

All Scenarios									
Are these the right scenarios to assess further? If not, what should be changed?									
	Summary:								
	18 generally and/or explicitly supported these scenarios								
	14 comments were not a direct answer to the question								
	6 generally and/or explicitly did not support these scenarios								
	Take the high intensity of the LOconomy edges (Development along I5 and Downtown) and blend it with the low intensity of the Village Scenario								
	It appears the right scenario is a combo of Village Center and LOconomy								
	Yes, it seems like a good balance								
	They need to be considered as not an either/or but blended together								
	Basically these are extensions of our current plan with the growth directed. That's good. The two future schemes though could almost be merged. LO needs jobs and places for jobs.								
	Yes								
	Yes they span the spectrum								
	I like the focus on LOconomy - but feel it misguided for the City to spend energy chasing jobs. Build a great livable community - well connected and jobs will come automatically								
	I see a blend of all 3 - not just 1								
	I see good and bad in each plan. A mix would probably be the best option.								
	As long as we increase opportunities for smaller, attainable housing so seniors can downsize and younger families and professionals can move in to keep this city alive and schools healthy								
	Current comp plan from 1994 works just fine								
	Yes. Don't see too much conflict between them								
	Expand the description of the existing plan to cover policies that promote ped/bike use, housing diversity, etc...even if not as robust some alternatives								
	Great job!								
	A mix is likely. These are good to move ahead.								
	Good approach. Very rough/quick								
	I think they are. I can't think of what else should be considered.								
	Insufficient detail to determine								
	Long term planning projects like this seem hard to imagine								
	Doubt if population will increase as much as planned and am sure new jobs projected is unrealistic								
	Location of meeting nice but last bus from Lake Grove to Lake Oswego is at 17:45 (5:45 PM) weekday only. Unless you want to walk 1.5 mile to LO High School.								
	Would like to see scenarios with more local control, as well as working with other cities on boundaries								
	NA								
	Not really - there needs to be a definitive designation given to high density and the low-medium density residential areas. Keep density in high density areas and along major thoroughfares								
	Transit needs to focus on improving dismal regional bus services and intra city bus services, sustainability should be limited to low impact development and designing buildings for energy efficiency								
	1st, the Safeco Building is within spitting distance of the "demographic center of LO" Look at the map! City Hall is at the extreme East End.								
	Maximum flexibility is required at this time. Future economic conditions have never been more uncertain.								

1									
1					Existing Comp Plan as baseline				
1					Existing Comp Plan but balance				
1					Existing CP with minor tweaking to avoid that total make over that doesn't need to happen				
1					Existing Comp Plan is good -				
1									
1									
1									
1									
			1						
			1						
			1		Add ped/bike bridge 1st street N. to Terwilliger BV to LOconomy scenario				
			1						
			1						
				1					
				1					
				1					
				1					
				1					
				1					
				1					
				1	I don't believe in village centers - common - it does you more good to put some				
				1					
	14	19	5	11	One Scenario				
	18	32	13		Scenario in Combo with another				

Existing Comprehensive Plan Scenario							
<i>What elements of this scenario did you like? 47/67 responded.</i>							
Top Four Comments:							
1. Economy (11 comments)							
2. Density and downtown redevelopment (6 comments)							
3. Lake Grove Village Center development and plan (5 comments)							
4. Transportation (5 Comments)							
Like focus on local organizations/stores							
Locally - serving businesses							
Economic development							
Commercial in existing areas and industrial in SW Lake Grove							
bars (?) and commercial uses							
Industrial use in Foothills							
the starts of a new village centers (i.e. McVey/Southshore)							
Local serving businesses							
Discouraging regional retail uses							
Discourages retail draw for region							
More reasonable population and jobs protection							
Concentrates development							
Redevelopment pattern as set by Downtown							
Downtown is much improved							
Density							
Density existing							
Current densities and development patterns							
Acknowledges Lake O Center and Lake Grove							
Lake Grove Village Plan							
Lake Grove Center development							
Improve Lake Grove							
Lake Grove corridor development							
Reduces auto trips							
Local bus service connecting east and west side of town							
Traffic patterns							
Existing transportation options							
Increase and improve safety of pedestrian and bicycle mobility							
Existing neighborhoods							
Protects neighborhoods, housing							

