specify)	8.40% 10
Total Respondents: 119	

## Park Ave Community: Designing for the Future

#	OTHER (PLEASE SPECIFY)	DATE
1	4-plex housing	10/7/2020 2:13 PM
2	Preference of owner-occupied with incentives from metro, county, etc.	10/5/2020 1:35 PM
3	single family homes with space 10 feet between homes	10/1/2020 5:01 PM
4	Many households sharing the same open & recreational spaces would provide a level of neighborhood watch to keep crime down.	9/30/2020 3:20 PM
5	cottage clusters are more of a single family residential scale and don't quite meet the level of density needed in this transition zone	9/24/2020 10:16 AM
6	Really, this area should have the 5-6 story residential buildings you mentioned above (except in the area in the far north, where it is close enough to the highway and the MAX station that it should be genuine high-rise [20+] stories).	9/16/2020 12:16 PM
7	Fix what's here first. This neighborhood is a wreck.	9/14/2020 3:27 PM
8	Affordable housing	9/11/2020 9:07 AM
9	Cottage clusters first choice	9/10/2020 5:55 PM
10	Leave it alone less people is better.	9/10/2020 12:10 PM

Q15 The Framework Plan proposes up to five new potential connections at McLoughlin Blvd (see horizontal dotted white lines in map). Please look at the following photos and let us know which ones best capture the type of new vehicle, pedestrian and/or bicycle connections you would like to see in the Multi-Family Residential zones west and east of McLoughlin Boulevard, shown in orange on the map below.

Answered: 119 Skipped: 7



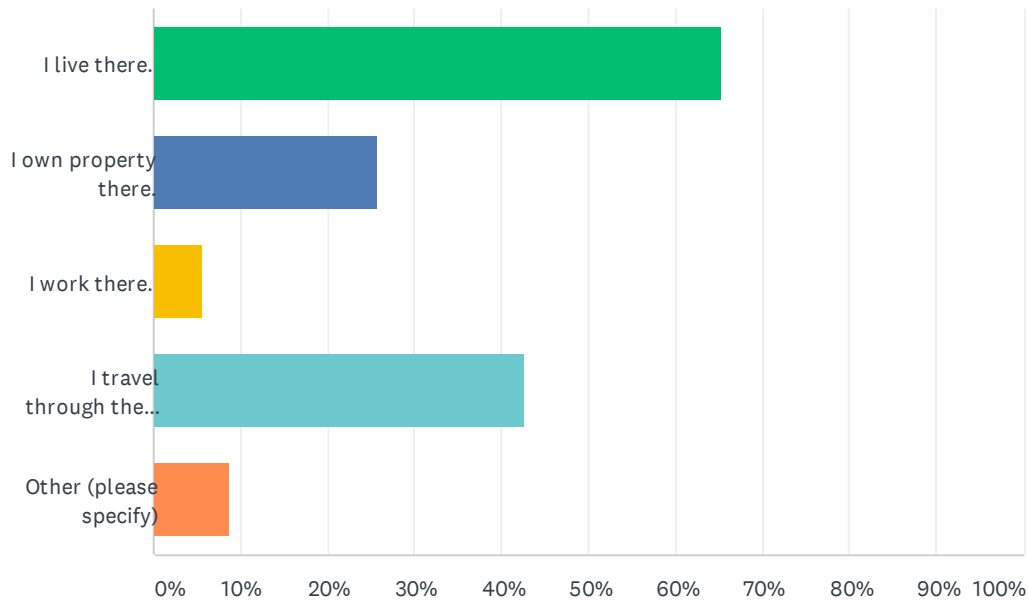
ANSWER CHOICES	RESPONSES	
A. Wider, shared multi-use paths with integrated landscape	53.78%	64
B. Separated bike and pedestrian paths	46.22%	55
C. Narrower shared multi-use trails with integrated landscape	46.22%	55
D. Shared streets, but bikes and pedestrians given priority	26.05%	31
E. Local street with low speed limits, with wide sidewalks and street trees	24.37%	29
Other (please specify)	7.56%	9
Total Respondents: 119		

## Park Ave Community: Designing for the Future

#	OTHER (PLEASE SPECIFY)	DATE
1	Preference order: D, E, A, C, B	10/9/2020 3:34 PM
2	None!	10/5/2020 11:23 AM
3	Leave it be. Enough is enough	9/24/2020 9:50 AM
4	Anything that slows cars if they have access. Also, security can be a problem on bike/walk trails with no cars so they need to be wide, well lit and visible by people in adjacent housing.	9/19/2020 8:00 PM
5	If bike access on McLoughlin is improved, then running connections to the Trolley Trail is much less important and could be limited to existing connections. I would rather the resources go to improving McLoughlin than connecting the Trolley Trail to a less-than-ideal McLoughlin.	9/16/2020 12:16 PM
6	Don't like any of them	9/14/2020 12:21 PM
7	Bicyclists don't pay road tax, there for shouldn't get an opinion	9/12/2020 5:40 PM
8	Use landscaped traffic circles to slow motor vehicles, planted so as not to obstruct vision of pedestrians. Must be well and attractively lit.	9/10/2020 5:55 PM
9	Keep bikes paths for Portland	9/10/2020 12:10 PM

