



ATTACHMENT C

ONLINE SURVEY COMMENTS

The following is a summary of each comment submitted by a member of the community through the online survey held between March 12, 2018 and April 7, 2018. The responses are organized into the following categories:

- Station #1: Project Overview and Community Input
- Station #2: Draft Vision and Guiding Principles
- Station #3: Western, Middle and Eastern Portion
- Station #4: Building Setbacks and Stepbacks
- Station #5: Parking
- Additional Comments



STATION 1

Project Overview and Community Input

Q1 Do you have any questions or comments on the OVERVIEW or PROJECT GOALS?

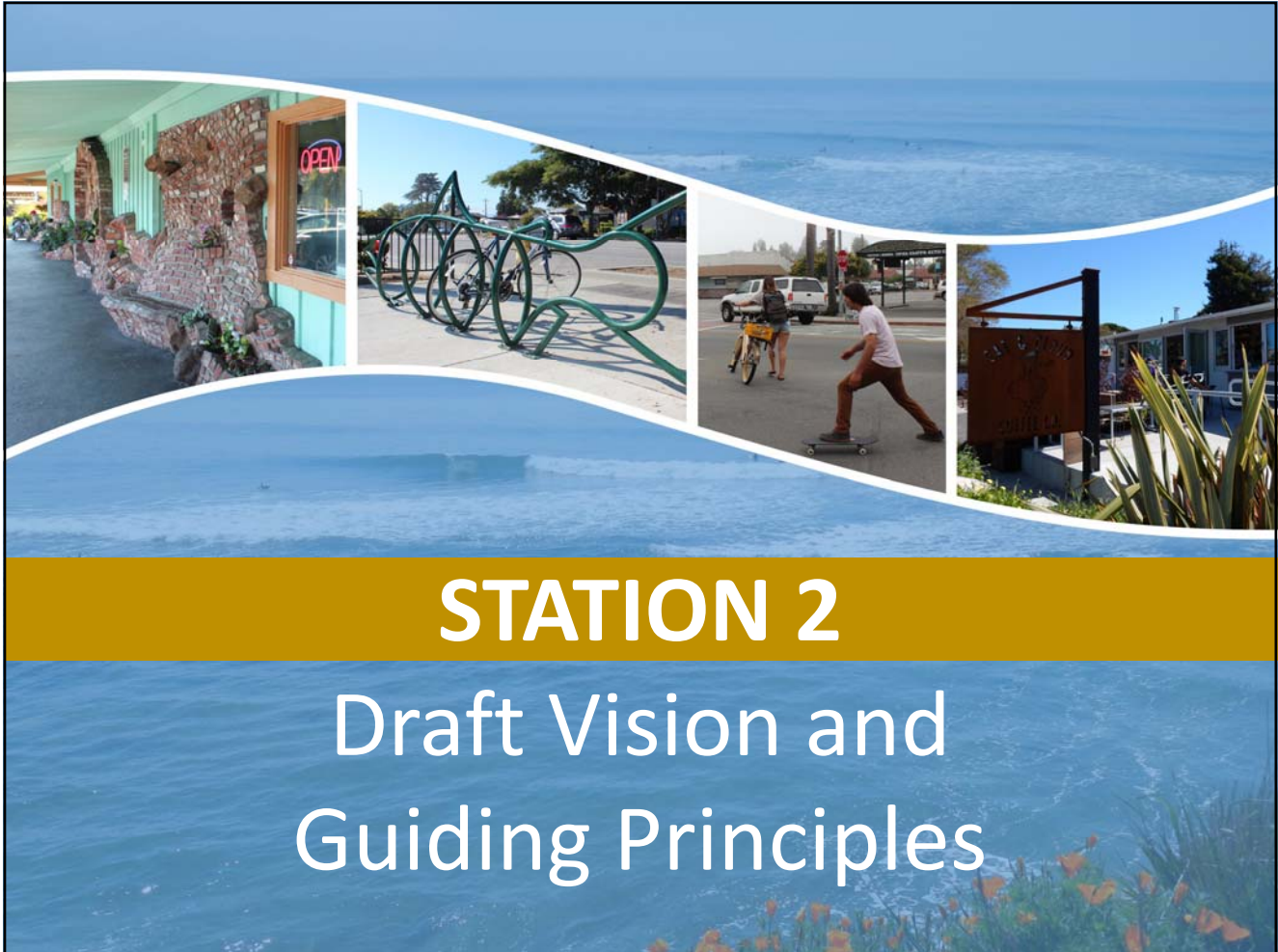
Answered: 101 Skipped: 172

#	RESPONSES	DATE
1	No big hotels, traffic is already so bad and will get wat worse. This is a neighborhood not a downtown area	4/6/2018 3:21 PM
2	I'm very bullish on creating a more modern vision than the current situation and eliminating the blight. I also want to keep the eclectic look for the Pleasure Point neighborhood, continuing the look of 41st/Portola drive buildings and mix of businesses and residences	4/6/2018 3:10 PM
3	Crest safe ways to cross Portola as pedestrian, bicyclist and autos.	4/6/2018 1:42 PM
4	You need to define "streetscape improvements" and "enhance the streetscape." Is your purpose to increase property values and rents? Increase safety? Be clear and honest!	4/6/2018 8:12 AM
5	Sure does move slowly	4/6/2018 5:27 AM
6	No	4/6/2018 3:30 AM
7	Yes! We need to encourage biking - separate pedestrians, bikes and cars for safety and pleasure for all.	4/5/2018 10:49 PM
8	Looks good. Nice work so far	4/5/2018 5:54 PM
9	No	4/5/2018 4:18 PM
10	Will this plan be used as a prototype for all of SC county?	4/5/2018 3:47 PM
11	I think it's great that this is being done! I hope we plan on Pleasure Point and Portola to be as bike and people friendly as possible. There can be cars, but please design any changes to keep traffic speed at 25 or below, which is the biggest factor in creating a safe bike/ped environment.	4/5/2018 2:40 PM
12	I am concerned about traffic impacts on Portola and side streets.	4/5/2018 8:01 AM
13	Beautify like Morissette from Soquel to Hwy 1	4/3/2018 8:10 PM
14	keep portola user friendly to the neighborhood. No building higher than 35ft. no exception. No hotels	4/3/2018 5:35 PM
15	not at this time.	4/3/2018 1:12 PM
16	No	4/3/2018 1:06 PM
17	Why would you want to make more traffic on Portola by reducing 4 lanes to 2 + turn lane? Did anyone on the committee ever drive down Portola in the morning or on a sunny Saturday afternoon?	4/3/2018 10:02 AM
18	No	4/1/2018 10:07 PM
19	Not right at the moment.	4/1/2018 2:45 PM
20	No	4/1/2018 2:24 PM
21	When you build next to a residential area such as a mobile home Park you need to consider the amount of sunlight that you will Be taking away. You could really jeopardize their health.	3/28/2018 10:16 AM
22	No.	3/26/2018 7:33 PM
23	I have grave concerns about the increase in our already dire traffic situation here in Live Oak	3/26/2018 5:53 PM
24	No widening of Portola. No widening of sidewalks. Streets are already narrow for the extremely heavy traffic. Parking is terrible and more businesses must have ample parking but NOT on side streets. We have lots of difficulty trying to exit onto Portola when cars everywhere block our view of oncoming traffic.	3/26/2018 5:11 PM

25	What does it mean to develop Guiding Design Principles? Is it a requirement that future development follow these principles, or are they "optional"? I ask because the Nissan dealership under consideration does not adhere to the Design Principles set-forth in the sustainability plan.	3/26/2018 2:29 PM
26	No hotels	3/26/2018 2:20 PM
27	no	3/25/2018 10:05 PM
28	The outcome must reflect a village atmosphere PPt is a unique area that should be played up,!	3/24/2018 2:00 PM
29	portola is fine the way it is.. stop spending tax money on this project	3/24/2018 12:23 PM
30	I just hope you follow you will follow a plan that the majority of Pleasure Point residents want to see happen.	3/24/2018 10:40 AM
31	Let's not turn Portola Drive into what the city of Santa Cruz did with Mission Street, it's ugly!	3/24/2018 10:23 AM
32	no	3/24/2018 10:05 AM
33	no	3/23/2018 9:51 PM
34	No	3/22/2018 4:19 PM
35	No	3/22/2018 2:33 PM
36	No	3/21/2018 3:26 PM
37	It seems like the plan's goals & vision are those of developers & not of the community of permanent residents.	3/21/2018 2:48 PM
38	Keep the area low-key and affordable, with low-income housing, not luxury housing	3/21/2018 2:15 PM
39	Why are we deciding the direction it should go and not letting it happen naturally? Putting rules or restrictions in place for development of properties will only make it more cost prohibitive and not allow locals in the community to develop property themselves.	3/21/2018 10:23 AM
40	Agree with project goals as stated.	3/21/2018 10:05 AM
41	Hoping any plan includes working with the rail/trail corridor connections and transportation department to ensure action towards safe pedestrian and bicycle use. Additionally, drought/ freeze/ native plant landscaping.	3/21/2018 9:19 AM
42	No hotels	3/20/2018 9:44 PM
43	less cars more walkways	3/20/2018 5:28 PM
44	No	3/20/2018 4:55 PM
45	None	3/20/2018 11:56 AM
46	Why try to improve what is already unique, charming, & filled with character? Repaint, repair, repave. This is a neighborhood, not a heavy commercial district, and we don't want it to become one..	3/20/2018 11:20 AM
47	Leave all painted for 2 years, see how it works, before proceeding with permanent improvements.	3/20/2018 7:35 AM
48	no	3/20/2018 6:40 AM
49	I am all for improving Portola but what about homeless , etc. hanging out at 7-11 who refuse to get services	3/20/2018 12:26 AM
50	No housing.....just restaurants, businesses, and open space	3/19/2018 8:14 PM
51	keep it small Why does it not include the North side of Portola to 30th. 2 stores on the South side. Narrow Portola like at East Cliff Village. Use raised Cross Walks Save the Rancho on 38th	3/19/2018 6:23 PM
52	In my opinion every time you create a vision you are giving yourselves the right to create new rules and make arbitrary decisions that go with your stated vision. Planning doesnt seem to have any real bedrock respect for the community. Nor do I see anything but a bottom line seeking of tax revenue.	3/19/2018 6:21 PM
53	No	3/19/2018 5:30 PM
54	Yes, I don't want any new development other than 1 story	3/19/2018 5:10 PM
55	I have concerns about vehicle access during development	3/19/2018 4:20 PM

56	Yes. Every place we have lived, there was always some group that had a "Vision." Not to Let it be.	3/19/2018 4:20 PM
57	Please make sure the project is truly inclusive and accessible to those with disabilities.	3/19/2018 3:33 PM
58	Regarding the eclectic architecture: It is old and has been given a facelift. I bit like putting lipstick on a pig. The 'eclectic' nature is "whimsical" however a cohesive look moving foward would give an added richness to the "eclectic nature" of this neighborhood. I suggest a spanish style, white stucco. It lends itself to the climate as well as a drought tolerant and colorful landscape. And that would let what exists look a bit cleaner overall.	3/19/2018 3:26 PM
59	I have grown weary and wary of relentless commercial developments. The only thing we need is housing affordable for low income and service sector workers.	3/19/2018 2:37 PM
60	Check out San Dimas Ca... they have well thought out design standards	3/19/2018 2:26 PM
61	Looks Great	3/19/2018 2:23 PM
62	No delivery trucks or food trucks using or parking on the avenues. already a problem with Cat and Cloud. More than required parking for any new developments. No buildings over 35 feet. No variances, no exceptions.	3/19/2018 2:09 PM
63	no questions comments	3/19/2018 1:56 PM
64	Yes, what is being done to address Hernandez Market, outside cooking and serving area? It presents a serious blight on the otherwise presentable Portola corridor?	3/18/2018 6:30 PM
65	This is a great community effort to create an area the reflects the values and style of those you live here.	3/18/2018 3:24 PM
66	yes	3/18/2018 3:18 AM
67	no	3/17/2018 11:09 AM
68	no	3/16/2018 5:02 PM
69	Long term removal and replacement of older structures will be required when any of these buildings changes hands.	3/16/2018 1:52 PM
70	How can we oppose changing Portola from 4 lanes down to 3? That is being shoved down our throats. We live here and are very concerned about that proposal. We went to meetings and the choice to keep Portola 4 lanes was not on the table.	3/16/2018 9:10 AM
71	No	3/16/2018 8:20 AM
72	Will parking and traffic lanes along portola be reduced?	3/15/2018 2:13 PM
73	Keep character of the neighborhood. I like the way Portola is now with two lanes going each way.. it's already hard making a left on to Portola. Putting all vehicles in one lane going each way will make turning left a nightmare. Also no 3 story buildings. No hotels. This is our home, not a tourist destination.	3/15/2018 10:58 AM
74	I like the ideas proposed.	3/15/2018 8:55 AM
75	Yes	3/14/2018 5:02 PM
76	Portola Drive doesn't need a mixed use corridor. Foot traffic is non existent and it already functions with four lanes.	3/14/2018 2:39 PM
77	Absolute worst idea ever	3/14/2018 1:48 PM
78	no	3/14/2018 1:40 PM
79	Why does the coastal commission need to be involved when there is no ocean front impact?	3/14/2018 12:22 PM
80	we need to spend money on affordable housing, not city street beautification in higher-income areas. Besides, all of the street projects to date have not done much other than take away parking and harm customer flow for existing businesses.	3/14/2018 11:47 AM
81	this is a unique village - overgrowing it will take away its charm > being a go-to destination! want to see words "will and shall" in project goals vs. "can or encourage"	3/14/2018 11:17 AM
82	No	3/14/2018 11:13 AM
83	No	3/14/2018 10:56 AM

84	Why does it take so long to get this moving? Nothing, except a lot of political hot air, will be done before 2020. I guess this gives you more time to let public opinion die before you do what you want.	3/14/2018 10:36 AM
85	n/a	3/14/2018 10:11 AM
86	No	3/14/2018 9:25 AM
87	Is the ultimate goal improve safety? Econ development?	3/14/2018 7:12 AM
88	NO	3/14/2018 6:11 AM
89	Traffic concerns should not stop at 41st and Portola. The business at the intersection of 41st and Portola impacts traffic towards both 39th and towards Capitola. Decisions at the intersection impact Portola in both directions.	3/13/2018 11:14 PM
90	good background	3/13/2018 8:34 PM
91	I attended first two meetings and was in agreement	3/13/2018 7:30 PM
92	Have you done a current study how many cars travel this corridor monday through friday	3/13/2018 7:26 PM
93	no	3/13/2018 6:58 PM
94	No.	3/13/2018 6:38 PM
95	No	3/13/2018 6:37 PM
96	No	3/13/2018 5:42 PM
97	Affordable housing, preserve mobile home parks, senior housing	3/13/2018 5:39 PM
98	no	3/13/2018 5:13 PM
99	no	3/13/2018 4:48 PM
100	At every meeting we have been adamant that we do not want any building over two stories on Portola, no variances or exceptions. We also do not want parking or street scape changes that eliminate the trees that we fought for in the 95 business plan.	3/13/2018 3:46 PM
101	No	3/13/2018 3:42 PM



STATION 2

Draft Vision and Guiding Principles

Q2 Do you have any questions or comments on the DRAFT VISION STATEMENT or GUIDING PRINCIPLES?