Protects neighborhoods								
Exist zoning of first addition and evergreen neighborhoods should not change in any scenario								
Lake Grove Village Center plan and neighborhood plans have been developed from bottom up with wide community acceptance.								
Keeps blend of commercial and residential								
Exist zoning of first addition and evergreen neighborhoods should not change in any scenario								
That so much of it has been accomplished!								
At present, developers rule the roost in LO. Implement community-wide design review and promote owner drive development instead of developer/profit motivated development								
As is								
Population growth via infill								
I think the basic population growth assumptions are closer to realistic than the other scenarios								
Nothing special								
Doing the right things!								
The plan has many elements, policies, RAMs that haven't been fully implemented; many of these are worthwhile.								
Not enough smaller, "affordable" housing in business districts, need to mix, but not out price								
Independence, away from crowds.								
Not much - already antiquated								
Ignores the new reality of shrinking resources and peak oil								
Don't know right now								
Zoning is working as is								
Appropriate growth rate								
It's truthful and best represents how I want to continue to live in LO.								
Natural Resource enhance and protect per Oregon Goal 5								
The current comp plan is a very good document and only needs to be tweaked to be current for 2035.								
Adequate overall								
NA								
It's a problem looking for a solution. (Doesn't like any of the scenarios)								
I like the way LO is right now - and we are never going to reach the 52,000 population so we won't need all the additional housing.								
Keep the library where it is. Figure out a creative way to improve parking. Give FAN something wonderful (whatever they want)!! To get better parking. Maybe WEB can be a satellite with pick up of reserved (online) materials and periodicals.								
I would like to not move on, because our economy warrants more care in spending and growing plans at this time								
It does not represent radical change								
Infill housing								
Thanks to Sally and Staff for providing ways for citizen input that does not require you to be subjected to the antics of the LO "we don't want to do anything" group (e.g. LONAC)								
None								
Redevelopment through infill								
Supports small town, village feeling of Lake Oswego								

Existing Comprehensive Plan Scenario Continued...						
What elements of the scenario are you concerned with? 49/67 responded.						
Top Two Comments:						
1. Doesn't deal with transportation needs - auto rules (18 comments)						
2. Housing problems - some don't like infill, others want more diversity in age range living in LO and housing options (12 comments)						
Lake Grove corridor is one big strip mall accessible only by car						
Conceding the mode of transportation is automobiles						
Doesn't deal with transportation needs						
Emphasis on automobile use						
Transportation based on car use						
Too many private single car trips						
Auto is the dominant transportation solution						
Continued use of auto, rather than bikes, trolley, etc.						
Lack of transportation improvements						
Handling traffic - no good way to grow without congestion						
Retains our dependence on the car						
Automobile use is dominant						
Don't see auto as viable transportation option in aging population and CO2 taxed economy						
Not enough transportation improvements						
Auto and driver reliance						
Auto's continue dominant mode of transportation						
Too much dependence on the automobile						
May not accommodate young professionals						
Forcing growth through neighborhood infill						
Infill with single family dwellings would prefer groupings of multi family units on appropriate ground; this is housing issue						
Do not like infill - put density in areas designed for it, not cramming new homes into cut up lots						
Lack of condos, and multi family housing						
The affordable housing policies/RAMs are weak and the economic development policies are virtually non existent						
Too much infill						
Don't want or need in-fill in neighborhoods						
Conditions to restrict accessory dwelling units						
Ability to draw younger, working families to area						
Places too much pressure on existing neighborhood to absorb population growth						
Keep increased housing density in transportation corridors and mixed use areas vs. increasing density in existing neighborhoods						
Downtown is too weak, needs more "there", higher intensity of uses						
Population projections seem to low.						
May lose people who want wider retail draw						
Not enough neighborhood hubs						

Village Centers Scenario							
What elements of this scenario do you like? 59/67 responded.							
Top Four Comments:							
1. Walkability, bikeability (19 comments)							
2. Hub/Centers concept (9 comments)							
3. 20 minute neighborhood concept (9 comments)							
4. Housing Options/ mixed use (9 comments)							
Walking access to key places							
easy travel (path, bike) between centers							
Walkways							
encourages bike and walkways							
Potential for walking and better bus transit							
Walkable neighborhoods							
The opportunities it presents for walkable neighborhoods							
Network of walkways and bikeways							
Love idea of walk, bike to more services/retail							
Walking to close businesses							
Concentrated mixed-use, walkable neighborhoods with a mix of housing options for all ranges of incomes and population diversity							
Walking trails							
Walkability							
walkable urban form							
Network of walkways and bikeways connecting central hubs							
Walkable Centers							
Diverse areas of retail to help curb auto travel and encourage walking to bike transportation							
Neighborhood centers							
Having basic services such as groceris, etc. within walking distance							
Clusters rather than strip malls							
Concentrated density							
Neighborhood centers of gathering - "hubs"							
Transportation options directed to urban nodes/centers							
The neighborhood hub concept							
Maintain centers - discourage strip development of any kind. Even housing strip. Centers encourage more transit options of all kids.							
Concept of Village Center							
small scale gathering places							
Community gathering opportunities							
Neighborhood hubs and linkage to the 20 minute walking area							
20 minute neighborhoods							
"20 minute neighborhood"							
Livability/quality of life - walkability - 20 minute ideals							
20 minute neighborhoods							
Everything about it. 20 minute neighborhoods							