### Q16 What is your relationship to the Park Avenue Project area within 1/2-mile of the light-rail station? (please check all that apply)

Answered: 124 Skipped: 2



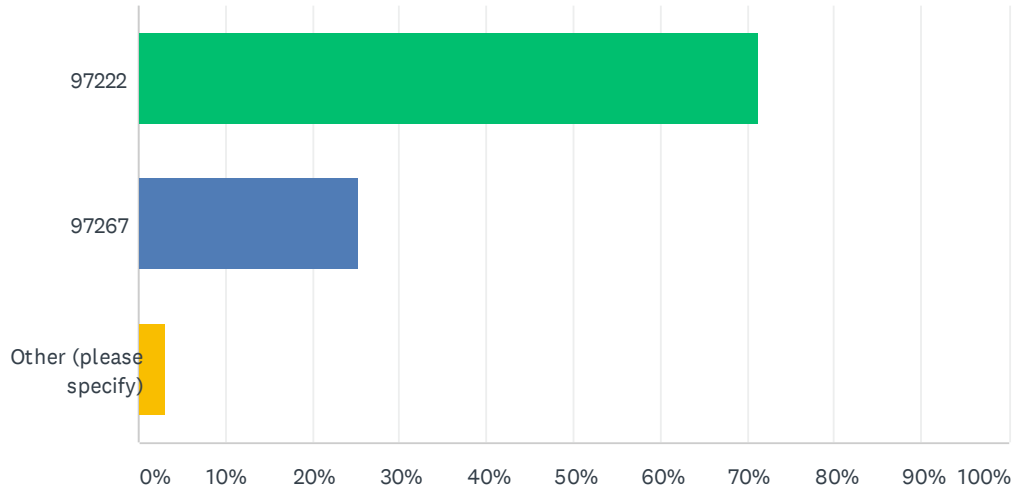
ANSWER CHOICES	RESPONSES	
I live there.	65.32%	81
I own property there.	25.81%	32
I work there.	5.65%	7
I travel through the area.	42.74%	53
Other (please specify)	8.87%	11
Total Respondents: 124		

## Park Ave Community: Designing for the Future

#	OTHER (PLEASE SPECIFY)	DATE
1	I live about 2 miles away but am often in the area.	9/29/2020 1:31 PM
2	I live one mile from Park Ave Station, in Milwaukie	9/27/2020 1:05 PM
3	I regularly use the max and frequent businesses in this area	9/22/2020 9:21 PM
4	Live very close and have friends I visit in the area.	9/21/2020 9:00 AM
5	I walk here almost every day, side streets and Trolley Trail.	9/19/2020 8:00 PM
6	Live @Park& River Rd. Depend on Trimet	9/17/2020 10:30 AM
7	Live close by, in the area regularly.	9/14/2020 7:10 PM
8	I ride Max	9/12/2020 12:45 PM
9	I live 2 miles south, just off the Trolley Trail, and I bike a lot	9/10/2020 9:32 PM
10	I walk in the area.	9/10/2020 5:55 PM
11	Unfortunately someone has a great idea to spend money and ruin the neighborhood. We already have homeless creeps roaming around because of max.	9/10/2020 12:10 PM

## Q17 What is your residence zip code?

Answered: 126 Skipped: 0



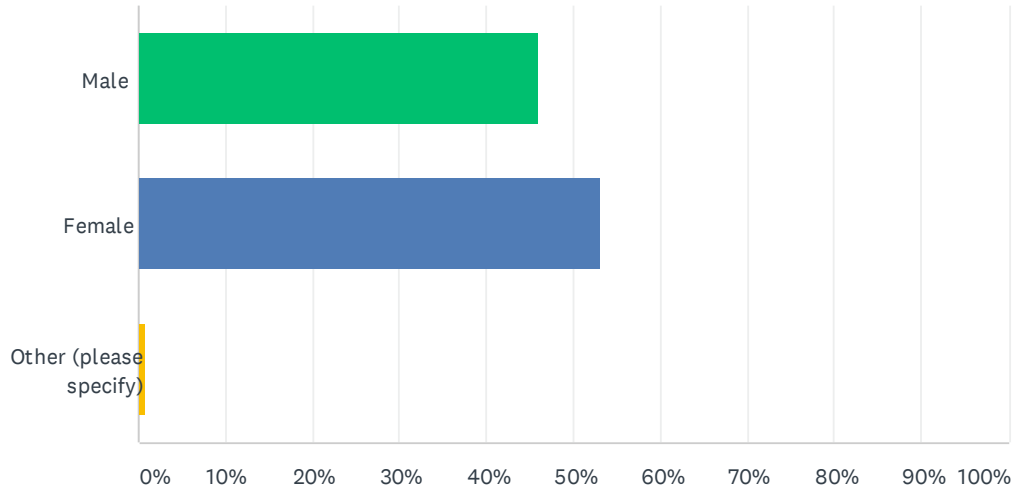
ANSWER CHOICES	RESPONSES
97222	71.43% 90
97267	25.40% 32
Other (please specify)	3.17% 4
<b>TOTAL</b>	<b>126</b>