Answered: 129 Skipped: 144

#	RESPONSES	DATE
1	Portola Dr between 41st and 47th needs several stop signs	4/6/2018 4:54 PM
2	Let's stop using words like "Encourage" which are vague and leave room for someone to interpret this as they please. Let's make it clear, and leave no room for interpretation. NO BUILDINGS TALLER THEN 35ft. I would rather see No hotels.	4/6/2018 4:32 PM
3	what are the existing height limits?	4/6/2018 4:13 PM
4	We should hold off on the stop sign on 36th to understand the traffic dynamics of a 3 lane configuration on Portola. Yet one more stop sign will really slow traffic down across town. We can always add a stop sign later; its very difficult to remove one. Parking on the street should be for overflow. All businesses should have sufficient on-site parking in compliance with county parking ordinances. Street parking should not relieve on-site parking requirements. We really need push-button lights at EVERY crosswalk. I HIGHLY encourage the proposed crosswalks. They are HIGH priority, not lower priority as indicated by the neighbors at the community meetings. I agree with the setback on the buildings. I would also like to see two story building rather than 3 story buildings, similar to the proposed Pleasure Point Plaza.	4/6/2018 3:26 PM
5	Under ground electrical wires	4/6/2018 2:54 PM
6	don't maximum parking along the street; eliminate it; avoid conflicts with cyclists; all parking should be off-street	4/6/2018 8:50 AM
7	What is the community benefit of "requiring quality architecture and materials"? If you cause increases to rents for small businesses, then the community loses.	4/6/2018 8:17 AM
8	All the proposals look good.	4/6/2018 5:32 AM
9	I disagree with the 35 foot height limit along the corridor. Increasing the height limit will allow for greater flexibility in determining the highest and best use of parcels. We are in the midst of a housing crisis and must embrace options, not limit them.	4/5/2018 10:21 PM
10	No	4/5/2018 4:22 PM
11	I especially like proposed bike lanes, parking at rear, and height restrictions are imperative!	4/5/2018 3:51 PM
12	Use the parking goals to create a safety buffer for a protected bike lane.	4/5/2018 2:41 PM
13	cycletracks or "bike lanes" that are hidden from view by trees and parked cars should not be installed on Portola Drive.	4/5/2018 2:07 PM
14	Thank you for including the safety of pedestrians and cyclists in your vision statement. It's also really great that you are considering the "comfortability" of cyclists, because it is widely known, the more comfortable the infrastructure, the more people will ride. More people riding their bikes and walking, activates and enlivens the community, encouraging people to want to spend their time and money in the area.	4/5/2018 11:00 AM
15	What are the existing height limits on Portola? Why is the height limit only on south side of Portola? Rather than "encourage" height limit there should be a mandatory height limit. I would like to see a height limit of 2 story to keep neighborhood feeling.	4/5/2018 8:08 AM
16	On east cliff Dr by palisades there needs to be a sign stating beach trail to 26th Ave beach.	4/4/2018 8:46 AM
17	Calm traffic, what the heck is that? Let's get real and use is clearly a high traffic area, to 'calm' down that area is not realistic as many people use that daily...don't create a bottleneck. 41 is a nightmare and 'calming' down portola isn't realistic.	4/4/2018 5:50 AM
18	Stipulate, no buildings taller than 35 ft. No hotels	4/3/2018 5:37 PM
19	not at this time.	4/3/2018 1:12 PM

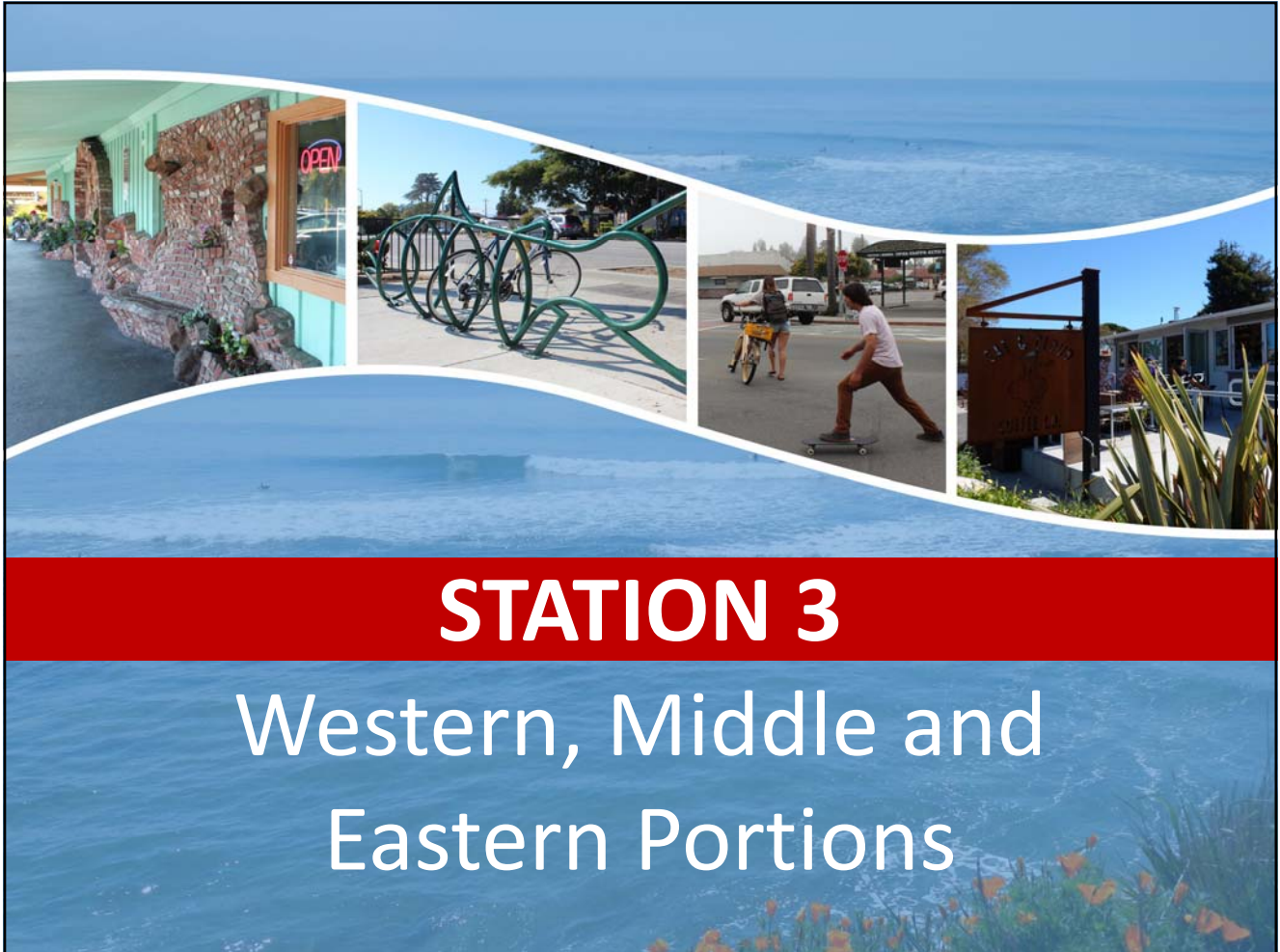
20	No	4/3/2018 1:07 PM
21	Did anyone ever count the number of bicycles vs cars on Portola? While a better marked bike lane would be nice, narrowing the number of lanes would make it more dangerous for bikers. More parking is not needed unless there are more businesses. There is ample parking already. How will you change setbacks on the buildings already there? Will you encourage them to remodel so that they meet the guidelines? Are you going to bomb the old shopping center so it has parking at the rear? Why allow skateboarding? Seems like it should be forbidden in this area of business.	4/3/2018 10:11 AM
22	A protected bike lane may contribute to increased on-street vehicle parking and safe bike routes.	4/2/2018 10:58 AM
23	I agree with most of this, but I am concerned that reducing the lanes on portola will clog up traffic. A long impact study would be necessary. However, I really like the wider sidewalks, bike lane, parking located at the rear, and quality architecture. I also like the principles around height—I am ok with taller height on the north side of design principles are enforced the reduce the appearance of height. Big yes to mixed use buildings!!	4/1/2018 10:15 PM
24	Yes: (1) The DRAFT VISION states "...where parking is convenient...". I'd like to see that changed to "...where parking is ADEQUATE and convenient..." This is because there is (and likely will continue to be) a severe lack of public transportation in the area because Metro is always cutting back routes and secondly Portola is a thoroughfare for people travelling between UCSC and downtown to Capitola and Aptos who can be encouraged to stop and shop on their way home. They won't do it if there's no parking. (2) I'd like to see in the Overarching Site Design wording so that "Encourage buildings no taller than 35 feet..." would read instead: "REQUIRE that buildings are no taller than 35 feet...". The former language is too vague and unenforceable.	4/1/2018 2:55 PM
25	The most likely future, that the vision and guiding principles does not include, is technological and behavioral changes that will affect transportation and shopping. For example self-driving/hired cars will reduce the need for parking; Online shopping will reduce the need for retail. I would also like to see something that invisions the area connecting with potential transportation from the old railroad (the rail trail).	3/31/2018 3:00 PM
26	No building's taller than 35 feet for both sides.	3/31/2018 10:01 AM
27	no buildings over 35 feet on either side of portola please & no business parking in the residential avenues	3/31/2018 9:56 AM
28	limit the height of to 35ft no crap about "encourage" that just leaves the door open to the planning department and we know how malleable and bias they can be. improved crowd walks...good idea but only for traffic flow having 2 lanes either direction. 1 lane either direction will move the traffic into the neighborhoods the	3/29/2018 6:36 PM
29	no	3/28/2018 10:52 AM
30	You don't need another stop sign at 36th just a flashing crosswalk.	3/28/2018 10:22 AM
31	The heights of the buildings are important to us. We would like to see 35' max.	3/28/2018 10:20 AM
32	Why not have the max height 35' no matter what side of the street you are on. there really is no reason anyone should need to go higher.	3/26/2018 8:27 PM
33	I agree with a height limitation, but even less than 35 feet, as this height, if standard, with block access to sea breezes and views for many residents. 20 feet seems better.	3/26/2018 7:49 PM
34	I like it so far.	3/26/2018 7:36 PM
35	How can you improve traffic? Every thought in this page is totally contradictory of what is here today. Streets are already overburdened, parking is very limited, too many parked cars at 36th coffee shop that makes it difficult to come out of 36th to turn left onto Portola. Making more green areas and widening sidewalks will not be possible unless you encroach upon property owner's land vs taking more roadspace. If you go to one lane each direction with middle turn lane then you just screwed up prospect of easing traffic flow by forcing commute traffic to back up onto the one lane each direction. Building heights should not exceed current limits or it will damage neighborhood character.	3/26/2018 5:21 PM
36	No hotels	3/26/2018 2:20 PM
37	All of these items listed above are great ideas! Set these in motion!	3/25/2018 10:08 PM
38	It is imperative to keep 35 foot height limit on all of Portola Drive improvement area to keep the neighborhood ambiance.	3/25/2018 4:16 PM