Population increase assumption - need to fill present vacancies							
Would work if it is keep in the more central areas of LO and the single family low and medium density areas are left as low and medium density							
Don't like: being forced to accommodate more infill - more people							
Nice concept in theory							
Generally like - help eliminate driving too much, too far, for daily services							
Potential for downzoning or limited planned development in single family development							
Don't like this at all. It turn LO into Portland.							
I don't like it - looks like the Pearl							
Idea is great. Portland seems to be doing this well.							
20 min. neighborhood plans as described show we do not need a street car - mixed signals flying around and lots of \$\$ planned to be spent when we don't have it!							
More public transportation to get around within LO.							
Reminds me of B.F. Skinner and his rat mazes.							
Small town feel with frequent interaction among residents							
I don't! Leave our neighborhoods along. We don't need to be baby-sat!							
Redevelopment of Lake Grove Village							

Village Centers Scenario Continued...						
<i>What elements of this scenario are you concerned with? 54/67 responded.</i>						
Top Three Comments:						
1. Transportation -for/against streetcar or public transportation, concerns about traffic (13 comments)						
2. Protection of existing neighborhoods/concerns about density (13 comments)						
3. Financial concerns related to implementing plan (6 comments)						
NOT in favor of the streetcar/trolley transportation						
Lack of emphasis on high speed transit to Portland						
Larger transportation issues not considered						
I want to see trolley, Foothills development						
Same concerns as for LOconomy: concerned about light rail/streetcar - need to blend it in environment						
Traffic flow - more stop/start/merge with commercial traffic						
Difficulty with multi-modal transportation in a City with few pathways and sidewalks and narrow streets.						
Transportation within LO as well as other areas.						
Adequacy of public transportation within LO not just to get people in and out of LO						
The mass transit corridor - we need to accommodate cars and some additional bus capacity						
NO streetcar. It would require too high density zoning to qualify for federal funds						
Light rail going in City limits of LO - KEEP IT OUT.						
high capacity transit/trolley						
Redevelopment of existing neighborhoods - I read this to mean in-fill						
Too much infill in neighborhoods						
We must maintain the residential appeal of LO and not amp up the commercial aspect at the expense of our residential feel						
Forced neighborhood design and development - let the market determine houses and transportation						
Overly intensive development would impact neighborhoods						
Disturbing existing residential neighborhood feel possibly						
No 20 minute neighborhoods where its single family housing - can't get far enough in 20 minutes without enough density						
high density housing in Foothills						
Could feel too built up						
Some places are going to have to be HIGH density (40 DU/acre) in order to preserve single family neighborhoods.						
Challenge of keeping small village feel of LO while expanding						
A drift of increase density into low and medium density areas of this city						
Ruins neighborhood feel by adding "walkable" businesses						
Cost						
Not enough economic drivers						
Return on investment to make it practical						
Cost of implementation and violation of property rights						
How are neighborhood hubs developed? Public or private funding? Encouraged or mandated? Would any added commercial services within them dilute use of designated commercial areas (downtown and Lake Grove)?						
Price tag may be high if growth doesn't follow						

With a streetcar rail line it does not make sense to have low intensity in downtown							
Develop the edge along I5. When employment recovers there will be demand for this area improving fiscal health of the City. At the same time, traffic will only be on I5 along the boundaries							
Not so ssure of the hubs, especially by Lakeridge. Seems too busy, and I don't' want to encourage teenagers to drink coffee.							
Hubs for community gathering - will they be used? Neighborhood association events to get very low turn-out							
Looks at the employment centers as solely for employment instead of a broader view of our opportunity for more dense and lower cost housing also.							
Foothill presents opportunities, but uses should be something like 15% commercial max 25% +/- office the rest residential							
Walking, biking in Lake Grove will be difficult because of our meandering roads - more pathways?							
LO needs more families with school-age children							
can it survive a subduction earthquake and maintain society for earthquake and 180 days							
Encouraging jobs in Foothills area							
Palisades could be a winner if we can get the armory property back							
Foothills development							
The right mix of services is important							
The developers will do what they want, not residents, but the residents will pay in the long run							
Not sure this keeps the "whole town" focus. We are a small town, not an urban hub. I am sympathetic to some basic services in neighborhoods (coffee shop, drycleaner, small grocery) but don't want to see the town splintered into just a collection of independent "centers" without a "we are all a part of the same town" feel.							
Not in favor of spreading City departments all over City							
Could use stronger connection between two sides of town							
Too large population projections							
Not sure there's anything I'm concerned with. Love this plan!							
Need to provide services/groceries to each area							
Need to match Q. of L. expectations with real public imps. That attract managed growth							
We must plan to provide support services for the 14-24% of the elder population that will be "aging-in-place"							
Need sustainability ??? Added to all of this!							
What about the older generation							
Compartmentalizes the community too much							
Driven by "vision" without regard to how LO developed historically which was produced by its citizens choices							
Shouldn't contradict Lake Grove Village Center Plan, Neighborhood plans, or Downtown Design Guidelines							
Too many commercial centers							
Tear down of wonderful affordable housing Oswego Pt Apts							
Need more affordable housing and assisted care							
How is "hub" concept going to take hold? Seems like an idea that practically may be underutilized							
NA							
All of them!							
I am concerned that business/high density housing will increase in areas where it is minimal now and quite adequate, even for the future							
Retail, commercial, and residential do not mix well. We have spent years separating these different land uses for a reason. Remember when a tavern opened with live music and drove the homeowner out of their home due to the noise?							
Almost everything							
I think it may be a tough sell with some of the LO (the CONCEPT) citizens that like how the city is laid out now.							