#	OTHER (PLEASE SPECIFY)	DATE
1	97045	9/24/2020 10:31 AM
2	97027	9/24/2020 9:50 AM
3	97045	9/11/2020 12:01 PM
4	97034	9/10/2020 12:12 PM



## Q18 What is your gender?

Answered: 124 Skipped: 2

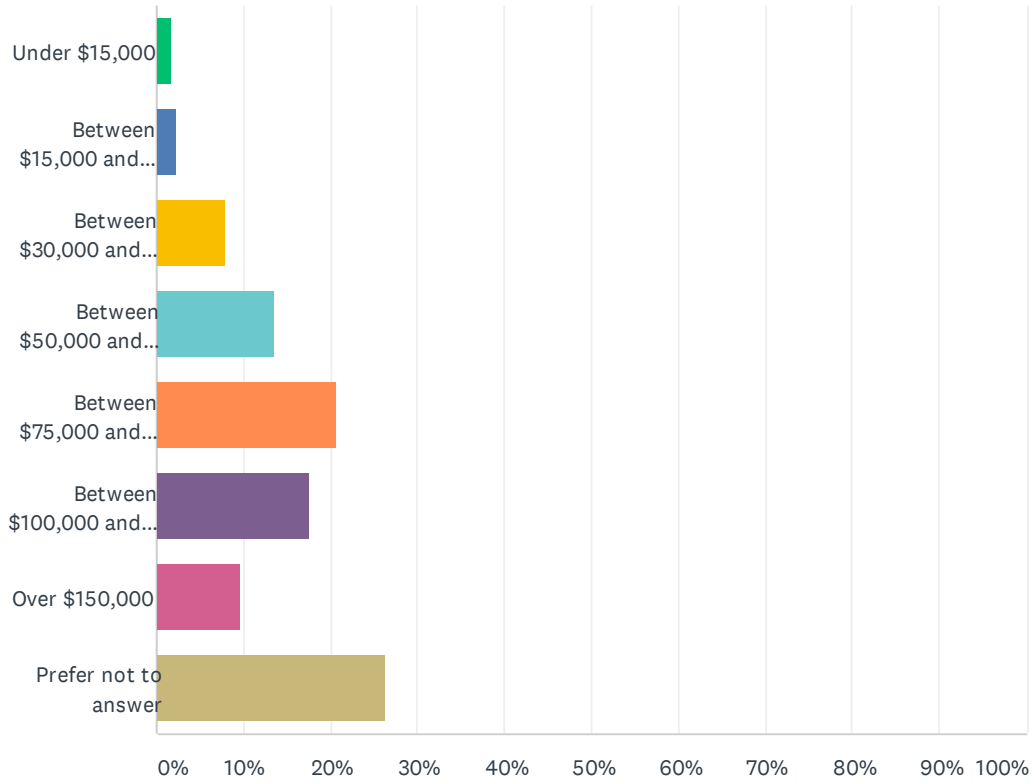


ANSWER CHOICES	RESPONSES
Male	45.97% 57
Female	53.23% 66
Other (please specify)	0.81% 1
<b>TOTAL</b>	<b>124</b>