39	Nothing taller than 35ft on Portola; No deliveries thru the residential avenues for Portola businesses	3/24/2018 2:04 PM
40	current zoning and design regs are fine. no additional regulation is needed	3/24/2018 12:24 PM
41	They sound good.	3/24/2018 10:42 AM
42	Definitely need to keep building height to 35 feet.	3/24/2018 10:24 AM
43	does "repurpose Portola drive" really mean that it is going to become a 3-lane street (with middle turning lane) as opposed to a 4 lane street?	3/23/2018 10:45 PM
44	no	3/23/2018 9:53 PM
45	No	3/22/2018 4:21 PM
46	No	3/22/2018 2:34 PM
47	The community has told you MULTIPLE TIMES in workshops and in writing: NO buildings >35 FT on EITHER SIDE OF PORTOLA & NO Variances	3/22/2018 12:53 PM
48	Include sidewalk trash receptacles at regular intervals that are emptied at regular intervals!	3/22/2018 10:35 AM
49	No	3/21/2018 10:38 PM
50	parking around the 41st Ave and Portola area is terribly congested, given the economic growth of the south end of 41st. It is essential that ample, off-street parking be made available for ANY new commercial, residential development.	3/21/2018 5:41 PM
51	I appreciate and agree with the recommendations I see -- specifically focusing on bicycle / pedestrian safety and usability, and also developing a streetscape that emphasizes greenery and buildings instead of parking.	3/21/2018 4:02 PM
52	Any type of enhanced commercialization will require additional parking. The most recent is Cat & Cloud which is a nice coffee shop, but has created huge traffic difficulties. So, I don't see how traffic solutions have been addressed in just 1 addition conforming to new principles. Traffic lights could help.	3/21/2018 2:53 PM
53	No	3/21/2018 2:16 PM
54	Support improved crosswalk system at 30th and Portola. Also drivers have difficulty turning left from 30th onto Portola. Both create bad decision making and dangerous situations.	3/21/2018 10:02 AM
55	Pedestrian simple inexpensive safety measures have been adopted in SF with significant success, such as, painting a corner out into the street for pedestrian visibility; changing pedestrian signal lights to activate earlier than cars so pedestrians are visible; no left turn lanes for pedestrian safety	3/21/2018 9:26 AM
56	Narrow Portola Drive to two lanes with a center turn lane, allowing space for more parking, landscaping, and street furniture, and reducing the width for pedestrian crossings.	3/21/2018 8:58 AM
57	No diagonal parking, need a park, round about at 41st	3/20/2018 9:45 PM
58	Sounds great!	3/20/2018 5:29 PM
59	35 foot height allowance between 30th and 38th Ave is too high and out of character with the neighborhood	3/20/2018 3:35 PM
60	More parking is always a plus. The height of new structures should be no matter than 2 stories	3/20/2018 2:55 PM
61	Keep height on both sides of Portola Drive, the Same. Do Painting of temporary improvements, and leave in place for 24 months, before making any permanent improvements. So can determine what works & what does not work, during all seasons, summer, fall, winter, etc.	3/20/2018 12:42 PM
62	Why are new houses given variances to 2nd storey 10' setback continuously by building dept. defying the spirit and letter of P.P. building Plan?Plan?	3/20/2018 12:33 PM
63	None	3/20/2018 12:03 PM
64	Most of this is unneeded aside from a few crosswalks and some greenspaces. Mixed use is not a good idea for this area. NO buildings higher than the 35 ft limit!	3/20/2018 11:29 AM
65	no	3/20/2018 8:41 AM

66	Height should be same on both sides of Portola Drive, discrimination to have one side one height and other side another height. No variances on required parking to develop a parcel. On street parking should not be counted when parcel is developed. Parcel development must support its own parking & structures.	3/20/2018 7:37 AM
67	no	3/20/2018 6:41 AM
68	Stoplights would void the homey feeling of the area. I go that wah almost daily and find the stop light to be acceptable.	3/19/2018 8:47 PM
69	No housing.....and when there is there's never enough parking....on our street businesses from the junk yard two blocks away park on our street,,,,right in front of felt street park,,,,,,there's not enough parking even for the businesses.....	3/19/2018 8:18 PM
70	Many, including complicated Planning Dept. unintelligible wording.	3/19/2018 7:32 PM
71	2 stories on the South side, set back from neighborhood housing	3/19/2018 6:24 PM
72	Everything you are doing is for TOURISTS not for residents. We are not well served by your vision of a vibrant tourist destination in our neighborhood.	3/19/2018 6:23 PM
73	No	3/19/2018 5:31 PM
74	do not change anything	3/19/2018 5:11 PM
75	agree that parking should be at the rear of parcels. Suggested height of 35 ft is too high	3/19/2018 4:57 PM
76	The existing height limit for the commercial zones is 35 feet. I believe that that is too high for any development on Portola Drive. I know that a mixed use development was approved for the lumber yard property on the corner of 38th. That should be the only one.	3/19/2018 4:50 PM
77	Yes. We are losing a lot of sky from "just one more story" people. We believe two stay should be max!	3/19/2018 4:25 PM
78	how will the vehicle access change during development	3/19/2018 4:21 PM
79	Appreciate the wide sidewalks....pedestrian safety is so important. Also, this is taking into consideration truly those with disabilities. Thank you.	3/19/2018 3:34 PM
80	These sound good. I would add that there be good signage (pretty and clear), as to where to park, at the back of businesses.	3/19/2018 3:32 PM
81	Underground Electrical and Cable Lines	3/19/2018 3:20 PM
82	Bike lanes protected from cars with landscape berms	3/19/2018 2:41 PM
83	...	3/19/2018 2:27 PM
84	Looks Great	3/19/2018 2:23 PM
85	Pedestrian safety should be a high priority, along with measures to encourage slower traffic speed.	3/19/2018 2:21 PM
86	No bike lanes on the curb with parking next to traffic. No 16 foot sidewalks Do not remove any trees. Plant more. Improve visibility on corners by not allowing parking 10+ ft. from corners. NO BUILDINGS OVER 35 Feet. No exceptions. Yes to set backs Yes to flashing lights at crosswalk Stop sign at 36th is badly needed.s	3/19/2018 2:17 PM
87	The principle on the streetscape indicates it will respond to the conditions of each block. That will be too much of a patchwork, and the idea is to bring unifying design elements. I'd like to revise this to remove reference to blocks, and instead reference the design being responsive to the three portions of the project area.	3/18/2018 9:27 PM
88	Perfect draft!	3/18/2018 3:24 PM
89	I'm concerned that 3 story buildings will give too urbane a feeling versus more open sky, beach feeling. The more dense the architecture, the more demand for parking.	3/18/2018 2:42 PM
90	very concerned about parking impacting the neighborhood	3/17/2018 2:38 PM
91	no	3/17/2018 11:11 AM
92	no	3/16/2018 5:03 PM

93	No structures one 35 feet in high will be allowed. Additional setback on upper stories will be required. Require maximizing green space along the entire corridor. No commercial use for any reason will be allowed on the avenues perpendicular to Portola.	3/16/2018 1:57 PM
94	How can we get a 4-way stop added at 30th next to the 7-11? That's the most dangerous corner on Portola.	3/16/2018 9:12 AM
95	no	3/16/2018 8:50 AM
96	no	3/15/2018 4:29 PM
97	narrowing Portola Drive is a mistake. The flow is fine as is. why waste money on this?	3/15/2018 4:24 PM
98	So why have the height limits exceeded 35 feet with the Lumberyard project?	3/15/2018 2:16 PM
99	Maintain 4 lanes on Portola to prevent traffic back-ups leading to commuters using neighborhoods as thoroughfares.	3/15/2018 1:28 PM
100	Why only the South side and 30-38th of Portola do you want to require height restriction? Seems unfair to restrict certain side of a street and sections	3/15/2018 12:35 PM
101	No buildings of 35 ft, period. I like the crosswalks. Why do sidewalks have to be wider? Hardly anyone uses them now. Yes to bike lanes. No chain business. All businesses must have enough parking on site as to not park in the Avenues. Also, absolutely no delivery trucks for those businesses using the Avenues to make their deliveries	3/15/2018 11:05 AM
102	We need to recognize our Surf Culture as we move forward. I would like to see a Hall of Fame along 41st @ Portola.	3/15/2018 8:57 AM
103	First of all, the "no new hotels" statement is vague. Having a place for visitors to come and stay is positive for businesses. In our community meetings, there were examples of small, local inns, BnB's, AirBnB, etc. that would still be acceptable. Having a monster chain hotel come into the neighborhood would not fit the local culture. Second, it was widely and unanimously expressed in the meeting to restrict 35 ft on both north and south sides of Portola and the entire corridor from 26th to 41st. This is misleading for people who did not attend the meetings and are reading this online.	3/14/2018 4:52 PM
104	All the buildings are already established and business owners aren't going to be able to afford expensive upgrades.	3/14/2018 2:40 PM
105	Encourage buildings no taller than 35 feet for all new construction.	3/14/2018 2:30 PM
106	Clearly marked crosswalks at 26th, 30th, 32nd, 36th and 37th avenues. A 2 year study to determine feasibility of three lane with center turn lane and diagonal parking. Absolutely NO delivery vehicles in the avenues for any reason. All businesses must supply onsite parking for their customers. No overflow into the neighborhoods. No hotels. Require green spaces in new development. I agree with set backs and step backs. Mandatory for front and rear of buildings to minimize impact on all sides of new development . No buildings over 35 feet on either side of Portola and NO height variances	3/14/2018 1:57 PM
107	Definitely NOT necessary and will create SO MUCH back up traffic	3/14/2018 1:49 PM
108	I would add more trees to the avenues to make the area more attractive, residential retail feel and more sustainable. I am not opposed to boutique-style hotels or casita-style hotels on Portola that reflect the beach community vibe.	3/14/2018 12:31 PM
109	These are private properties. Stop protecting wealthy exclusionary NIMBY neighborhoods. Stop preventing any meaningful high-density higher-rise affordable housing construction. Allow up to 60 feet. Pretty streets for people with money. We should be ashamed.	3/14/2018 11:55 AM
110	No	3/14/2018 11:22 AM
111	NO to any building being over 35 feet on either side of Portola; keep/grow a village character !	3/14/2018 11:19 AM
112	Does it make any difference what we think? It seems you have made all the decisions already so we just need to agree.	3/14/2018 10:38 AM
113	At the last public meeting, we asked for buildings no taller than 35' on BOTH sides of Portola Drive.	3/14/2018 9:27 AM
114	No	3/14/2018 9:20 AM

115	I don't think a stop sign is needed at 36th. I cross there often and cars usually stop (the refuge island is essential)	3/14/2018 7:19 AM
116	No	3/14/2018 6:17 AM
117	Traffic calming should not stop at 41st. The neighbors down a Portola will experience increased traffic and the calming should extend down towards Portola Adrienne and beyond.	3/13/2018 11:16 PM
118	agree	3/13/2018 8:45 PM
119	I disagree with the excessive parking emphasis and wish more people would use options that make parking less necessary (but totally understand the frustration of the neighbors when there are spill over parking effects.	3/13/2018 8:38 PM
120	Comment : I like the idea more cross walks and flashing lights , add housing over existing buildings for non permanent tenants	3/13/2018 7:31 PM
121	Why doesn't the north side of Portola Drive have height restrictions?	3/13/2018 7:01 PM
122	Disagree with proposal to discourage new hotels: small, intimate hotels can add vibrancy to the area and their associated amenities (spa, restaurant, meeting spaces) can add features that will enhance the whole neighborhood. Question why the blocks between 30th and 38th would have a different height limit than the rest of the corridor. There should be a coherent and consistent design across the entire corridor and to do something different for eight blocks does not make sense.	3/13/2018 6:44 PM
123	What is being done to make Portola more walkable, with more relevant retail opportunities? Do not agree that hotels should be discouraged. Boutique hotels could be a welcome, revenue-generating opportunity.	3/13/2018 6:00 PM
124	Don't price poor folks out of their homes	3/13/2018 5:42 PM
125	No	3/13/2018 5:21 PM
126	no	3/13/2018 4:55 PM
127	no	3/13/2018 4:48 PM
128	I'm concerned about the use of the words "discourage" and "encourage" rather than "disallow" and "require" on some items in this section. I realize we are in the early stages, but those words require no adherence whatsoever. ALSO, is 35' equal to three stories? I am not in favor of three stories, (would prefer two) ESPECIALLY when the stated principles only "ENCOURAGE...no taller than 35 feet." That means nothing, and I certainly don't want tall buildings on Portola. No.	3/13/2018 4:20 PM
129	We do not ant the word "encourage" in the setting of height limitations. this was made VERY clear at the last meeting. No buildings taller than 35 feet. No exceptions, no variances.	3/13/2018 3:48 PM



STATION 3

Western, Middle and
Eastern Portions

Q3 Do you have any questions or comments on the concepts shown for the WESTERN, MIDDLE OR EASTERN PORTIONS?

Answered: 146 Skipped: 127

#	RESPONSES	DATE
1	Further east between 41st and 47th needs better traffic controls, people will come through the re-development and then speed off	4/6/2018 4:55 PM
2	I think the three lanes with left turn lane will be a great improvement for safety. The 30th Ave. intersection is especially treacherous now for cars, bikes, and pedestrians. The extra stop sign and three lanes will slow traffic down and the revised cross walks will be a big improvement. I think a stop light is needed at the 41st Ave intersection. This is a very busy intersection at times, with frequent pedestrian and bike use. The current four way stop is difficult to navigate.	4/6/2018 4:22 PM
3	I generally like the new street cross-sections, with one exception: why not place the in ROW parking on the travel lane side of the bike lane, thereby increasing the safety and protection for the cycling lane? Excellent examples of this can be found in Oakland and Montreal, QC.	4/6/2018 4:17 PM
4	A stop sign at 36th will have more cars idling and a lot of cars have toxic exhaust. A stop sign will encourage more cars turn on to 36th to look for parking. I see cars now turn on to 36th looking for parking for the coffee shop and then make a u turn at the Floral stop sign to double back. People will make circles around 36th and 38th because it was made it easier.	4/6/2018 4:05 PM
5	It is crucial that 30th ave (south) intersection have 3 way stop signs and cross walks. Traffic is more condense there because of the enormous number of cars turning left onto 30th from Portola dr. mostly due to people wanting to view the coast for waves (storms ect.) and out of the year (about 330 days) surfers come to surf (seems like everybody and their mothers surf). the other avenues aren't used since people can't get to Rockview dr for surf/view and people can't really get the whole view of Pleasure Pt surf from 34th, 35th, 36th, 37th, and 38th avenues once they get to East Cliff Dr. (one way traffic). So cars back-up waiting to turn left onto 30th (south). Cars are coming down Portola dr from 30th ave (north stop sign) jetting down the drag strip. And to top off the problem off, the 7-11 at the corner of 30th/Portola dr has a entrance right at the corner along 30th and people make diagonal turns (from Portola dr going east) into the entrance while cars are backed up on 30th, cars are turning left onto 30th while 30th ave vehicles are trying to get onto Portola dr. A traffic study is needed. There should be 3-way stop signs with colored crosswalks (lot pedestrians come down 30th (north) to walk to ocean). This intersection is much more critical than 36th ave intersection simply because of the minimum vehicles turning onto 36th from Portola dr. Also flashing light signs at 41st would be almost constant due to ped use. They are very annoying especially for outside restaurant customers. Landscape (trees) effectively (psychologically slows traffic speed.	4/6/2018 3:46 PM
6	All proposed crosswalks are HIGH PRIORITY and should have push button activated lights to alert autos. This is a simple, cost effective addition and a major safety improvement. Make the pushbutton easy to access while on a bicycle. Before adding a stop sign at 36th, wait till we understand the traffic dynamics of three lanes before adding stop sign. I DO NOT believe protected bike lanes are safe. People, children and dogs will dash out automobile right doors and into the bike lane without looking. PLEASE DON'T DO IT. I'm an avid bicyclist riding 3000-5000 miles a year.	4/6/2018 3:38 PM
7	Prefer to keep existing trees, widen sidewalk to 10', prefer different solution to the angled parking.	4/6/2018 2:27 PM
8	All new crosswalks built with brick like at 41st and Portola along with flashing lights. Add pedestrian friendly lighting and get rid of the tall towering lights	4/6/2018 1:48 PM
9	This looks really good to me. I especially like the bike lane improvements.	4/6/2018 9:38 AM