LOconomy Scenario									
What elements of this scenario do you like? 44/67 responded.									
Top Three Comments:									
1. Public transportation improvements (12 comments)									
2. Promotes mixed use development (8 comments)									
3. Focus on employment/job creation (9 comments)									
Mass transit									
Transit near existing centers of employment									
Transit between LO and Lake Grove									
Encouraging business expansion at East and West ends and makes best use of streetcar opportunity									
High capacity transit to Portland, Beaverton, etc.									
Improved transp									
Multi-modal connections - transit (train) on Country Club									
Transportation improvements									
See above transportation, bike, walkability good									
Jobs need not be in LO, what is important is a means of transportation to get to the jobs that is non-polluting									
Transportation improvements									
Foothills and Marylhurst walkability mixed use, regional high capacity transit									
More jobs									
Expanded employment areas									
We need local professional jobs, also blue collar jobs									
Hubs used for commercial and improving jobs									
Emphasis on West Lake Grove for job growth									
Jobs need									
Kruse Way economic model									
Diverse employment options									
Support for jobs within the local community									
Housing mixed with commercial for those who want to live where they work									
Foothills as mixed use area (hopefully emphasis on housing)									
Want to see Foothills as string mixed use									
Kruse Way and SW employment area in LG evolve into 21st century mixed use									
Future population directed to mixed use areas									
Future jobs growth focused on mixed use centers and commercial corridor									
Expanded mixed use									
Provides opportunities for employment									
High intensity downtown. The area needs to be more vibrant by concentrating development on the edges, impact on the neighborhoods will be minimized									
New housing found to east and west ends									
Protecting the character of existing neighborhoods									
People moving in the larger scale									
Use Foothill impetus to complete existing downtown commercial and office uses within exist. Zoning boundary									
See picture drawn on paper									

LOconomy Scenario Continued...						
What elements of this scenario are you concerned with? 43/67 responded.						
Top Three Comments:						
1. Light rail, streetcar, and other transportation changes (14 comments)						
2. Protection of existing neighborhoods/LO character (6 comments)						
3. How to develop Marylhurst? (5 comments)						
Streetcar to Portland						
Concerned about light rail/streetcar - crt and need to blend it in environment						
better transit is very important						
Not in favor of streetcar/trolley transportation						
Concentration on external transportation linkages over internal, including Marylhurst in "urban" form. (though local is stressed which is good - the former is just so expensive)						
Don't want light rail or streetcar - prefer buses						
Regional high capacity transit						
Do not want cross-town traffic. Keep intensity on the edges. Do not encourage more traffic on Kruse Way and State St.						
Uncertain or ??? For streetcar to alleviate hwy 43 (none needed) though understand potential on hwy 43, etc.						
Rail projects will detract from other priorities to improve quality of life because there won't be monies available						
Light rail - no need - don't want to create a need						
There has never been a community interest expressed for mass transit out from downtown LO to Westside						
Streetcar will cause traffic problems. West side LO and West Linn will all be driving to access streetcar.						
Transit near existing centers of employment						
Challenge of keeping small village feel of LO while expanding						
Need to protect existing residential neighborhoods						
Maybe too much of a reach for the core values and aspirations of the community even though it may go the furthest to preserve our legacy neighborhoods						
Impacts on neighborhoods						
Don't like the intensity of Lake Grove area, it will attract more cars.						
concentration of housing - maybe too intense as infill						
Marylhurst Center will generate traffic						
Marylhurst seem too far and has a focus on assisted living						
Practicality of designating Marylhurst a center when it is privately owned property and LO presumably does not have control of its development						
Presumption of how to develop Marylhurst property						
Focus on Marylhurst, which is disconnected from all of parts of city, any investment by city there would only serve that property owner						
Not enough neighborhood hubs						
enough housing for new employees						
West end evolution into regionally-competitive...I don't think this is possible or probable						
Appears mechanistic - non-livability friendly						
Uncomfortable with the mixed use including housing in the SW Employment area because it's unhealthy to live net to a freeway.						
Way too ambitious						
Too large population projections						
Too many assumptions made w/o real signals from "potential" partners as to their intentions For example, does Tualatin have the same vision and want to work with LO at SW end of town? What is Marylhurst vision for its own property - does it complement LO's ambition?						

Housing

Where should new housing be located? 64/67 responded.