#	OTHER (PLEASE SPECIFY)	DATE
1	Non-binary	10/5/2020 1:35 PM

## Q19 What is your annual income?

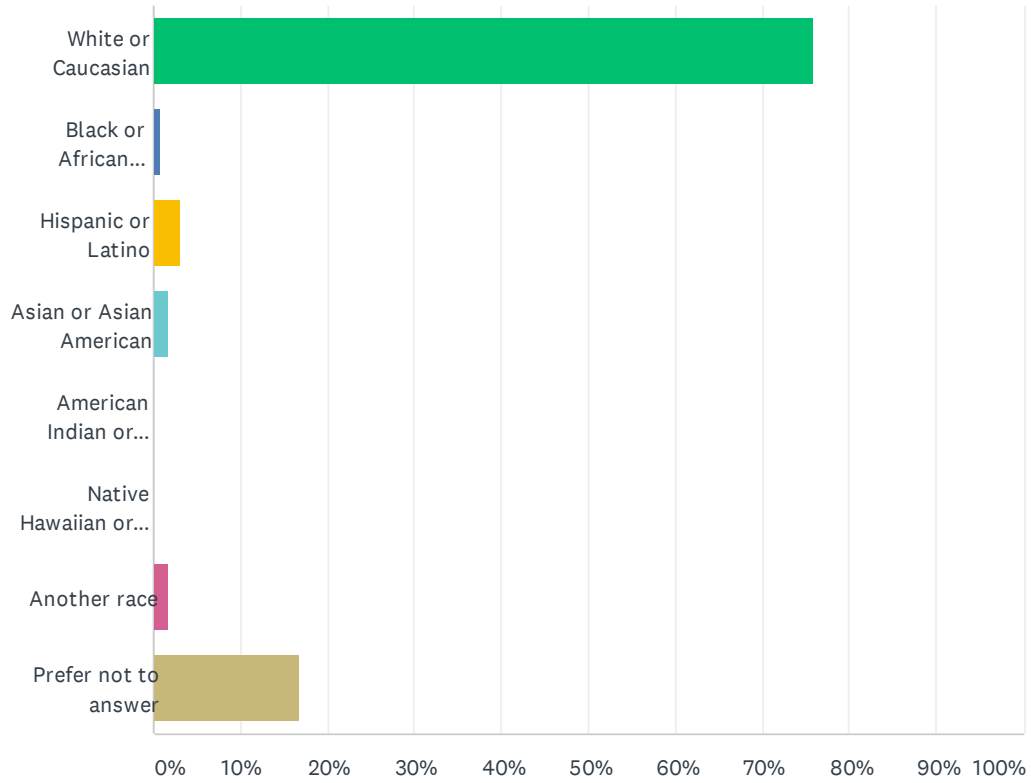
Answered: 125 Skipped: 1



ANSWER CHOICES	RESPONSES	
Under \$15,000	1.60%	2
Between \$15,000 and \$29,999	2.40%	3
Between \$30,000 and \$49,999	8.00%	10
Between \$50,000 and \$74,999	13.60%	17
Between \$75,000 and \$99,999	20.80%	26
Between \$100,000 and \$150,000	17.60%	22
Over \$150,000	9.60%	12
Prefer not to answer	26.40%	33
<b>TOTAL</b>		<b>125</b>

## Q20 What is your race or ethnicity?

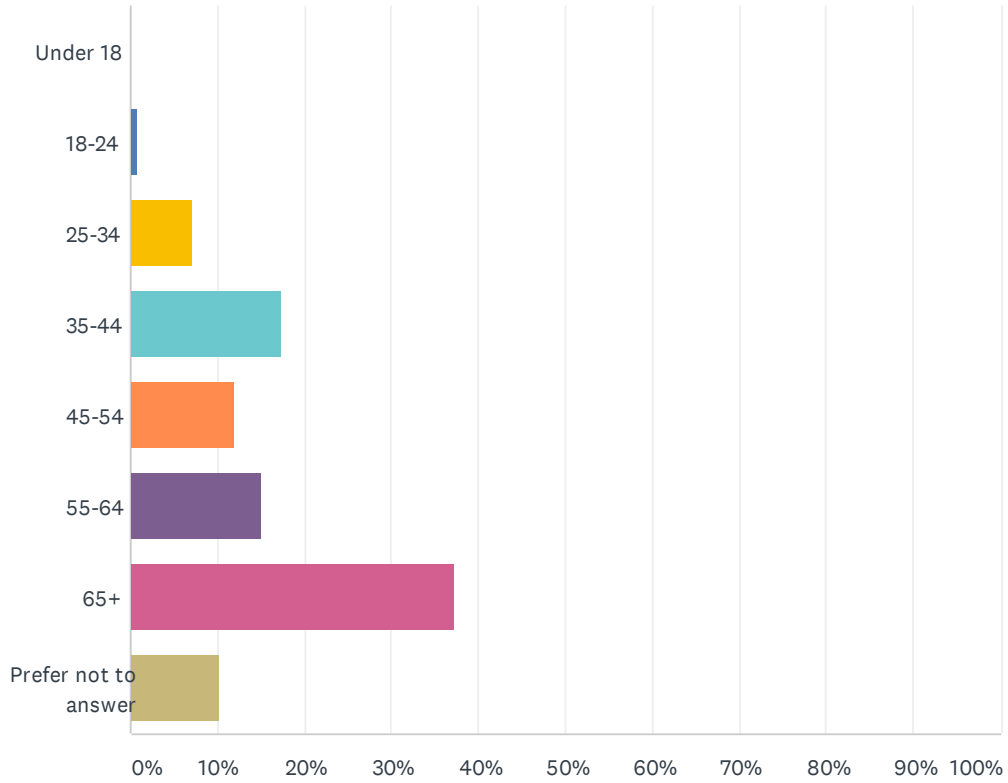
Answered: 125 Skipped: 1



ANSWER CHOICES	RESPONSES	
White or Caucasian	76.00%	95
Black or African American	0.80%	1
Hispanic or Latino	3.20%	4
Asian or Asian American	1.60%	2
American Indian or Alaska Native	0.00%	0
Native Hawaiian or other Pacific Islander	0.00%	0
Another race	1.60%	2
Prefer not to answer	16.80%	21
<b>TOTAL</b>		<b>125</b>