10	long-term concept 2 to relegate bikes to a confined space between parked cars and curb/sidewalk is recipe for disaster; lane will become unridable with debris; there will be conflicts between cyclists and folks entering and leaving cars; there are lots of businesses/driveways on the other side of the street that bikes won't be able to access; when vehicles leaving driveways wait to get into the traffic lane, they will block the bike lane; better to eliminate on street parking and/or slow down traffic; experienced bike riders will shun these "protected" lanes and ride in traffic, defeating their intended purpose	4/6/2018 8:56 AM
11	I am opposed to removing any marked crosswalks. I am opposed to failing to mark any crosswalks (every corner is a legal crosswalk and should be marked with paint). By failing to mark all crosswalks, we encourage speeding and careless driving, and discourage walking.	4/6/2018 8:21 AM
12	So glad to see improved bike lanes. I ride Portola often and it's a battle with traffic and parked car doors.	4/6/2018 5:36 AM
13	Increase height limit along primary corridors to allow for flexibility in addressing house crisis. Bike lane proposals sound good.	4/5/2018 10:28 PM
14	I fully support the proposed changes. Why not go all-in from the start and develop Long Term Concept #2 for all 3 segments? The buffered bike lanes, more comfortable pedestrian zones, and shorter cross walk are ESSENTIAL. The price for all of those seems to be a small concrete island - lose it and we can have a beautiful, safe environment for cars, peds and bikes!	4/5/2018 9:42 PM
15	No	4/5/2018 4:29 PM
16	Trees are imperative for aesthetics, ecology and safety. When proposal says more trees "can" be added, makes me wonder. Existing trees should have priority with a view to adding more.	4/5/2018 4:01 PM
17	I love these options!! Long-term option #2 is the best in each scenario; the parked cars act as buffered bike lanes, the vehicle lane widths are reduced with will calm traffic. Lots of studies have been done on the difference between a buffered bike lane with paint on the ground (Concept #1) vs a physical buffer (Concept #2). The paint doesn't actually increase perception of safety, so people don't ride bikes more, but physical barriers lead to increased bike numbers.	4/5/2018 2:44 PM
18	cycletracks or protected bike lanes should not be installed. These hide bicycle traffic from view from other road users. The buffers on buffered bike lanes should be placed between the parked cars and the bike lanes to encourage cyclists from riding within dooring range of parked cars.	4/5/2018 2:09 PM
19	What are the plans for existing trees along Portola? How will new trees be selected?	4/5/2018 8:11 AM
20	I like all the new safety features for pedestrians; crosswalks, flashing lights and stop signs. I would also like to retain Portola as 4 lane road.	4/4/2018 9:59 AM
21	If I understand correctly, the middle portion will go to one lane and have back in parking spaces. Traffic flow is already an issue and reducing the lanes will make it worse. Also, back in parking spaces? People have issues just parking going forward. This does not seem like a good idea on both issues- reduction of lanes and parking backward.	4/4/2018 9:52 AM
22	I don't like the bike path that has parking on one side and driving on the other with bikes in the middle. This design invites more bike vs. vehicle accidents. Make clear distinct lanes for travel, bike path to the side. Often drawings look much more appealing than they actually turn out to be and often not realistic.	4/4/2018 5:53 AM
23	Not at this time.	4/3/2018 1:14 PM
24	No	4/3/2018 1:12 PM
25	No, on the stop sign on 36th, I live off 36th/37th and the traffic is fine to get out, no need for stop sign.	4/3/2018 1:09 PM
26	I support the long term concept of protected bike lanes, bulb outs, and street greening. I also support the short term concept if it is the only short term option due to financial constraints. Bus and regional transit opportunities should be considered as well.	4/2/2018 11:06 AM
27	All for wider sidewalks and more street trees. I'm concerned that reducing lanes will negatively impact traffic, but I'm all for PROTECTED bike lanes. I would even encourage a bit more commercialization on the west end. That is closer to the home I own and I would love to have more small shops within close walking distance.	4/1/2018 10:22 PM

28	WESTERN PORTION: (1) No bumpouts--they reduce parking and block views from intersecting streets. (2) That stop sign and crosswalk at 30th Ave needs to be removed and relocated to the lower 30th Ave. intersection or else the 30th/Portola intersection needs a signal with crosswalk buttons and the 7-11 crosswalk needs those flashing lights and signs. It's just so crazy trying to get out of northbound (lower) 30th to turn east on Portola at rush hour. You can't get out, too many cars coming and it's just a fustercluck. MIDDLE SECTION: (1) Please NO NEW SIGNAL AT 36TH. A new crosswalk, yes, but no traffic signal. Will back up traffic terribly at 36th. No signal at 38th Ave. either. However, if most people agree signals are needed, they MUST BE SYNCHRONIZED to allow continuous flow of east-west/west-east traffic during those respective rush hours. EASTERN PORTION: Put in a new signal at 41st--SO DESPERATELY NEEDED at 41st Ave. Drivers seem totally unable to keep track of who got to the intersection first. Plus, pedestrians interrupt the stop-and-go order of the cars. The tourists NEVER figure it out. For pedestrian safety and orderly traffic control, we desperately need a signal at 41st. And it must be synched with signals to the west to allow continuous flow of east-west/west-east traffic during rush hour.	4/1/2018 3:13 PM
29	I prefer the protected bike lanes. Like the wide sidewalks. Really would like to discourage ground floor residential	4/1/2018 12:03 PM
30	Western: I like Long Term Concept 1, please do not remove existing street trees, just enhance around them. Middle Portion: Back-in angle parking terrible. Additional parking on street is not needed. Use space for another traffic lane. 1 lane in each direction the whole way is going to back up and be a pain for local residents. Where are huge delivery trucks for the Camper Shell place and Mexican Market going to park? Are additional maintenance dollars for landscaping, street sweeping going to be allocated? Currently very little maintenance occurs. I clean out the DI at the corner of 35th and portola so it doesn't back up. Street sweeping needs to occur. Eastern portion: same general comments. I am not sure about the 3 lanes.	3/31/2018 8:20 PM
31	Portola is an important thoroughfare and can be very congested. In the rush to make it pedestrian friendly, it would be unfair to cause more traffic jams and/or shift commute traffic through other neighborhoods. People who commute through Portola are the majority, but people who care most about the area live directly in it. At the meeting I was at, there was no consideration given to people like me who live off 26th ave, but need Portola for commuting. Design that improves traffic flow and safety (such as roundabouts, yield rather than stop signs, careful study before adding stop signs and stop lights etc) should be preferred. Also, retail and parking, while needed now, may have reduced need in the future, so the plan should have flexibility to repurpose parking and retail for other goals if/when they are no longer needed.	3/31/2018 3:07 PM
32	no reverse angle parking and flashing light crossing between 38th and 37th and Portola.	3/31/2018 10:05 AM
33	add a crosswalk at 37th ave; all lighted crosswalks; no buildings over 35 feet tall on either side; no business parking or delivery trucks on the residential avenues	3/31/2018 10:00 AM
34	What are the advantages and disadvantages of back in angle parking?	3/30/2018 4:59 PM
35	keep portola 4 lanes either direction. the back in parking is dangerous, as a rider I have seen where drivers are simple too stupid to look when backing in. on a slow ass street with 2 bikes simple move too fast. go to palo alto and see how back in parking doesn't work. I can't count the number of times I have seen close calls. improved crosswalks are good, but lose all their efficiency when trees and tree shadow "hide" people using the cross walks. the 2 lane idea also will back up the side streets and it won't be possible to even turn right much less cross and turn right	3/29/2018 6:50 PM
36	Portola with four lanes works just fine now. Taking away a lane and adding a center turn lane will only slow things down therefore causing more problems than fixing them.	3/28/2018 10:29 AM
37	We want to see Portola slowed down into 3 lanes, the middle being turning lane. The cross walk @ 30th needs flashing lights or lights on the street. Making Portola 3 lanes might help crossing there also.	3/28/2018 10:24 AM
38	Comments: At this point you have lost most of your audience, there is way too much information. Plus you need to consider to where cut-through traffic that frequently uses Portola would be diverted. I've already spent 13 minutes going through 4 slides which are incredibly lengthy.	3/26/2018 9:55 PM
39	In all cases, Concept #2 with bike lanes next to sidewalks is a strong preference.	3/26/2018 5:38 PM
40	Again, decreasing from 2 to 1 lane each direction hinders heavy traffic flows. Adding diagonal parking and bike lanes makes it even worse. Fast traffic will cause more confusion with cars backing out and lots of bicycles going fast down the street. Large trees and more sidewalk green space takes more widening= where are you going to grab more landscape?	3/26/2018 5:26 PM

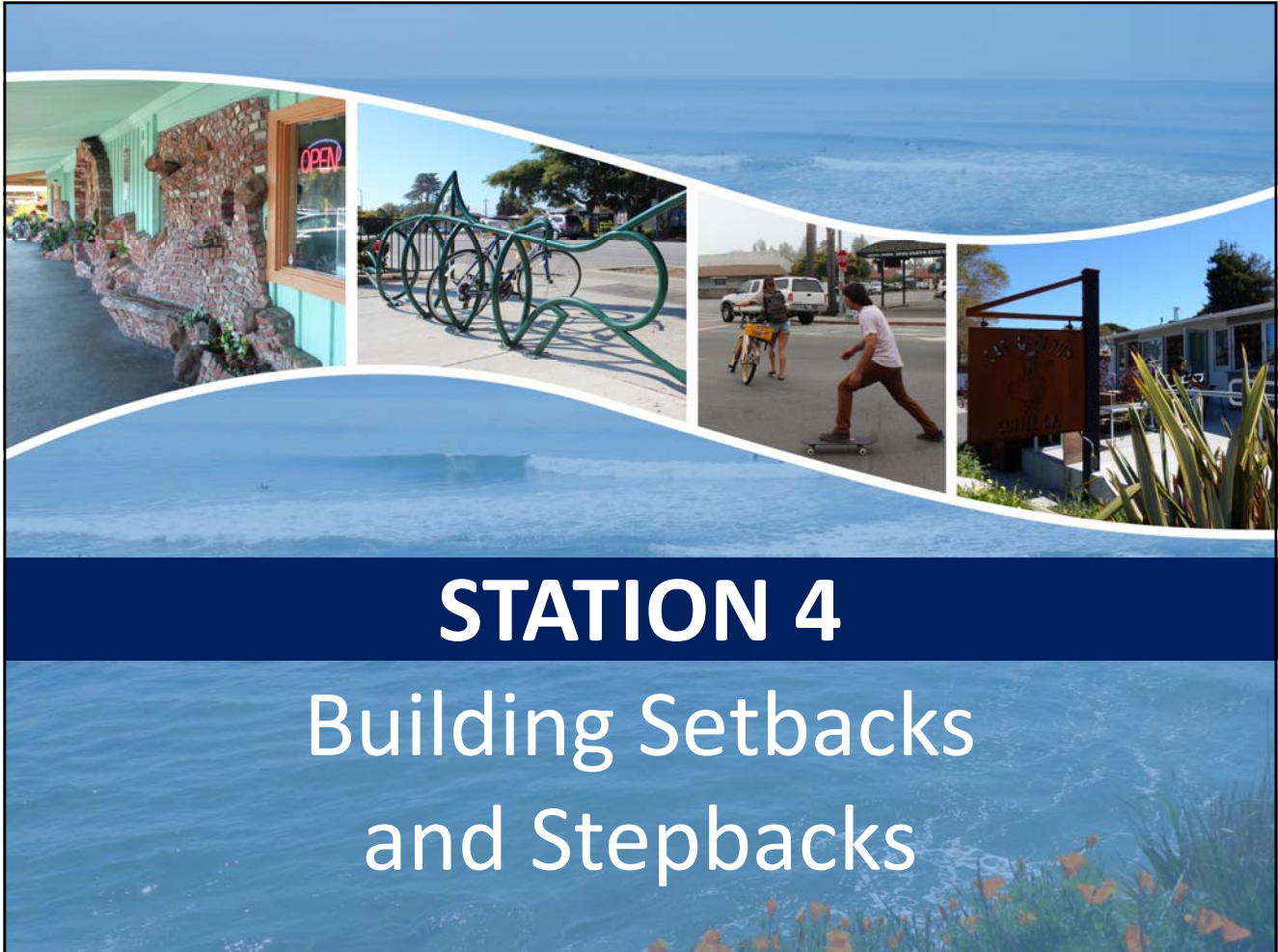
41	Thank you for the new Stop Sign at 36th Ave! This is desperately needed! I like Long Term Concept #2.	3/26/2018 2:47 PM
42	Round about at 41st if you are going to reduce lanes on portola.	3/26/2018 2:22 PM
43	Western: In desperate need of a refuge lane making a left turn from 26th Ave. onto Portola. Also, for Western portion; like Long term concept #2. Need a rotary circle at the intersection of 41st and Portola. More trees = YES! Protected bike lanes = HUGE YES!	3/25/2018 10:16 PM
44	37th street cross walk a must via pushbutton crossing mechanism. Weasel words like "encourage" should be changed to be shall or will.	3/25/2018 3:30 PM
45	Will the trees match the yellow flowererd ones on 41st?	3/24/2018 6:53 PM
46	can - may allow wiggle - we WANT flashers, more crosswalks and a study for 30 32nd area	3/24/2018 2:07 PM
47	everything is fine the way it is.....please spend no more time or money on this	3/24/2018 12:25 PM
48	Are we supposed to choose between short term and long term proposals?	3/24/2018 10:53 AM
49	Add more stop signs and improve visibility around cross walks. Foliage is nice but safety should be priority one.	3/24/2018 10:27 AM
50	"back in angle parking" - that doesn't seem like a good idea? If I am driving down the road and I slow down to back into a spot, a) the person BEHIND me is not going to give me enough room to maneuver, because they won't realize that I want to back into a spot., and b) MOST drivers are terrible at backing into parking spots - even with backup cameras! Also - when you go to pull OUT of the spot, the drivers on the street are not going to know that someone is ready to pull out - whereas if you are backing out in the the road, at least the drivers in the street can see the backup lights! This feels like a bad design decision in many ways.	3/23/2018 10:02 PM
51	Portola Dr need development. Today, it is a blight, which leads directly to our neighborhood being filled with junkies. Please turn it into a pedestrian-friendly shopping area instead of a highway.	3/23/2018 4:33 PM
52	What happens to all the trailer parks and service business on Portola dr.?	3/23/2018 3:45 PM
53	I very strongly agree with the Near Term Concept for all three sections.	3/22/2018 2:36 PM
54	No parking on Avenues; Scheduled delivery hours to reduce trucks blocking traffic; Lighted crosswalks; Pilot period for any near term changes to evaluate safety/feasibility	3/22/2018 12:56 PM
55	Nix the back-in parking!!! Most ridiculous idea ever, as the traffic on Portola is already too heavy and backs up too far to allow the space and time for drivers to back-in. This is a bad idea. Sure to create regular and heated parking altercations.	3/22/2018 10:43 AM
56	Cutting the car lanes down to 3 lanes would be repeating the stupidity that took place on Soquel Drive in Santa Cruz a number of years ago, another dumb idea.	3/22/2018 10:37 AM
57	Do not like loss of lane or back in parking	3/22/2018 2:32 AM
58	All crosswalks should have flashing lights.	3/21/2018 7:14 PM
59	I think it is incredibly important to limit the height of buildings in this this area and keep the taller buildings set back from the street so that this area retains a more residential feel that the south end of 41st Ave.	3/21/2018 5:46 PM
60	I live on 35th Avenue near Portola, and having a crosswalk there and a stop sign at 36th would definitely help pedestrians feel safer crossing this busy street. 36th Ave is a more heavily trafficked intersection since it runs directly to East Cliff, so I'd also be OK with just a stop sign there.	3/21/2018 4:05 PM
61	Conceptually, Portola looks like a freeway. Its nearly impossible to get on/off 36th Ave now & it looks much less safe in the diagram. Get rid of Frenchis & the tattoo shop & the look of the area may begin to improve.	3/21/2018 3:00 PM
62	Need traffic lights at 41st Avenue and Portola	3/21/2018 2:18 PM
63	One lane roads would be a disaster for traffic. There are no other ways to get in or out of the surrounding neighborhoods other than using portola. If traffic were to be like 41st it could take 30 min to get to the freeway! One lane is a horrible idea.	3/21/2018 10:30 AM
64	Providing bike lockers is key to bicycle use...stolen bikes/ bike parts is a severe problem- please see my previous comments on earlier page for other pedestrian simple and inexpensive pedestrian/bicycle safety improvements	3/21/2018 9:30 AM