Summary:

Centers - the downtown and the LGVC - 31 votes

Foothills - 26 votes

Along transportation corridors - 24 votes

Existing residential neighborhoods - 21 votes

Other - 19 votes

Existing residential neighborhoods	Along transportation corridors	In the centers - the downtown and the LGVC	Foothills	Other:
1	1		1	
1	1	1	1	I'm ok with smaller houses mixed in the larger ones as long as they look "charming" Also Ok with granny flats. Not OK with tearing down houses and adding high density in existing neighborhoods
		1	1	
		1	1	
	1			
	1	1		
			1	
		1	1	business centers
		1	1	Kruse Way could become mixed use
		1		
	1	1	1	
		1	1	
		1	1	
		1	1	
	1	1	1	
				Determine water/Clackamas River capacity first, then can population be sustained. Determine effluent infusion capacity at Willamette River ??? 20.3 to support population projections.
1	1		1	
	1		1	
	1	1	1	Lake Grove Village
1	1			
1	1	1		Please balance with open space. Do we need more density? NO!! In Foothills
	1	1	1	
		1	1	
		1	1	
				All of the above with no one taking all of the burden
1			1	

Existing residential neighborhoods	Along transportation	In the centers - the	Foothills	Other:
		1		
	1	1	1	
	1	1	1	
1	1			
1	1	1	1	
				Government needs to stay out of dictation housing
1				
				Not convinced we need more
1				Where vacant land exists
				Infill
				Some infill
1		1		
		1		6% vacancy available for families - need assisted care
	1	1	1	
1				
1		1		
				On available vacant land and redevelopment in accordance with current zoning
1	1	1	1	Consider water/sewer/floodplains etc. first. Foothills: were you were in Dec. '64/Jan'65!!!!!!!!!!!!!!!!!!!!
1				
				No idea - depends on future economic conditions
	1			
1				
			1	Foothills but NOT high-rise, 3 story max! But WITHOUT streetcar!
	1	1		NOT foothills, not practical
1				Make sure we NEED more housing before we add more and more
	1			
1				NOT in Foothills
1	1	1	1	
	1			
				none
1		1		
	1	1		
1				
21	24	31	26	

Jobs

Where should new jobs to promoted and encouraged? 63/67 responded.

Summary: Marylhurst - 16 votes
 Kruse Way/Meadows - 42 votes Smaller neighborhood centers - 11 votes
 Centers - Downtown and LGVC - 37 votes Home Occupations- 13 votes
 SW Industrial Area - 38 votes Other - 9 votes

Kruse Way/ Meadows	Centers - Downtown and LGVC	Smaller neighborhood centers	Marylhurst	SW Industrial Area	Home Occupations	Other
1	1	1	1	1		
1	1			1		Centers should only be downtown, LGVC will generate more traffic
1	1			1	1	
		1				
1				1		
1				1		
1	1					
		1		1		
	1			1		
	1			1		Foothills
1	1			1		
1	1		1	1	1	
1	1		1	1		
	1		1	1		
1	1		1	1		
1	1			1		
1	1		1	1		
1	1			1		
1	1	1	1	1	1	We need more FAMILY WAGE jobs ind. WEB
1				1		
	1	1			1	
1	1	1	1	1	1	
1	1		1	1		
1	1			1		
	1	1				
1	1			1		
1				1		
1	1		1	1		
1	1		1			
		1	1		1	
						Private industry

Kruse Way/ Meadows	Centers - Downtown and LGVC	Smaller neighborhood centers	Marylhurst	SW Industrial Area	Home Occupations	Other
1					1	
						Not sure if the City should be promoting new jobs
1				1		
1						
				1		Foothills - no streetcar and no housing high rise
1	1			1		
						Jobs are at end of streetcar. Others are in Beaverton, Wilsonville, and Hillsboro
1	1					
1	1		1	1		
1	1	1	1	1	1	
1	1			1		
1				1		Foothills?
	1					
						No idea - depends on future economic conditions
1					1	
						Let the free market take care of jobs
						Portland and Beaverton - we are a bedroom community
			1	1		
1	1		1	1	1	
1	1				1	Keep business costs down in LO so business and property owners can afford to do business here and own commercial property. What is the current ratio of commercial space being used and space that is vacant? Also for residential? I did not see what the current ration is for residential in LO - how close are we to the average of 10 residential units per acre now? I am aware quite a few people are leaving or planning to because they don't like the planning going on here and the
				1		Foothills Industrial should be retained
1	1			1		
1	1			1		
1					1	Portland Waterfront area
1				1	1	Portland
						Centers for what
	1					
1		1				
42	37	11	16	38	13	9

Housing Continued...

What housing types are needed to accommodate future residents? 64/67 responded.