## Q21 What age group are you in?

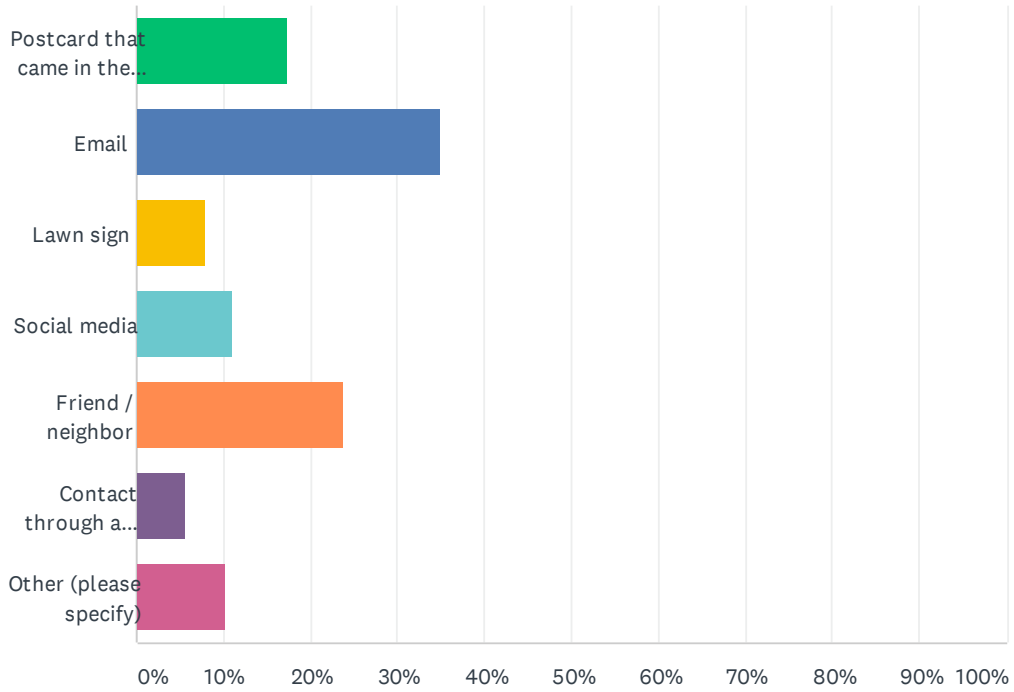
Answered: 126 Skipped: 0



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18-24	0.79%	1
25-34	7.14%	9
35-44	17.46%	22
45-54	11.90%	15
55-64	15.08%	19
65+	37.30%	47
Prefer not to answer	10.32%	13
<b>TOTAL</b>		<b>126</b>

## Q22 How did you find out about this survey?

Answered: 126 Skipped: 0



ANSWER CHOICES	RESPONSES	
Postcard that came in the mail	17.46%	22
Email	34.92%	44
Lawn sign	7.94%	10
Social media	11.11%	14
Friend / neighbor	23.81%	30
Contact through a business	5.56%	7
Other (please specify)	10.32%	13
Total Respondents: 126		

Park Ave Community: Designing for the Future

#	OTHER (PLEASE SPECIFY)	DATE
1	Part of the ELK's and Emma shared this with us.	10/7/2020 10:23 AM
2	PACAC member	9/24/2020 10:16 AM
3	Communication from Willamette View	9/20/2020 9:30 AM
4	Willamette View Friday Notice	9/18/2020 1:23 PM
5	Willamette View	9/18/2020 11:13 AM
6	Willamette View newsletter	9/18/2020 8:42 AM
7	Willamette View announcement	9/17/2020 1:15 PM
8	Oak Grove Community Council	9/17/2020 9:44 AM
9	Fix what's going on in this neighborhood first. Don't even think about spending any additional money here until you get rid of the worthless humanity that's causing all the crime and restlessness in this areas first.	9/14/2020 3:27 PM
10	Willamette View communications	9/11/2020 9:35 AM
11	Willamette View	9/11/2020 8:15 AM
12	CPO email alert	9/10/2020 4:44 PM
13	Saw a sign	9/10/2020 12:10 PM