65	I hate traffic signals, but the intersection of Portola and 41st is unsafe as a 4 way stopped intersection.	3/21/2018 9:01 AM
66	Long term concept #2	3/20/2018 9:46 PM
67	35 foot height allowance for south side of Portola drive is too high and out of character with the neighborhood. It benefits developers not our neighborhood	3/20/2018 3:38 PM
68	leave sidewalks same size. do not have single lanes and no additional trees,	3/20/2018 2:34 PM
69	Taking a left turn from 32nd to 35th Sts. on Portola to 41st is very hard during rush hours now..I think with 3 lanes It would be much harder and dangerous. A totally bad idea!	3/20/2018 1:09 PM
70	Keep at near term painted improvements for 24 months, do not proceed to long term concepts until proven what works and does not work.	3/20/2018 12:45 PM
71	30th ave needs additional stop sign at 7-11. turning left onto Portola from 30th going west is difficult and dangerous.	3/20/2018 12:42 PM
72	None	3/20/2018 12:08 PM
73	The mixed use residential idea will just bring more traffic (& noise) and need for more parking, both of which will destroy the "unique character" it claims to want to protect. Wider sidewalks, striping, & 2 rows of trees will narrow the road, making traffic congestion worse. The "Public Realm" suggestions for street changes are ridiculously impractical and stress-inducing for actual drivers & residents wanting to reach their destinations in a reasonable amount of time. Way too many stop signs for one thing.	3/20/2018 11:43 AM
74	cost to a family with interest in living and working at the potential site	3/20/2018 8:43 AM
75	1. Paint, stripe, do signated, keep in place for two years, so can fully analyse what works and does not work, during seasons of summer, fall, winter, etc, etc.	3/20/2018 7:39 AM
76	no	3/20/2018 6:44 AM
77	Some of your print....you can't read it....not very legible	3/19/2018 8:21 PM
78	Many. Who appointed you planners? Why are developers from out of the area (eg one has a 408 area code), why are needs of bicyclists given extreme priority when most " bikers" will age out by 40??	3/19/2018 7:39 PM
79	There should be an emphasis on housing. Mixed housing, lots of housing, affordable housing. Bring in people who live here and their needs will drive development. You are doing everything wrong, focusing on commercial mixed use which is needed only by casual tourist visitors. You are destroying this neighborhood. You allowed NUBO to convert a building designed for professional office space into a bar. You really do not care about this neighborhood as a place to raise a family or age in place comfortably.	3/19/2018 6:28 PM
80	2 stories south side, in keeping with Beach Community aesthetic	3/19/2018 6:27 PM
81	No	3/19/2018 5:32 PM
82	yes, don't do it	3/19/2018 5:12 PM
83	The intersection of Portola and 41st is a nightmare. It needs a streetlight.	3/19/2018 5:01 PM
84	Just where is this money coming from? No one I know has a problem as it is now.	3/19/2018 4:30 PM
85	Traffic is bad enough. Please leave 4 lanes on Portola.	3/19/2018 4:19 PM
86	I love the increased improvements for pedestrians and bikes. i think new and more crosswalks are a key to this corridor being a succesful corridor for business, especially ones that rely on foot traffic.	3/19/2018 3:37 PM
87	Encouragement for wide sidewalks and buffered bike lanes....yes, we need it friendly to foot and bike traffic	3/19/2018 3:35 PM
88	I would have a dedicated area for retail and restaurants rather than all mixed used.	3/19/2018 3:22 PM
89	I think a stop sign at 36 th and portola is unnecessary	3/19/2018 3:14 PM
90	Love the idea of more trees and better bicycling options. Prefer the protected bike lanes, if financially feasible.	3/19/2018 3:11 PM

91	Trees removed should be clamshell duh & saved, not so much concrete& reflective surface. More green spaces with benches.	3/19/2018 2:45 PM
92	...	3/19/2018 2:29 PM
93	The corner of Portola & 41st - should have a multi-directional cross walk - all 4 ways stop and pedestrians can walk in across in any direction.	3/19/2018 2:25 PM
94	Good proposals. Not sure about the practicality of diagonal parking.	3/19/2018 2:24 PM
95	No buildings higher than 35 feet on either side of Portola. No sidewalks wider than 6 feet. Lighted crosswalks. Stop sign on 36th. No inside bike lanes. Yes to 1lane in each direction. no to diagonal parking. No delivery trucks on the avenues.	3/19/2018 2:23 PM
96	Seems like the improvements need to look at existing pedestrian and bike traffic, make sure it links up. For example, 30th Ave only has a sidewalk on the west side, so the improvements need to link up with that, but that side of the street is not in the project area. As another example, the rail corridor eventually is going to have a cross-town pedestrian and bike trail, so will be useful to to envision where those bike corridors will be coming through. I like 30th and 36, personally, but let's show it on the plans. There may be other places where the bike and pedestrian linkages are important and not currently syncing up, would be useful to check.	3/18/2018 9:40 PM
97	I support the plans as oresented	3/18/2018 3:28 PM
98	I really like the protected bicycle lane concept. It would be great to be able to have normal height curbs at South West 41st street. Hard to open passenger side door so park further into street, difficult for seniors and less abled to get up to sidewalk.	3/18/2018 3:03 PM
99	A stop sign installed at 30th Ave at 7/11 store. crosswalks install flashing lights on street. Change "can & encourage" to "will and shall"	3/17/2018 11:21 AM
100	no	3/16/2018 5:04 PM
101	I like diagonal parking on the street to create more spaces. There should be a light at 26th street. People come bombing up the hill at high speed making it hard to make a left hand turn onto Portola while on the other side of the street you have people exiting the mobile home park. And there's pedestrians, a lot going on at that corner.	3/16/2018 4:45 PM
102	traffic is going to be a nightmare with the removal of 2 lanes of travel.	3/16/2018 3:47 PM
103	One lane on Portola in each direction with maximum provisions for parking, walking and cycling will be required.	3/16/2018 1:59 PM
104	What data is being used to decide that 3 lanes will work on Portola. I think changing 4 lanes to 3 will be a disaster for anyone using the street, as it will cause gridlock. Turn lanes will be too short. Buses running every half hour and volume of cars will cause gridlock and bottlenecks for everyone living off Portola and passing through the area. I believe the idea to change from 4 lanes to 3 on Portola is groundless and based on ZERO data. I am very much against people making such big decisions about the neighborhood based on emotional whims or ideas without any basis in data.	3/16/2018 9:18 AM
105	I think the traffic study will show that changing from existing four lanes to three lanes is going to have a negative effect on the flow of traffic in the area. The proposals all look great on paper, but with continued increased growth in this area, it does not seem feasible to reduce traffic lanes in this area.	3/15/2018 4:39 PM
106	I hate all of this. why choke down a street that's already flowing fine? this project was supposed to be about commercial zoning issues. how'd this become such a priority?	3/15/2018 4:27 PM
107	New cross walk at 37th. Add flashing lights at all X walks. No stop sign at 36th. No signal at 41st. Yes to small boutique hotels 35 ft max height	3/15/2018 3:32 PM
108	Are there plans for a stoplight at 38th and Portola?	3/15/2018 2:19 PM
109	Improve cross-walk safety with flashing signals. Maintain 4 traffic lanes. No commercial driveways or loading allowed from the avenues to Portola based businesses.	3/15/2018 1:33 PM
110	Prefer not to cut down existing street trees. Would like to see islands on both sides of marked crosswalks so ped can walk thru with protection on both sides. Drivers making left turns across crosswalk often cut too close to peds. Island would protect peds in such cases.	3/15/2018 11:25 AM
111	I like the way Portola is now.	3/15/2018 11:08 AM
112	Improve pedestrian crossing and traffic calming lanes.	3/15/2018 8:59 AM

113	On ALL portions, limit building height to 35 ft. - both North and South Sides of Portola, from 26th to 41st Ave. Additionally, add a roundabout / rotary at 41st.	3/14/2018 4:55 PM
114	I don't love the slanted parking, I like protected bike lanes but understand the expense. I think Long Term #1 is a good alternative	3/14/2018 4:36 PM
115	No buildings higher than 35'. Stop light NEEDED at 41st since during vacation months throngs of people leave the businesses and pay NO attention to traffic. I've seen numerous people almost get hit.	3/14/2018 2:48 PM
116	All of them are overreaching for an EXISTING neighborhood with virtually no foot traffic.	3/14/2018 2:42 PM
117	Transition area by Western Section makes no sense. Where would it actually be? Using the same diagrams for all the sections does not help.	3/14/2018 2:36 PM
118	Western; Traffic study for the existing 30th & Portola intersections with immediate reconfiguration improvements. Flashing inground lights and flashing stop signs. Agree with buffered bike lanes and near term improvements. Mid section; NO buildings over 35 feet on either side of Portola. NO variances ! Agree with three lanes with dedicated turn lanes at intersections. Yes to buffered bike lanes. Crosswalks at 26th, 30th, 32nd, 36th and 37th with buttons to activate flashing lights when in use. Long term concept #1. Eastern; agree near term and long term #1.	3/14/2018 2:25 PM
119	The El Rancho Center does not have the type of stores or foot traffic that would justify this type of development	3/14/2018 1:51 PM
120	Like more street trees, pavers or bricks in crosswalks, improved crosswalks. Do not agree with flashers on stop signs. Not necessary if signs are clearly marked. Wish there was a way to upgrade the western and middle area of Portola to make it more attractive and interactive -- all the mobile parks, industrial buildings and auto repair shops give it a low-scale, drive-by quality.	3/14/2018 12:35 PM
121	What a waste of time. We need huge amounts of affordable housing for lower-wage workers and we need it now! Put the time to better use. Fancy streets for exclusionary NIMBY neighborhoods is not right!	3/14/2018 11:58 AM
122	No	3/14/2018 11:29 AM
123	traffic study is needed for 30th - 32nd ave per very dangerous roadway/pedestrian conditions; neighborhood wants crosswalk at 37th as many people go to el rancho center from the avenues	3/14/2018 11:23 AM
124	Where are the results of the meetings held with the people? There were recommendations and opinions shared with you, where are they? Do you even care?	3/14/2018 10:43 AM
125	Again at the public meeting, there was discussion about a trial period for changing Portola from 4 lanes to 3. This isn't mentioned here.	3/14/2018 9:35 AM
126	clearly marked crosswalks at 26th, 30th 32nd, 36th, 37th and 41st Aves; yellow flashing crosswalk signs; red flashers on stop signs (ex: Capitola Police Dept.)	3/14/2018 9:03 AM
127	I'm concerned these propose to eliminate ped refuge. If there are 4 lanes to cross and no stop sign there really needs to be an island	3/14/2018 7:23 AM
128	my view is the "Back in Angle" parking would be a disaster - studies have shown (please google this) 267 deaths, etc ->this causes traffic/safety issues. Please remove from any and all plans	3/14/2018 6:40 AM
129	Keep all bike lanes and walking sidewalks as 6-8. Make bike lanes one way (north side east west and south side west east). Keep all side walk widths as is. People can walk around each other. Where you can add back the second car lane - do it. Keep all parking as parallel and not backed in angle. People aren't very good at backing in and can totally cost accidents. If they choose to drive - then it just means they may need to park farther away and walk. In the western portion - keep bike lane narrow as the other sections of portola and gain another car lane.	3/14/2018 6:37 AM
130	left turn lane conflicts need to be considered in both directions. 45 degree parking along sides is not recommended, due to the stoppage of traffic for a parking car.	3/14/2018 12:15 AM
131	Eastern portion. No part east of 41st should have more lanes. It should remain 2 lanes. Anything else will just speed up traffic on a street that is already overloaded with unenforced speeding.	3/13/2018 11:20 PM
132	Need 4-way stop light with left turn lights on 41st and Portola due to massive amt of pedestrians.	3/13/2018 8:51 PM
133	agree	3/13/2018 8:48 PM