Summary:

Townhouses - 33 votes

Single Family Homes - 29 votes

Secondary Dwellings (granny flats) - 26 votes

Duplexes - 25 votes

Apartments - 22votes

Condo's - 16

Other - 19 votes

Single Family homes	Secondary Dwellings (granny flats)	Duplexes	Townhouses	Apartments	Condo's	Other
1	1	1	1	1	1	
1	1	1	1	1		
	1		1	1		
		1	1	1		
			1	1		
		1		1	1	lower income housing
			1		1	master on main - for aging in place
				1		townhouses don't work for aging population
				1	1	single level flats
			1			
1		1	1			
1	1	1	1	1		All of the above, but they must be affordable. No McMansions
	1		1	1		
			1			
		1				
1			1			
			1	1		
1	1	1	1			
			1			
1	1					only if needed
		1		1		
	1				1	should be in mixed use buildings
1						single family homes, but no McMansions; any new develop should be community based dense, smaller units around green/community space/transit connection, schools, near center

Single Family homes	Secondary Dwellings (granny flats)	Duplexes	Townhouses	Apartments	Condo's	Other
	1	1	1	1	1	clustered cottages
1			1			
	1		1			
1	1		1			townhomes minimal
1	1	1	1	1	1	
					1	affordable single family houses, 4300000 scale
			1			
		1	1	1		
1	1	1	1	1	1	how green we are
	1	1	1	1		
					1	what ever the MARKET determines
1			1			
1						Affordable SFH for younger couples or singles under \$100,000; lower land value
					1	market driven
1						
1	1					
1	1					
					1	Assisted living complexes
1			1			
					1	there are enough houses and apartments now - we don't need to accept Metro orders
						Housing needs should lean toward property ownership, but for reality of aging population, single family homes will likely be out of financial range for most families
		1	1			
1	1	1	1	1	1	all of the above, where permitted
1	1	1	1	1		
1	1	1	1	1		As allowed with existing zoning
1						
					1	no idea, depends on future economic conditions
1						
					1	at the moment, none. There is surplus of homes and condos in LO for sale right now.
1	1	1	1	1		bears
1	1		1			
	1	1				(townhouses/apartments/condos) that are
1						

Single Family homes	Secondary Dwellings (granny flats)	Duplexes	Townhouses	Apartments	Condo's	Other
1	1	1				EXISTING
	1	1	1	1		
	1					
1		1				single-level duplexes
		1	1			
1	1	1				
29	26	25	34	22	16	

Jobs Continued...

The SW Industrial Area in West Lake Grove is currently under-utilized. What, if any, new uses should be encouraged in this area? 61/67 responded.

Summary:

Industrial only - 31 votes

Office employment - 27 votes

Mixed-Use with housing - 23 votes

Commercial retail - 18 votes

Other - 8 votes

Industrial only	Office employment	Mixed-Use with housing	Commercial retail	Other
1	1			
1	1			
1	1			
1	1			"clean industrial"
		1	1	Affordable Housing Complexes
	1	1	1	
1		1		Industrial=light industry
		1		
1	1	1		SOME mixed-use with housing, NO commercial retail
				I'm not opposed to economic development but with the onset of Foothills and the streetcar, there seems to be NO END to economic development in the E. End
	1	1	1	
				Those of us who park off the alley on our own property
1	1	1	1	DESERVE alley maintenance
1	1		1	
		1		
1	1		1	No preference
				NO mixed-use with housing!
		1		
		1		
		1	1	Limited commercial to higher paying high tech research. Also need some local services
1	1			
1	1			
		1		
		1		We have enough commercial retail
1	1		1	
1				
1		1		
1	1		1	

Industrial only	Office employment	Mixed-Use with housing	Commercial retail	Other
1	1	1	1	Industrial especially if Foothills is redeveloped
				no preference
1	1	1		
1			1	
1				existing zoning works
1	1			keep it like it is, we have very little light industrial
1				create a green business park in Stafford Triangle and provide infrastructure
		1	1	
1	1	1	1	
	1			
1	1			
1			1	as allowed by existing zoning. Do not siphoned redevelopment opportunity from Lake Grove
	1			No idea - depends on future economic conditions
				any of these would be fine as long as it is done with private funds
			1	
1	1	1		
		1		
		1		single family in re-zoned residential areas
1			1	
	1			
	1		1	
		1		
1	1			
31	27	23	18	8

Yes	No	Other
	1	
1		
1		If new area can do it
1		
1	1	
	1	
		Already have them
	1	
	1	
	1	
	1	
1	1	
		Not sure if I support this 20 minute community concept - as I think we have it now
		However the area South of the Lake has little area to develop commercially
1	1	
1	1	
	1	
	1	
	1	too expensive, too controlling
	1	
1		Without adding more commercial in areas that are already neighborhood commercial
1	1	
	1	
1		
1	1	
	1	
1		
36	23	

Transportation

Where should the City focus its transportation funding? 63/67 responded.

Summary:

Public Transportation - 32 votes

Sidewalks - 30 votes

Roads - 26 votes

Bike Paths - 23 votes

Other - 4 votes

* A lot of comments requested a shuttle inside LO, no streetcar, and that the roads be repaired/fixed.