**Q23 Please share anything else you would like to see in the Park Ave area in the next 20 years.**

Answered: 66 Skipped: 60

## Park Ave Community: Designing for the Future

#	RESPONSES	DATE
1	More community spaces and a park. Restaurants and Cafes in walking distance. Safer bicycling, walking, street crossings that are times for pedestrians instead of cars. Please change the area around the Trimet area, it looks inviting from a distance like it's a space one could listen to a small local band and sit and meet with people but when you get closer it is an uninviting space with something that looks like Benches but are built for looks not sitting. Aside you like to sit on a rock wire cage. As a German I don't understand how anyone could design anything like that? It's like trying to make it look like a welcoming seating area but then it's designed to prevent people from sitting down at the Max Station area. who does that? This could be a cool place to mingle with neighborhood listening to music	10/7/2020 2:13 PM
2	Growing up in this area off Oatfield, I am very excited to to see this happen. Thank you	10/7/2020 10:23 AM
3	More housing. Easier access to TriMet.	10/5/2020 2:45 PM
4	A park landscaped with flowers and trees. It would include a green space, picnic tables, and a fenced dog run.	10/5/2020 2:30 PM
5	Local governance, less auto-centric billboards, more respect of each other and the natural environment	10/5/2020 1:35 PM
6	Leave my area alone! It's been ruined by allowing transients, druggies, theft and harassment to my area! Shameful survey Bernard!	10/5/2020 11:23 AM
7	I'd like the police to stop dropping homeless folks off at the Park Ave 7-11. I'd like the homeless folks to stop literally leaving human excrement in my driveway. I'd like the increase in drug and criminal activity to stop. I'd like to be able to sell my home and move out of this recently horrid area after living here almost 20 years. Unfortunately the MAX is no longer a positive selling point.	10/5/2020 10:46 AM
8	MAX has brought nothing but crime. Until you address this issue all of your planning is BS	10/5/2020 10:12 AM
9	More Police and a solution to the homeless problem.	10/5/2020 5:25 AM
10	Have to prioritize policing of the city. There is a buildup of riff-raff at the 7-Eleven at Park and McLoughlin.	10/4/2020 8:00 PM
11	Medical offices and community services. Government and commercial offices. 18-hour community. Public plazas and parks. McLoughlin Blvd lined with mature Douglas Firs on both sides to north and south of station area. The new Oak Lodge library. Daylight and celebrate Courtney Creek wherever possible. Preserve right of way for future MAX extension to Oregon City.	10/4/2020 10:48 AM
12	Multi-use zoning and housing!	10/3/2020 9:21 PM
13	Need a gathering space. The space in front of the MAX line should fill this requirement but they made all the things that look like benches/seats unsitabile. Bumpy steel and bumpy rock surfaces (to keep homeless from sleeping?) So we have things that look like seats, but are superficial, only inviting to the eye, looks comfortable but you can't sit down.	10/3/2020 12:23 PM
14	I'd like to see more local businesses with a focus on retail, restaurants and great community space and pavilions for local concerts, gatherings, or seasonal market places. I would love for this area to feel more like a reflection of the community and a gathering place rather than an extension of strip mall mania or simply a stop. Currently pedestrians and drivers are put at risk because there are not many places to cross McLoughlin. If the bike and pedestrian areas were increased and highlighted it would make this situation safer as well as call in a circulating commuter and consumer demographic. I for one would love to hear and see live music or even just more vibrancy and energy around my neighborhood off of Park Ave. More places to walk to go to dinner or shop that give an opportunity for local entrepreneurs where I can hang out and support Milwaukie would be wonderful. I love our downtown but I think that more opportunities and areas for small, local business owners to thrive is needed. Because McLoughlin is such a busy street and this intersection in particular is really busy and undefined, the businesses (like the play cafe and road house bar) are incredibly underserved and also side notes instead of attractions. Prioritizing business through the accessibility of more sidewalks, landscaping and safe travel to the area also adds a lot of character and definition to the town of Milwaukie that isn't provided at the last Max stop. This is where a lot of commuters get on and off and so many amenities could be added for this demographic as well as the surrounding neighborhood. Beyond that, how exciting would it be to make the last	10/1/2020 8:28 PM



## Park Ave Community: Designing for the Future

stop on the Max orange line a destination, a hub of creative energy and community that supports green transportation, environment, local talent and tenants. I see this as such a rich opportunity to decrease the chaos, traffic noise and facelessness of this particular area and connect it to the culture and vibe of river front parks, trolley trail and overall identity of Milwaukie which is so charming. As a home owner and parent, I am so hungry for the growth of the city to be as a leader in progressive city planning that prioritizes diversity, opportunity, green space, biker and pedestrian only areas and community driven retail. Community driven retail means spaces for commerce that are affordable to rent or market style pop-ups that give opportunities to smaller businesses throughout the year. The vibe of Milwaukie just ends so abruptly at the Max line and Park Avenue could be a wonderful continuation of the awesome spaces and businesses we see at the food court stop and beyond. There could be a Milwaukie Loop and during holidays all the businesses could work together in event planning .... people could walk, bike or max the loop to socialize, celebrate and spend money. For instance, the Christmas boat parade gathering at the river was such a fun and wonderful event last year, but what if there was live music after at the end of the Max line and an eating and retail experience that was coordinated. Super fun! I really hope in the next 20 years the bad traffic/noise is diminished, the strip mall feel beyond park counterbalanced, more green way is provided, bikers and walkers are further supported, another parking structure built and some extra housing provided. It would be a shame if the area was visually and physically dominated by townhomes and midrises much like the development happening along N interstate in the overlook neighborhood. While I think housing is crucial, community space and small local businesses that are buffered by beautiful open spaces would make the area a destination spot and call in entertainment, gathering and add a lot of value to what the town of Milwaukie has to offer. Highlighting our history and adding opportunity NOT gentrifying is the key to equitable and ethical growth. Creating real opportunity for all, not just bland housing developments and corporate entities that don't place community and people first. One of my favorite things about Milwaukie is how community friendly and connected it feels. The small town and supportive vibe is what makes it really appealing and unique. There is a rich opportunity here to learn from the past and not have development create an exclusive or class prohibitive culture like has happened in much of Portland. I also think added bike paths and pavilions provide a wonderful opportunity for public art and cultural exhibition. We have some amazing pieces along Trolley trail and the Max line, why not add more and make it a feature to come see, much like the esplanade around downtown. BIPOC and under represented artists could be featured and the history of the small shops and community stops that were originally on the trolley trail could be harkened. And (sorry for this long- winded response!) lastly I think it would be really cool to reignite the history of the trolley in a more substantial way. Since the construction will be bringing in future thinking I think it's important to highlight the history of commerce and commute that once existed... I had to go looking for this when I first moved here and found the details really interesting. I know the public art in Milwaukie references this, but more visible/public and tangible historical education would rock. Obviously I am passionate about my neighborhood and the unfettered and exciting potential of city planning. But it is highly inspiring to dream big and bright and to demand that this expansion be human based from the start and not corporate based. We need spaces that support community through design and use, areas that draw people in and bring us together... supportive development that keeps us here investing in the community. So much of Milwaukie captures this and I would be heart broken to see it dulled, gentrified or diluted through development. I really appreciate this survey and the opportunity to have my voice heard!