134	I would like a "refuge" area for vehicles turning left from 26th Avenue onto Portola, so they can take the turn in two parts if they can't get all the way into merging traffic going toward Santa Cruz on Portola. I would really, really love a single lane roundabout at 41st Avenue and Portola. This intersection is getting really slow and the level of service is now bad/getting worse. I disagree with the need for more on-street parking, but if it does happen, I like the diagonal back in parking. It's much better for bikes. I agree with the protected bike lanes, more landscaping, parking in back, better pedestrian amenities, stair-step buildings, etc. .	3/13/2018 8:46 PM
135	better crosswalk at 38th , sidewalk improvement and housing , include stop sign by new coffee shop?	3/13/2018 7:35 PM
136	No	3/13/2018 7:32 PM
137	Since the map indicates that the Public Realm includes the street sections on either side of Portola, will they be included in the improvements?	3/13/2018 7:11 PM
138	Western Portion Long Term: Prefer Concept 2 -- keep the bikes and boards away from vehicles; keep vehicle traffic going straight and not transitioning around the bulbs at intersections. Middle Portion: Don't need a stop sign at 36th. Totally disagree with the angled parking -- keep the design consistent and have parallel parking as in the other sections. If, for some bizarre reason angled parking in this segment is baked in, Concept 2 is preferable to Concept 1, but really . . . Eastern Portion: Long Term Concept 2 is preferable. Explore Round a Bout at 41st.	3/13/2018 6:53 PM
139	Not sure about having just one lane1 lane of traffic heading west in the middle and eastern proportions. If this is acceptable, Long Term Concept #2 for the eastern portion seems the best option. Both back-in angle parking for the Middle portion would seem to be potentially very dangerous	3/13/2018 6:42 PM
140	Bike lane BETWEEN car lane and parking? That seems confusing	3/13/2018 5:24 PM
141	Will there be an opportunity on ANY portion for planted "islands" as there are on Portola around 15th Ave? What is the thinking behind BACK IN parking spots? How are they advantageous to nose-in? I'm very skeptical. And finally -- after people have stopped at a number of stop signs on Portola (which I like), I ABSOLUTELY fear that Portola Drive from 41st to Cliff Drive (a straightaway with NO STOP SIGNS) will become a freeway for slowed-down drivers trying to make up for lost time. We already have a speeding problem on that supposed 25MPH section. Please consider one more stop sign at the intersection of Adrienne or Laure!!! I know it is out of the "designated area" being discussed, but can't you imagine that section getting WORSE with speeders?	3/13/2018 5:19 PM
142	no	3/13/2018 4:58 PM
143	no	3/13/2018 4:50 PM
144	I do not like the idea of the diagonal parking. I think it will create a lot more traffic and be dangerous for the bikers in the bike lane. People will not take the time to back in, rather I think they will pull across the street to spots, creating more disturbance and traffic	3/13/2018 4:20 PM
145	No inside bike lanes that will be blocked by cars exiting the avenues. All crosswalks that are not at stop signs should have solar powered on demand blinking lights. A stop sign on 36th and Portola is desperately needed, it is a major pedestrian crossing and vehicle artery with a dangerous left turn on to Portola from 36th given the lack of visibility due to parking on Portiola. No trees should be removed. No vertical parking if we are reduced to one lane in each direction unless it can be done so parking vehicles do not impede the flow of traffic. No roundabouts. Intersection at 41st and Portola is too small for that to be practical (if it was larger, I'd support it).	3/13/2018 3:56 PM
146	For the streetscape, favor Long Term Concept #1. Comment on the Private Realm Vision - the prevalence of mobile home parks fronting on Portola Drive seems inconsistent with the vision. Can the planning effort support alternative development fronting on the street, with mobile home parks off the street?	3/13/2018 3:46 PM



STATION 4

Building Setbacks and Stepbacks

Q4 Do you have any questions or comments on the concepts shown for the BUILDING SETBACKS AND STEPBACKS?

Answered: 92 Skipped: 181

#	RESPONSES	DATE
1	Again, with the vague statements. -----Again, with the "Encourage". "Encourage an 18ft" Let's not be vague and just say just say no less then 18ft---- "Generally, provide a 30-foot setback". Contractors will take the "generally" and push it as small as possible. Can we just say SET BACKS MUST BE 30ft.	4/6/2018 4:40 PM
2	on shallow small lots deep front setbacks not workable.	4/6/2018 3:46 PM
3	Like it all.	4/6/2018 3:40 PM
4	looks good	4/6/2018 8:57 AM
5	No comment	4/6/2018 5:37 AM
6	A mandatory 15 foot setback sound excessive and could limit the potential for a parcel.	4/5/2018 10:32 PM
7	I like it.	4/5/2018 9:43 PM
8	This is going to be a very walkable neighborhood, the big front setbacks with trees are great!	4/5/2018 2:45 PM
9	I think these sidewalks are much too wide and will waste space. Also, who will maintain teeer upkeep? Trees planted so close to buildings and sidewalks can have negative impact via roots. If a building owner does not want a tree planted near property will they have the right to refuse? Some property owners may prefer sunlight rather than shade from a tree.	4/5/2018 8:15 AM
10	The demographics don't support the added cost for potential commercial development with all these restrictions	4/4/2018 10:09 AM
11	Setbacks are great, IF they are maintained. Are there funds available to maintain these areas WITHOUT raising taxes. We live in an unaffordable area, don't create unrealistic spaces that will not be maintained with current budgets available.	4/4/2018 5:54 AM
12	not at this time.	4/3/2018 1:14 PM
13	No	4/3/2018 1:14 PM
14	Get rid of a parking requirement. Allow for bicycle parking in lieu of vehicle parking. Simplify design standards. Buildings should be built to the front property line (Portola sidewalk). Ground floor residential uses should comply with "design guidelines" - the intent should be to "buffer" residential uses from the street. There are multiple design approaches that could acheive this intent - raise residential entries, protect entries with small gates/grill work, or set back residential facades. Allow for creative design proposals rather than being prescriptive. Or, disallow residential uses on the ground story all together. Residential uses could be allowed on second floor and above only. Then all commercial is built to curb, or a few feet from curb. Disallow any vehicle parking that would be visible from the street. Disallow vehicle entries/exits on Portola. parking in rear of lots (less preferred) or a small parking garage is built to serve pleasure point / portola and limit all parking to on-street parking on portola. In either case, residents should be assigned parking permits in surrounding residential neighborhoods. Meter on-street parking for parking turnover. Building setbacks should be for commercial uses (ie outdoor activity areas), public uses (ie parklets), or as residential open spaces (if the building is residential).	4/2/2018 11:28 AM
15	No	4/1/2018 10:23 PM
16	Seems OK to me unless people keep getting variances. Then what's the point?	4/1/2018 3:15 PM
17	No but parking should be required in rear for new construction	4/1/2018 12:04 PM
18	needs to grandfather in non-conforming structures.	3/31/2018 8:21 PM
19	These seem reasonable	3/31/2018 3:08 PM

20	2 rows of trees is stupid, it takes up too much space and shades out an area already that is cold from fog plus they block out views and sunlight from windows. trees to park around at the rear of buildings works. there is not enough info to decide on setbacks	3/29/2018 7:03 PM
21	Like the setbacks!	3/28/2018 10:24 AM
22	I'm sensing a theme: wider sidewalks, lower buildings, larger setbacks. Is this even legal? Property owners need to be allowed to pay for their improvements, not just make an unprofitable pleasure point ghosttown.	3/26/2018 9:58 PM
23	assure a minimum of 30' building setback from any residential property line.	3/26/2018 8:40 PM
24	Good,	3/26/2018 7:45 PM
25	Setbacks and setbacks are good.	3/26/2018 5:39 PM
26	Residential units above commercial space will create more residents, more cars to park (2 persons each condo) plus more on weekends when visitors come. Setbacks should be great enough to allow some sunlight for residents behind commercial buildings. Again, how do plan for 15-18 ft. sidewalks with greens and trees without sacrificing traffic lanes or grabbing property owner's land?	3/26/2018 5:31 PM
27	Enough too. For outdoor dinning and seating and protection from cars	3/26/2018 2:22 PM
28	Like very much the wider sidewalks and planting strips.	3/25/2018 10:17 PM
29	Are current lot depths large enough to accommodate parking in back with trees and setbacks and still maintain similar square footage or will multi-story become the norm? What happens to establishments like Suda that don't meet the requirements?	3/24/2018 6:58 PM
30	No extra variances for setbacks or height	3/24/2018 2:08 PM
31	existing zoning is fine....stop "fixing things"	3/24/2018 12:26 PM
32	Sounds good	3/24/2018 10:54 AM
33	15 feet wide sidewalks for all the homeless to congregate on. Excellent.	3/23/2018 10:03 PM
34	No questions - I am very much in favor of large sidewalks	3/23/2018 4:34 PM
35	What kind of business to purpose to set in this general area? We already enough coffee shops and eatery"s.	3/23/2018 3:50 PM
36	No	3/22/2018 2:36 PM
37	STOP using soft language like "Encourage" or "Generally". New developments SHALL BE REQUIRED to adhere to stated setbacks and stepbacks	3/22/2018 12:58 PM
38	Portola needs the 4 lanes at a minimum, our you going to tear down business buildings or take land from the shopping centers?	3/22/2018 10:39 AM
39	Who will maintain planting strips, and who will pay for the maintenance?	3/22/2018 10:04 AM
40	These minimum setbacks should be strictly enforced.	3/21/2018 5:47 PM
41	Cat & Cloud as a recent example; has a small rear parking lot which is nearly impossible to get in/out from. it also blocks 36th Ave traffic when cars egressing & commercial trucks block the road completely while delivering.	3/21/2018 3:05 PM
42	No	3/21/2018 2:18 PM
43	These setbacks could turn some properties useless because they are not large enough to support them. All these ideas are great in a perfect world but the properties are not uniform across portola. These new setbacks could cause a property to sit undeveloped for years	3/21/2018 10:34 AM
44	Create outdoor seating on sidewalk for reaterants	3/20/2018 9:47 PM
45	I do not believe the parcel sizes of properties that are available or will become available.	3/20/2018 3:39 PM
46	two much front setback.	3/20/2018 2:38 PM
47	Keep building setbacks & step backs standard. Not in favor of building set backs.	3/20/2018 12:45 PM
48	As far as I can tell, the ultimate goal of all these ideas is to actually reduce the width of a wide street by adding stripes, trees, and unnecessarily wide sidewalks, which will increase traffic and interfere with the livability of the neighborhood..	3/20/2018 11:47 AM