Bike Paths	Public Transportation	Roads	Sidewalks	Other:
1	1			
	1			A fleet of electric buses to serve as feeder service to bus or streetcar on 43. Maybe Tri-Met does this or we collaborate with them. Frequent feeder service is essential.
1	1		1	Walking paths
1	1		1	
	1			
1			1	
			1	paths, small bus/trolley etc. running between village centers; private H2O taxi to PDX
1	1			specifically, a streetcar
1	1			streetcar, ultimately the Clackamas-Beaverton light rail
	1			Not streetcar but service between areas of LO and between LG and LO
	1		1	streetcar
		1		Please re-gravel alley when needed*
1			1	
1			1	
1	1		1	
		1	1	
	1			Need more options to travel within LO. Bikes are great for younger people who don't have hills to climb.
	1			
	1		1	
1	1			Connected trail system, no sidewalks
1				
	1			
				Bus, pathways/bike off of major roads, but parallel to need more connectivity, also connectivity to Tigard/Tualatin
	1	1	1	
1	1		1	
	1		1	
1			1	
1	1		1	internal public transportation
1	1			
1	1			
	1			does bike path just mean a painted line?
	1	1		
		1		road repairs

Bike Paths	Public Transportation	Roads	Sidewalks	Other:
	1		1	
1	1		1	
1	1		1	
		1	1	
		1		
		1	1	
		1		Inter city shuttle
		1		No streetcar! Upkeep existing roads; clean-up publicly owned green strips next to bike paths
		1	1	
				Natural gas, not dirty diesel. Make low use roads suitable for walking and car/bike traffic with marked multiple use
		1	1	
1			1	No streetcar. Bus shuttles inside city
				Road repair
1		1	1	
	1	1		
1	1	1	1	
		1		
		1		
		1		
1	1			NOT streetcar! Education, promotion of an existing bus service
	1		1	
1		1	1	LO shuttle system
		1		require licenses for bike paths
		1		fix roads
	1	1	1	
				bike paths that just go so far and end
				promote light rail to PCC and then local transportation from LO to PCC
		1		buses around the lake like there was before
	1		1	
		1	1	
23	32	26	30	

Existing Comprehensive Plan Station Flip Chart Comments

1	Favor a few vibrant commercial areas with some residential mix thrown in. Single family dwellings should be the rule not the exception.
2	Higher density residential shouldn't penetrate any further into first addition or evergreen than current zoning permits.
3	Minimize high density housing in existing neighborhoods.
4	Existing comp plan has provisions and plans ready to be implemented to encourage greater multimodal transportation (peds and bikes) in Lake Grove in the LG Village Center plan. Scenario language is misleading. Read the plan.
5	Comparison of existing comp plan and new scenarios - only 3 things differ - transit-oriented development, sustainability, housing in centers.
6	Most existing development in LO is developer driven. Implement a comprehensive design review and promote private development.
7	Like existing the best - keep it the same.
8	Existing plan is best and can be used to direct policies that focus on better pedestrian access, more pathways.
9	Use infill to encourage/allow secondary houses for students/in-laws/downsized folks.
10	Keep all new high rise development less than 4 stories high in downtown and make sure such development provides open space like a plaza to make up for any loss of natural light to neighbors. Mix of 20 du/acre everywhere outside of downtown LO except in Kruse way where there are already tall buildings.
11	Each village center needs to include a grocery type store for essentials including milk, eggs, bread because outside of driving to work, stopping with a car for groceries is 2nd. So if you want less driving allow people to walk for these sundries rather than drive. Note: there are no grocery areas in Westlake and all these people out walking could shop there instead of driving greater distances.
12	Vision - community health and public safety. Wording is fluffy and manufactured. Walking and biking safely - make it available, don't "encourage" people. Don't plan the "social fabric". Too touch feely, can you say this with a straight face. Too wordy, too descriptive, too controlling, too much of a sales pitch.
13	The comp plan CAC has made it clear that property rights are not a community value. For that reason and the current SL regulations I would warn people not to buy property in LO.

Village Centers Station Flip Chart Comments

1	PCC Sylvania should be transit hub with local circulator to get there (not LRT through LO).
2	LO intra city bus system should be a high priority.
3	City should have a fleet of small electric buses to continually loop through neighborhoods to provide feeder service to the bus/streetcar on highway 43. Yes. Could provide access to streetcar instead of 300 car ?.
4	Like the idea of a walking community for health and community and biking.
5	Population aging, how will they get around, should be driving especially south .
6	Focus on bus service not trolleys to Portland. Buses can serve the whole community.
7	Yes to transit from Clackamas to Beaverton. No ODOT HS rail.
8	Limited bus service on south side, need more service.
9	Like village centers idea - small common areas. Focus on biking connecting and walking, access to amenities.
10	Commuter rail up to Portland, OHSU workers need transit.
11	A lot of us will be senior citizens soon, how will we get around? Special transport to medical and food stores?
12	Too bad Kruse district doesn't include housing. After 5 pm the area is vacant.
13	Don't see future mixed use at Kruse way I-5.
14	Lots of benefits to density along I-5/LGVC/Kruse: good access to transportation, shopping.
15	Kruse Way could become mixed use. Some residential would liven it up.
16	Concept: put housing near employment. Example: more residences on Kruse way.
17	I-5/SW Indus/Tualatin represents lots of potential.
18	LGVC lends itself to mixed use housing.
19	Boones Ferry Road is redeveloped to facilitate redevelopment of businesses (aka the LGVC Plan).
20	We need jobs in LO. Best places west end and foothills.
21	More jobs in the city, not just retired people.
22	LO needs more working wage jobs (engineers, research, lawyers).
23	Some of infill is too close to existing homes. Would rather build up in some area.
24	Higher density in downtown should not go past existing higher density areas. Protect existing neighborhoods and let growth go to foothills.
25	Stick with existing neighborhood zoning densities, no loopholes for multifamily in single family.
26	Would like to see older smaller homes renovated as they change hands, but remain small to be starter homes for young families and retirees.
27	Yes, would like to see them preserved as part of the character of our city and to serve the needs mentioned above. Rather than tear downs with McMansions - giant houses on tiny lots erected in their place, as has been happening.
28	What about lower income/more affordable housing, including for younger people?
29	Village centers feel more like town than Loconomy. More cohesive. Don't have everything in every neighborhood. 51,981 still seems high population growth.
30	Favor residential primary versus commercial primary if density must enter into Marylhurst/Glenmorrie. Favor pathways over sidewalks on 43 in that neighborhood to keep neighborhood character intact.
31	Higher intensity clusters feathered down to low density/or along transit corridors.