15	Stop making a mess of our neighborhood. We want quiet streets with homes you can raise a family in. The more you pushed people together the more problems you have with noise, traffic, crime and loss of privacy.	10/1/2020 5:01 PM
16	Most of the property owners in the commercial area do not want additional pedestrian pathways that cut through their properties.	10/1/2020 3:04 PM
17	Minimize traffic and high density developments. Maintain the peace and quiet condition that exist now.	9/30/2020 3:20 PM
18	Thank you to the team working on this! It's exciting to have some momentum for positive change along McLoughlin!	9/29/2020 1:31 PM
19	FOOD TRUCKS!	9/29/2020 11:51 AM
20	Incentivize green infrastructure *and* gray infrastructure retrofits for things like stormwater filtration and trees. Ultimately trees and green spaces make everyone healthier so it's a worthy investment	9/29/2020 9:46 AM

## Park Ave Community: Designing for the Future

21	An overhead pedestrian bridge at Park Ave and McLoughlin would protect pedestrians and bicyclists. That intersection has always been dangerous in my opinion, even before the Orange line went in.	9/28/2020 5:44 PM
22	I would love to see more wider pedestrian/bikes sidewalks. New construction of homes and only a few commercial stores, it so a clothing store around this area such as T.J.maxx, marshalls or home goods would be nice to have around here since everything near is by clackamas or Oregon City	9/28/2020 1:31 PM
23	Thanks	9/28/2020 4:36 AM
24	Good survey, and some tough questions to wrangle with. In terms of reducing parking requirements, I'd encourage a phased approach. Some reductions in the 1/4mi zone make sense, and others may over time. But for now, especially with COVID, we are still a POV-dependent society.	9/27/2020 1:05 PM
25	More pedestrian bridge crossings over Mcloughlin.	9/24/2020 3:30 PM
26	More sidewalks! Walking on Oatfield from Park to Lake road is so dangerous! More attention to slowing down cars on residential streets! One can only drive 30mph on 99 (a highway) but cars drive much faster than that on residential streets including mine...SE Briggs St.	9/24/2020 12:26 PM
27	integrate some incentives for solar production, local agriculture, habitat, and other elements that aren't commonly incentivized economically but provide multiple benefits and go beyond human needs. Make specific provisions in the code to allow for limited term emergency housing and transitional housing responses as well to address immediate needs.	9/24/2020 10:16 AM
28	less car sales, more family oriented businesses. Less big box stores, more small business space and things that build community	9/24/2020 10:15 AM
29	Enough expansion. Tax newcomers to the state and throw out the multiple convicted felons that move here from other states to avoid the 3 strikes your out rule.	9/24/2020 9:50 AM
30	No more auto stores, etc More small business food (bagels, breweries, brew pubs etc) More trees, pedestrian and bike friendly paths	9/23/2020 6:57 PM
31	Increase in green spaces including community gardens	9/22/2020 9:35 PM
32	Vehicles, whether they are electric or gas, will continue to be a last mile transit option for residents and visitors to this area. I understand our carbon neutral goals, but would also like to be realistic with how we achieve these goals and do not believe that we can plan our way out of our dependence on these last mile transit options. I think the City of Portland has gotten this issue fundamentally wrong and has reduced their vehicle access and parking options to the detriment of their residents and community members. The Park Ave max station is the last stop on the orange line and many people drive to this area to catch this. Let's recognize that and plan for these commuters. Please do not remove private vehicle access options. And let's consider the possibility that shared transit options may not be fully relied upon in an age where future pandemics may become the new norm.	9/22/2020 9:21 PM
33	A neighborhood grocery store. I think the plan of a grocery store on the corner of various blocks (as in the past) was a great idea.	9/21/2020 9:00 AM
34	Businesses which promote community-- neighborly and friendly interactions like restaurants, pubs, coffee shops. SIDEWALKS on Oatfield.	9/20/2020 12:01 PM
35	Allow density bonuses for affordable housing developments.	9/19/2020 9:16 PM
36	Trader Joes	9/19/2020 8:00 PM
37	Minimize auto traffic. Thank you!	9/19/2020 4:11 PM
38	Thank you for the insight and planning you are doing for this area	9/18/2020 5:00 PM
39	I just want to make sure that safety is ensured. So, ensuring the businesses and residences are kept up and transients are not encouraged to hang around.	9/18/2020 8:10 AM
40	So glad that you are considering these changes. The community will benefit from new retail & community services. It will turn it from drive by shopping, auto oriented to community oriented.	9/17/2020 6:45 PM
41	Nothing else-- fun to imagine the transformation.	9/17/2020 10:30 AM