49	Sidewalks proposed are to wide, 12 to 15 foot sidewalk is to wide.	3/20/2018 7:41 AM
50	no	3/20/2018 6:44 AM
51	At least 100 feet away from residential....and then make sure it stays that way	3/19/2018 8:23 PM
52	What is a bioswale? Even small houses cost beyond most people's ability to afford. Why waste \$\$ on Planners' complicated plans (& salaries for them))?	3/19/2018 8:12 PM
53	Do I have to repeat myself? EVERYTHING is focused on maximizing commercial use or disguising commercial development (wolf in sheeps clothing) to create a tourist spot. Next will be buskers and homeless settlements and a place no one wants to live in...	3/19/2018 6:30 PM
54	on the north side, there is a creek that could be included in the landscape	3/19/2018 6:28 PM
55	No	3/19/2018 5:32 PM
56	don't change anything these developers don't have OUR best interest at heart	3/19/2018 5:13 PM
57	Really, can't you find somewhere else to spread your "Vision?" How about just paving what you have?	3/19/2018 4:31 PM
58	Looks good. Just advocating to continue to consider the needs of the disabled as they navigate the sidewalks.	3/19/2018 3:36 PM
59	Separate bike lane from traffic lane with berm. Separate pedestrian & bike lanes. Curving pathways not 12 ft of straight concrete!	3/19/2018 3:15 PM
60	...	3/19/2018 2:31 PM
61	Allow for Multi Use set backs	3/19/2018 2:26 PM
62	No to wide sidewalks, 6 ft. max. Yes to building setbacks. Yes to parking on rear. No buildings over 35 feet. No variances.	3/19/2018 2:26 PM
63	Ensure that height and other requirements do not deter developers or current owners from building and maintaining a range of housing options from affordable to luxury that will bring in tax \$.	3/19/2018 2:14 PM
64	No questions - I like the plans	3/18/2018 3:31 PM
65	no	3/17/2018 11:27 AM
66	no	3/16/2018 5:05 PM
67	Setbacks and sidewalks per the above will be required.	3/16/2018 2:00 PM
68	I'm one of the few people who walks on Portola. Hardly any pedestrians use Portola. We don't need these super wide sidewalks. 99% of the people using Portola NEVER walk there.	3/16/2018 9:19 AM
69	If the setback proposals will work with maintaining four lanes on Portola, then I agree with this as proposed.	3/15/2018 4:42 PM
70	Are the setbacks part of the Lumberyard project as well. It seems sidewalks were only 20 feet set back along 38th by lumberyard.	3/15/2018 2:21 PM
71	15 foot wide sidewalk may be excessive.	3/15/2018 1:35 PM
72	these set backs seem way too large for all of the small commercial parcels to acheive	3/15/2018 12:44 PM
73	I like the wider sidewalks.	3/15/2018 11:26 AM
74	No opinion.	3/15/2018 8:59 AM
75	How can you create setback where there are none? Do the businesses have to tar down their buildings and rebuild? STUPID!	3/14/2018 2:43 PM
76	I agree with the proposed Setbacks for commercial and residential front and back. However, Stepbacks were NOT addressed at all here. Stepbacks should apply to ALL sides of new construction.	3/14/2018 2:33 PM
77	Just more Code restrictions to ensure no serious mixed-use projects will ever be built. Just more Code restrictions to ensure the exclusionary NIMBY neighborhood will have maximum protection from high-density housing development.	3/14/2018 12:03 PM
78	No	3/14/2018 11:30 AM

79	There are no clear statements in any of this. You use wishy washy words that can be interpreted later as anything you want. Why waste all this time?	3/14/2018 10:45 AM
80	No	3/14/2018 9:36 AM
81	Don't allow variances for roof height, side, front or rear setbacks	3/14/2018 9:04 AM
82	Setback size should be proportional to building height. I live north/behind Portola Dr buildings and don't want to lose what little sunlight there is.	3/14/2018 7:27 AM
83	Keep front setbacks narrow with only one set of trees. Keep side walks 6-7. Allow parking	3/14/2018 6:42 AM
84	agree	3/13/2018 8:49 PM
85	agree with all, good ideas!	3/13/2018 8:46 PM
86	always a good idea	3/13/2018 7:36 PM
87	Traffic control and parking, access are crucial	3/13/2018 7:33 PM
88	Like the wide setbacks to provide for wide sidewalks and plantings, however, how realistic is that width given current width of the corridor? Will this require taking private property to achieve the desired width? Will any existing structures have to be demolished to achieve that width (plus the protected bike lane and the vehicle travel lanes and the turn lane? Where are the two rows of trees on the 30' commercial set back and what are they protecting?	3/13/2018 6:58 PM
89	Regarding the "double row of trees - are you asking property owners to plant trees at the very front of their buildings? At the FOUNDATION? Savvy property owners know the damage a tree's roots can do, and I can't imagine they would want to plant ANY tree at the very base of their buildings. A double row of trees is nice, but only when an owner's property is not at risk due to a landscaping requirement.	3/13/2018 5:25 PM
90	no	3/13/2018 4:58 PM
91	no	3/13/2018 4:50 PM
92	A 15 foot wide sidewalk can not be achieved without county appropriation of private property. A 6 foot wide sidewalk would be more than adequate. There are areas on Western Portola where the sidewalk is not even 4 feet wide that should be addressed, as should cracked and uneven sidewalks. Ant business seating outside should have accompanying parking requirements so we don't end up with another Cat and Cloud situation. Now they have food trucks coming in to serve their customers and parking on the street.	3/13/2018 4:02 PM



STATION 5

Parking

Q5 Do you have any questions or comments on the PARKING concepts?

Answered: 122 Skipped: 151

#	RESPONSES	DATE
1	Wondering how cyclist safety can be addressed with angled parking?	4/6/2018 4:18 PM
2	back-in diagonal will be much safer and easier with extra width of bike lane	4/6/2018 3:46 PM
3	DO NOT ALLOW REVERSE PARKING. Its a bad idea. It stop traffic and forces traffic to back up for someone to pull into a spot.	4/6/2018 3:45 PM
4	I like the reverse angle parking idea.	4/6/2018 9:40 AM
5	favor reverse angle parking, but better to eliminate on-street parking and have off-street parking lots	4/6/2018 8:58 AM
6	I support reverse-angle parking as a safe and efficient source of parking.	4/6/2018 8:23 AM
7	Better for car doors not opening into the bike lanes	4/6/2018 5:39 AM
8	In a buffered bike lane situation (with bike lane "behind" parking spaces), is this as much an issue?	4/5/2018 9:45 PM
9	Yes to reverse angle parking (mostly for safety), yes to stacked and tandem residential parking. Use street parking as a buffer for bikes, similar to Beach Street near the Boardwalk	4/5/2018 2:46 PM
10	When there are new projects, I notice there is never enough parking. It then impacts side avenues. Look at the coffee shop Cat & Cloud on corner of 35th Ave and Portola as an example. It's an absolute nightmare especially on weekends. The nearby neighborhood is negatively affected.	4/5/2018 8:18 AM
11	This is how parking is done in Singapore and works better.	4/4/2018 10:11 AM
12	i HATE reverse angle parking. NO,NO,NO	4/4/2018 5:55 AM
13	Stacked parking unrealistic; Tandem logical. No off street parking for residential unit occupants. It takes away from locals access and creates riff in neighborhood.	4/3/2018 5:41 PM
14	not at this time.	4/3/2018 1:15 PM
15	No	4/3/2018 1:15 PM
16	Refer to previous comment. Get rid of parking requirement. Require bicycle parking instead of vehicle. Protected bike lane using angled on-street parking is supported. Meter on-street parking during peak use hours. Money collected from meters can further contribute to street improvements.	4/2/2018 11:32 AM
17	Yes to stacked parking!	4/1/2018 10:25 PM
18	Tandem parking should not be considered in determining the # of parking spaces each residential unit should have. I've lived with it and if another person is not home to move their car, it's just a huge hassle (especially for a senior) to have to jockey the cars around to get out! I feel the same about stacked parking unless it was a parking garage. For instance, any hotels should have onsite underground parking garages for at least 80% of # of rooms they have (like the Marriott Fairfield Suites on 41st and Brommer). I like the reverse angle parking because driver's can see traffic and cyclists more easily before pulling out.	4/1/2018 3:22 PM
19	Like this. Don't want to see it everywhere	4/1/2018 12:05 PM
20	Reverse angle parking will not work because people cannot park well backwards, and if there are only 3 lanes then its going to cause long backups (just like what happens on 41st. People will be using center lane to go around. Is that safe? I don't know.)	3/31/2018 8:26 PM
21	Seems reasonable, I like the reverse angle parking, but worry it will slow traffic considerably at first because the average driver backs up very poorly. This will get better with better car technology and driver experience.	3/31/2018 3:11 PM

22	tandem parking would only work for single family residents; inconvenient & inefficient for businesses, shared housing, condos & apartments; it will only encourage those residents to block my driveway as often happens from rental units that don't provide enough onsite parking. Reverse angle parking will not work in this area where drivers are rude, speeding, tailgating, texting, don't pay attention & violations are not enforced. Drivers in this area rarely stop for pedestrians at crosswalks and run stop signs, it is too much to expect the courtesy of allowing a car length between vehicles and adequate space and patience for a car ahead to back into a parking space.	3/31/2018 10:14 AM
23	tandem parking for up to 3 cars...good idea, stacked residential parking...good idea, but how would it count as footage on a plan set? back in parking is dangerous in tree lined vision impaired streets. No room for it and bike lanes and swales. not to mention the traffic tie ups it will create	3/29/2018 7:09 PM
24	I can see more accidents from this proposal. The only good thing kids are directed towards curb.	3/28/2018 10:34 AM
25	We like the reverse angle parking. It may be hard at first but once we get use to it, I think it appears safer.	3/28/2018 10:26 AM
26	i am concerned about people knowing how to use the reverse angle parking. it is INCREDIBLY important that the county enforce their own parking regulations. they have not done this in the past.	3/26/2018 8:43 PM
27	All are improvements.	3/26/2018 5:40 PM
28	Stacked parking is not power saving = huge electric bills for motorized stacking. Diagonal parking takes away more traffic lanes = not a good idea. Look at previous and current increases of newcomers with giant homes and lots of large SUV's/pickups, etc.	3/26/2018 5:33 PM
29	No parking in neighborhoods, install underground parking at business's	3/26/2018 2:23 PM
30	This is good in concept but it will hold up traffic to wait for cars to maneuver into angled parking. Especially as this is a very busy street with vendor drop offs and business operations.	3/26/2018 12:51 PM
31	We always back our vehicles when we can into parking spaces. This concept for reverse angle parking is safe and necessary and has always made sense to us! Enact it please!	3/25/2018 10:19 PM
32	Stacked parking will not alleviate any parking congestion because of its inconvenience. Strike that.	3/25/2018 3:31 PM
33	Smart choice especially with the popularity of backup camera equipped vehicles.	3/24/2018 7:00 PM
34	Am no good backing in.= giving lessons? No biz patron or staff parking in the avenues	3/24/2018 2:10 PM
35	backing in is dumb..	3/24/2018 12:26 PM
36	I do not like tandem parking or step parking solutions	3/24/2018 10:56 AM
37	reverse angle parking is a good option	3/24/2018 10:29 AM
38	In theory it is safer, in practice it's not going to work.	3/23/2018 10:05 PM
39	There is nowhere near enough parking now. I don't see how this will address the problem at all.	3/23/2018 4:34 PM
40	Parking has no place for reverse angle.....	3/23/2018 4:21 PM
41	I like reverse angle parking as a solution to allow more on-street parking on Portola.	3/22/2018 2:37 PM
42	You guys at MIG just do not seem to listen or CARE about what we say in this meetings. What a waste of time. This whole process is RIGGED. AS we've told you LOTS OF TIMES....Parking Standards need to be INCREASED so that neighborhood parking is preserved for residents. Current parking requirements are NOT STRICT ENOUGH	3/22/2018 1:01 PM
43	Nix reverse angle (back-in) parking.	3/22/2018 10:46 AM
44	who will Police all the accidents that this will cause	3/22/2018 10:40 AM
45	I like reverse angle parking!	3/22/2018 10:05 AM
46	Parking anywhere in the PP area is a problem. Commercial traffic parks in the residential areas & walks to stores.	3/21/2018 3:07 PM
47	Stacked parking doesn't sound feasible	3/21/2018 2:19 PM
48	bike lockers are a must in this particular town...impossible to ride a nice bike knowing parts/ or all will be stolen	3/21/2018 9:34 AM

49	unless parking standards are reduced, the shallower commercial lots will never be redeveloped. Either need to reduce standards or come up with a way to get credits towards enhanced on-street parking	3/21/2018 9:03 AM
50	No parking meters.....they will park in our neighborhood, parking in the back of bussiness	3/20/2018 9:48 PM
51	Plan seems good	3/20/2018 3:40 PM
52	Parking standards should not be changed. Parcel owners developing their parcels need to supply parking based on parcel size, and structures built on their parcels. On street parking should not be applied to individual parcel owners development.	3/20/2018 2:40 PM
53	As parcels are developed along Portola Drive, they need to adhere to the parking regulations, no variances when comes to parking. Also, developers of parcels cannot count on street parking. Structures built on parcels, need to provide plenty of parking on their own parcel, on street parking should not be allowed to be included in the development.	3/20/2018 12:53 PM
54	Reverse Angle Parking is harder to do and could lead to more accidents.	3/20/2018 11:52 AM
55	Young drivers and old drivers are generally very bad at backing in to parking. Reverse angle parking is a very bad idea.	3/20/2018 8:58 AM
56	folks do ot know how to back up	3/20/2018 8:44 AM
57	Parking requirements to develop parcels along Portola Drive, should not be changed and should be withhedld. Parcel development based on structures and parking within the parcel, On street parking should not be allowed to be counted when developing a parcel, parcel needs to stand alone for development .	3/20/2018 7:42 AM
58	no	3/20/2018 6:44 AM
59	There's never enough parking.....businesses are starting to park in residential areas and as of now can do so all day long	3/19/2018 8:25 PM
60	Hotels attract more cars & illegal tenants add to parking crowding; parking enforcement needs increased.	3/19/2018 8:17 PM
61	This one is a joke too. You don't have any reliable parking requirements. If you did, NUBO would never have been allowed to convert a small professional office space into a Bar with potentially 90 + transients looking for parking. How dare you even allude to existing parking regulations.	3/19/2018 6:32 PM
62	looks like people will have to back in. Parking in front works fine too	3/19/2018 6:29 PM
63	No	3/19/2018 5:32 PM
64	no, would be a mess	3/19/2018 5:14 PM
65	Let's not fool ourselves. Car number 1 will rarely let car number 2 back into the space and become 3.	3/19/2018 4:38 PM
66	This will slow traffic as it is difficult to back into an angled space. It doesn't work very well. It would be better just to have normal angle parking.	3/19/2018 4:22 PM
67	I like the idea. I have never been able to park that way.	3/19/2018 3:40 PM
68	Reverse angle:cool, will need public education to make it successful.	3/19/2018 3:37 PM
69	Bad idea it will slow traffic	3/19/2018 3:23 PM
70	Reverse angle parking looks like a great idea	3/19/2018 3:16 PM
71	Again separate bike lane from parking with berms	3/19/2018 3:16 PM
72	Reverse angle parking is interesting. Am not averse to it, but will take awhile for folks to get used to it. Not sure visitors will get the concept right away. Prominent signage (with directions) will likely help.	3/19/2018 3:14 PM
73	No compact spaces... people ignore them...all the time	3/19/2018 2:32 PM
74	Whatever parking is put in place must leave visibility for cars exiting the avenues. Parking for residential units must be sufficient for all residents and guests. Actual use should be monitored. Cat and Cloud uses street parking on 36th and now has added a weekly food truck.th	3/19/2018 2:31 PM
75	Incentivise Bus Transportation - Free Bus Pass for employee's. Increase Bus Route Timing, add Automated Vehicle Location (AVL), and add Wi-Fi to Buses.	3/19/2018 2:30 PM