Village Centers Station Flip Chart Comments con't

32	Foothills: housing above and predominate use. 15% com/25-30% office/rest residential.
33	More housing for southern part of foothills with strong retail along State Street with office above. Behind State retail, then res.
34	Rosewood neighborhood hub should have mixed use.
35	Mix of infill and concentrated housing in other areas.
36	Keep groves of trees.
37	Neighborhood hub how about a little neighborhood grocery store.
38	Distribute recycling centers through town.
39	If we lose schools maybe use as an alternate community space.
40	Like this one - like the village aspect. Need to grow a little just not a lot.
41	Provide services for the low density residential areas, like sidewalks, community centers, mini parks, local intra-city buses.
42	Need community center to attract growing families.
43	Public stairways should have bike gutters.
44	When vacating public right-of-way don't cut off ped/bike access.
45	Keep farming at Luscher farm.
46	20 min centers will need to be looked at - Westlake subdivision is deficient.
47	Village Center concept makes sense but matter of degree, how many village centers do we need. Based on assumptions.
48	More mixed use- wants more, need more small places to live when I get older.
49	Wow, 100 density building are ugly, a blight.
50	Provide more space for folks working at home but need space away from home.
51	The assumptions being used to drive this process are all wrong. The growth rates are questionable. The vision statement does not represent the population but instead represents the narrow interests of the comp plan cac.. Lets go back to the comp plan we have. It has served us well. We don't need to break down zoning for high density development.

LOconomy Station Flip Chart Comments

1	Want street car, love west MAX. Tryon Creek ravine bridge -1st north to Terwilliger Blvd, Better connection to Lewis & Clark, Avoids
2	Elk RockTunnel. The proposed transportation system doesn't take into account elderly people living in rough/mountainous terrain where there isn't connection to shopping areas. Provide more town
3	center services around the community. This scenario appears to want to get us out of our cars. No mention of the mode of transportation
4	the majority of citizens want.
5	No streetcar, no upzone in foothills. No street car, it will not solve traffic congestion, it will create more traffic issues by people driving
6	to get to it.
7	No transit connection between DT & LG.
8	Favor mixed use in commercial areas to keep an element of relaxed residential in the atmosphere.
9	Foothills mixed use should be some good jobs, some commercial, and some housing at north end. South part of foothills should be mostly residential with some commercial.
10	West end district is good place for employment, we need jobs in LO.
11	Keep light industrial - SW employ dist don't upzone.
12	SW employ should be industrial, good access to transit.
13	Too much focus on economic development in new areas. Redevelop Kruse Way but not try to make LO compete with Washington Co. and PDX for large campus companies.
14	Employment has changed a lot and can work at home, small home based business.
15	Kruse way could convert to some mixed use to provide some residential and a more alive community. 20% of Kruse Way office is now vacant.
16	Shouldn't the owners of the properties subject to this planning be included in the discussion? These plans were done exclusively by developers and builders.
17	Single family neighborhoods need better amenities including improved bus services and pathways. High capacity transit in the form of expensive rail will limit the ability to pay for those amenities and will result in diminished quality of life.
18	Sustainability goals should be limited to and should focus on low impact development and energy efficient building design.
19	Leave Palisades alone, thank you.
20	No up zoning foothills.
21	Please no more Du's than 60 DU's such as 2nd street. This is a very nice project and has nice design elements. Box like 100+ DU's do nothing to enhance the beauty of LO, only detract from it.
22	No need to add high speed trolley to LO. Little impact on job development, more of retail driven motive. No high rises in foothills please.
23	Where does the 52,000 population come from?
24	Glenmorrie? Favor minimal commercial development (Marylhurst) Then need pathways for pedestrian safety along 43 not sidewalks and slower traffic (ala downtown LO on 43.)