## Park Ave Community: Designing for the Future

42	Excellent survey instrument. Thanks.	9/16/2020 5:36 PM
43	Major residential buildings will last more than 20 years. The time horizon for planning should be at least 50 years. It is shortsighted to plan something like this under a 20-year imagination.	9/16/2020 12:16 PM
44	lighting to help with safety. This is an area that has some drug use and homeless people.	9/16/2020 9:03 AM
45	Stop the spread of these high density projects! Feels like you're wanting to warehouse people & force them to take public transportation only. Or bike! Which is NOT the majority of people who would live there. Bike projects are for all the snobs who pedal "through". Not "to". This all looks like a modern day version of "the projects". Totally oppose. But it doesn't matter. You'll do what you want anyway. Oregon has gone to hell.	9/16/2020 8:30 AM
46	No further extension of the light rail.	9/15/2020 12:48 PM
47	Hope to see a thriving and vibrant community. Compliments on a well written and constructed survey. Thank you.	9/14/2020 7:10 PM
48	Get rid of the crime and the drifters. I've had my home broken into twice here. This is simply an extension of Portland at the moment. This neighborhood sucks currently. If you don't believe it, come here and check it you. It's so easy for you to sit in your cozy office and make plans. You DON'T KNOW WHAT'S GOING ON HERE. Check it out before you spend our hard earned money on things that won't matter until you get rid of the scum.	9/14/2020 3:27 PM
49	Please do not build anymore low income or multi level housing. We do not need to clutter the street like Burnside . We are a suburban neighborhood and would like to keep it that way	9/14/2020 8:56 AM
50	I own residential property and commercial property in the area and I don't believe the county should be able to dictate what anyone does with their privately owned property	9/12/2020 5:40 PM
51	Beauty and green not a bunch of concrete. Keep out car lots, too many already in the area.	9/12/2020 12:45 PM
52	I want to make sure that the history and mature landscape of our town is preserved.	9/12/2020 11:42 AM
53	We don't want people to be forced out of their homes to make room for these developments.	9/12/2020 11:42 AM
54	My husband, toddler, and I moved here from NE Portland last year (NE 33rd and Prescott), able to buy a larger home in a small but close-in community. Being able to walk down a quiet bike highway like NE Going to visit the restaurants and bars on Alberta is the thing we miss most about our old neighborhood. So much opportunity in this plan, and I can't wait to see how it unfolds (and to continue to participate)!	9/12/2020 9:28 AM
55	Finish running the light rail from Park Ave. through to Oregon City and CCC.	9/11/2020 7:06 PM
56	I do not agree with the proposed changes ---"in any way shape or form". The continuing efforts made by the few to steer and manipulate the residence and business in this area are not as the voters have requested - we never wanted the transit station - It was stuffed down our throats by Metro and a few community activists. This process should be halted and a real vote should take place to stop the few from trying to represent the many.	9/11/2020 12:01 PM
57	Plan for the MAX to be extended south.	9/11/2020 9:11 AM
58	I really like the look of Orenco Station. Good mix of various types of housing solutions with nature trails, restaurants, and accessibility to light rail.	9/10/2020 11:10 PM
59	Integrating various electric transportation from skateboards to vehicles and everything in between	9/10/2020 9:32 PM
60	Please give us green spaces & shade, places that are safe for kids to walk & run, a way I won't get run into by a fast moving bicyclist when I'm on a walk, & some shade trees. I am a nature lover, so please give it a sense of nature.	9/10/2020 9:31 PM
61	Cars are not going to go away. I detest what Portland is allowing developers to exclude parking. Our area doesn't have a lot of options for getting around and cars are important. PLEASE attract more grocery stores!	9/10/2020 8:54 PM
62	Good healthy dining, breakfast spots, juice bars. Businesses that provide a nice place to visit and hang out and build community. Creative space. And most of all outdoor venues for live music and dancing and picnics. And indoor and outdoor venues for folk and acoustic music and open mics.	9/10/2020 5:55 PM

## Park Ave Community: Designing for the Future

63	As someone who lives on the Trolley Trail with my 3 children, I want to see massively improved bicycle & pedestrian connections to this area, so that it becomes increasingly attractive to take active transport or use our excellent transit connectivity, rather than drive.	9/10/2020 3:53 PM
64	Many more ADUs instead of destroying existing structures.	9/10/2020 2:13 PM
65	excellent job to the county, consultants and committee!! let's make it happen!!	9/10/2020 12:12 PM
66	Stop the developement. You seem to be holding meetings, just to make people 5hink 5his is what everyone wants. I bet you don't even get a majority of residents responding. You can't even pave the streets but u can build this stuff.	9/10/2020 12:10 PM