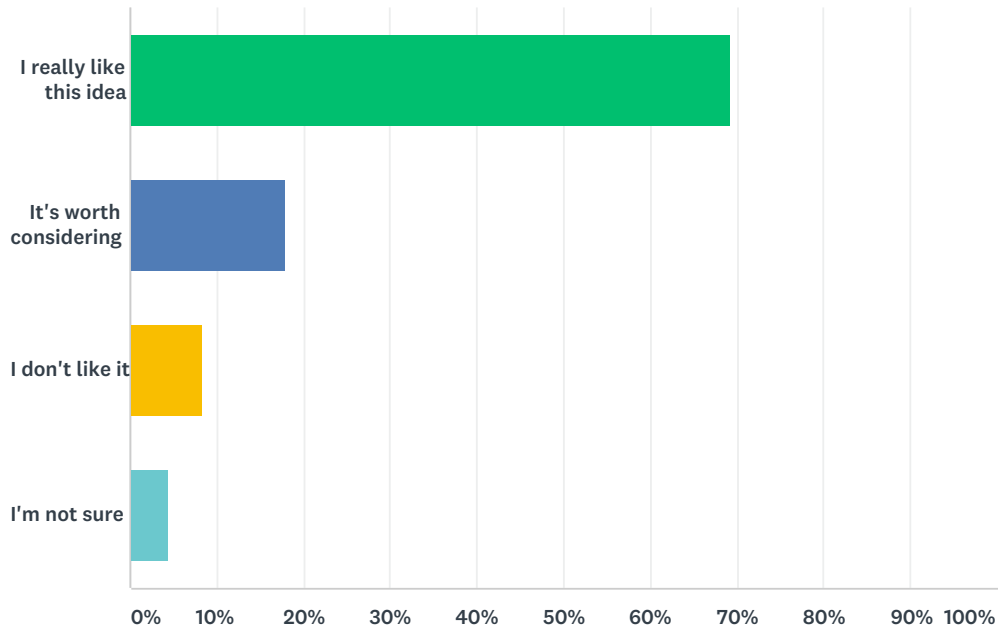
76	Reverse angle parking seems like a good idea.	3/19/2018 2:26 PM
77	Parking is a far higher priority for the majority of residents who are children and seniors, not young healthy financially successful bike riders. Realistic parking with full size parking spaces (since locals seem to have abandoned the small car movement) are high priority.	3/19/2018 2:16 PM
78	Great idea!	3/18/2018 3:32 PM
79	I am concerned with the Lumberyard development and Cat and Cloud parking concerns/needs. How are these to be addressed with the new plans?	3/18/2018 3:14 PM
80	no	3/17/2018 11:29 AM
81	no	3/16/2018 5:05 PM
82	Yes to reverse parking angles. Yes to diagonal of any sort instead of parallel parking.	3/16/2018 4:46 PM
83	New stopsigns won't be needed. traffic will be at a standstill with loss of lanes and cars stopping to park.	3/16/2018 3:48 PM
84	All parking above will be required. In addition, parking for all new or remodeled properties will provide sufficient parking for the property without impacting street level or adjacent properties.	3/16/2018 2:03 PM
85	Changes to parking are NOT needed on Portola. We walk frequently on Portola and there are empty spaces on Portola in front of the Chop House area, all day, every day of the year.	3/16/2018 9:20 AM
86	Reverse angle parking is a bad idea when the bike lane is between the desired parking spot and the reversing car. When we will only have three lanes with a turning lane in the middle the backing car will be holding up traffic for bikes to proceed all the while looking in reverse to see when you can proceed to parking spot. Do not like the idea of stacked or tandem parking.	3/15/2018 5:23 PM
87	this requires messing with the existing flow of the street. it works already. leave it alone.	3/15/2018 4:29 PM
88	Yes to reverse angle parking. Stacked and tandem parking is nice but people will park in street for convenience	3/15/2018 3:44 PM
89	How many additional parking spaces are being added to the middle section? These will most likely be used by Lumberyard project patrons.	3/15/2018 2:25 PM
90	Angled parking increases the likelihood of accidents between cars as well as between cars and pedestrians and MUST be avoided. Businesses should be required to provide adequate off-street parking.	3/15/2018 1:37 PM
91	I like the reverse angle parking. Saw this in Ventura.	3/15/2018 11:27 AM
92	reverse angle looks like a nightmare	3/15/2018 11:12 AM
93	More bikes less parking,	3/15/2018 9:00 AM
94	Do not allow tandem parking. It is unrealistic as to its use and does not guarantee available spaces on the street. Can the county buy a parking lot and charge for hourly parking like downtown? Could there be a public restrooms?	3/14/2018 4:56 PM
95	I don't like the reverse angle parking. Too commercial feeling, and I don't like the idea of cars backing up into bike lanes	3/14/2018 4:38 PM
96	Cyclists pay no attention to cars or rules. Backing in or out makes no difference. Parking should be in rear of businesses not on avenues.	3/14/2018 2:49 PM
97	Reverse angle? Seriously? I see that only as a way to create more accidents with people trying to back into spaces with oncoming traffic behind them. Ridiculous!	3/14/2018 2:44 PM
98	It looks like the area for backing into a reverse use parking space is the bicycle lane. Bad idea, because it will take much longer to back in to these spaces.	3/14/2018 2:39 PM
99	Existing parking requirements are inadequate! All new construction must provide onsite parking for all vehicles, residential and mixed use. No to tandem parking with exception on Mobile home parks. No to stacked parking. I agree with reverse angle parking	3/14/2018 2:39 PM
100	There is more than enough parking all along this area!	3/14/2018 1:52 PM
101	Are meters & time limits being discussed at this time?	3/14/2018 1:52 PM
102	Not convinced the reverse angle parking is easier for drivers -- especially those who are visitors and out of towners -- to maneuver.	3/14/2018 12:37 PM

103	Well, it is pretty, but where are the incentives for private owners to demolish old piles of rotting wood and instead build meaningful mixed-use high density housing for lower-wage workers and their families?	3/14/2018 12:05 PM
104	No	3/14/2018 11:31 AM
105	no to reverse angle if bike lane is in front of it; no to any business patron parking in the avenues - big or small businesses must provide ample on-site parking; have you ever used tandem parking - have to know person's schedule + may set of keys to car - 3 car tandem is not viable! stacked a parking is noisy + expensive to install	3/14/2018 11:28 AM
106	Anytime there is a backup situation with autos there is more risk to those around the moving auto. If a driver has trouble seeing oncoming bicycles backing out of a parking space then it won't be any better backing into a space.	3/14/2018 10:48 AM
107	Again a trial period for reverse angle parking, should be considered. Stacked parking seems expensive and tandem seems difficult to implement. We need more information on these.	3/14/2018 9:41 AM
108	My concern re: safety of cyclists in bike lane at same time vehicle is backing up into reverse angle parking space	3/14/2018 9:04 AM
109	We need to deal with cat and cloud customers parking in the neighborhoods	3/14/2018 7:30 AM
110	This isn't true. Please read the studies on this as this is a safety issue: The National Highway Traffic Safety Administration (NHTSA) estimates that "267 people are killed and 15,000 injured each year by drivers who back into them, usually in driveways or parking lots." Unfortunately, most often it is children and elderly people who are killed in backover crashes.	3/14/2018 6:44 AM
111	Bad idea to have reverse angle parking. Keep it as parallel	3/14/2018 6:43 AM
112	agree	3/13/2018 8:50 PM
113	good: reverse angle parking, parking in rear, village feel bad: more parking	3/13/2018 8:47 PM
114	Use all available space constraints	3/13/2018 7:34 PM
115	Have there been any studies that address drivers' abilities to safely reverse park?	3/13/2018 7:13 PM
116	Don't think any angled parking is appropriate on the Corridor. Parallel parking on both sides of the street is preferred along the entire corridor.	3/13/2018 7:00 PM
117	Leaving a back-in parking space seems safer but entering it (with only one lane of westbound traffic) seems to be a dangerous idea.	3/13/2018 6:48 PM
118	I remain skeptical regarding reverse angle parking. And I would argue that it takes the exact amount of space to maneuver as traditional angle parking.	3/13/2018 5:30 PM
119	no	3/13/2018 4:59 PM
120	no	3/13/2018 4:51 PM
121	I do NOT think the reverse angle parking will work very well. Cars will not be able to see bikers, and it will cause more traffic in my opinion.	3/13/2018 4:21 PM
122	Business and multiunit housing parking requirements should be made more stringent, with more spaces required, not cast in stone at the current level. Allowing a two bedroom condo to only have one on-site parking place is ridiculous. Angled parking should only be allowed if people parking do not block the traffic stream.	3/13/2018 4:07 PM



Q6 Regarding the above concept:

Answered: 228 Skipped: 45



ANSWER CHOICES	RESPONSES	
I really like this idea	69.30%	158
It's worth considering	17.98%	41
I don't like it	8.33%	19
I'm not sure	4.39%	10
TOTAL		228

Q7 Do you have additional questions or comments?

Answered: 81 Skipped: 192

#	RESPONSES	DATE
1	Problem with the idea above is when they put in the benches they took out a large portion of bike parking. There use to be plenty of space to park your bike , now there is hardly any. You want to encourage people to ride their bikes, give them ample parking to lock their bikes. I ride my bike down to that area often from my house and since the benches were put I have to often lock my bike to a tree most.	4/6/2018 4:47 PM
2	People should be able to walk two abreast without interference from poles and other obstacles.	4/6/2018 4:08 PM
3	No	4/6/2018 3:45 PM
4	Always need more parking	4/6/2018 2:57 PM
5	Wider sidewalks and lots of large shade trees, please	4/6/2018 2:31 PM
6	I do not support subsidies for landscaping and other methods of redevelopment that harm existing small businesses.	4/6/2018 8:24 AM
7	I have enjoyed the area in the photo above. Great for business and customer alike.	4/5/2018 9:46 PM
8	Love it, very walkable neighborhood	4/5/2018 2:47 PM
9	the entire plan reeks of greedy developers and retailers and spineless govt pretending to have a plan for our future - i call bullshit	4/4/2018 1:57 PM
10	Great if these sidewalks can be achieved without losing lanes for driving. I think a traffic light needs to go in at 42st & portola for pedestrian and bike safety. 4 way stop sign no longer works.	4/4/2018 5:57 AM
11	However, as seen in photo, it takes away a parking space.	4/3/2018 5:42 PM
12	Looks like it builds feeling of community	4/3/2018 1:16 PM
13	not at this time.	4/3/2018 1:15 PM
14	Yes, this can work well if no sandwich boards are permitted; they take up too much walking space, as those doors propped open. No outdoor racks of goods should be permitted either. You need as much walking space as possible because of all the damn strollers all over the place. They take up so much room, but there's no getting rid of them.	4/1/2018 3:25 PM
15	Make sure this is accessible to vision and walking impaired people	3/31/2018 3:12 PM
16	Sustainable greenscapes are important but don't need shade trees in the fog zone and some trees block driver's view of crosswalk entrances (i.e. lower 41st ave) creating a hazard	3/31/2018 10:18 AM
17	This works because all of the traffic has multiple outlets at the stop sign at Portola. but walking here is always sloooow cause people stand in the middle of the sidewalk with no regard for walkers	3/29/2018 7:14 PM
18	No.	3/26/2018 7:47 PM
19	This fosters casual interaction and is very appropriate for Pleasure Point.	3/26/2018 5:41 PM
20	Portola drive wider sidewalks will require taking more land area to build plus green spaces plus sidewalk sitting areas, etc. Not a good idea just yet.	3/26/2018 5:35 PM
21	More room for outdoor dining	3/26/2018 2:24 PM
22	This is a great way for retail shops to have customers enter and exit easily. Seating is perfect for people to enjoy the area and eat. I approve.	3/25/2018 10:21 PM
23	Especially with attractive trees with yellow flowers. Mountain View Castro St. was dramatically improved by implementing this concept.	3/24/2018 7:02 PM
24	i want the county to spend money elsewhere, e.g. widen highway 1	3/24/2018 12:27 PM

25	All I see are lovely benches that will be taken over by homeless and street people - making the rest of us feel uncomfortable and unsafe.	3/23/2018 10:05 PM
26	I don't think this concept is wide enough	3/23/2018 4:35 PM
27	on 41st. ave only fits in some area's?	3/23/2018 4:23 PM
28	I would be concerned that businesses may lose business during construction	3/22/2018 2:39 PM
29	New construction and Remodels in Pleasure Point should include a 2 car garage to get cars off of the narrow streets as well as curbs and drainage	3/22/2018 10:43 AM
30	Would this reduce availability of parking? Would speed limits be reduced to less imperil increased sidewalk use?	3/22/2018 10:08 AM
31	Loss of lane	3/22/2018 2:34 AM
32	Clean up is fine. The kind of traffic this would encourage in front of Frenchis porn shop is not.	3/21/2018 3:08 PM
33	bike lockers are a must...protection against vandals/ theft	3/21/2018 9:35 AM
34	15 ft sidewalk is to large, even 12 ft. Understand wish to create a pedestrian friendly walk way, but need to reach a happy medium.	3/20/2018 12:54 PM
35	We don't need big shade trees as P.P. is often foggy in summer. Exposure to sun is desired when fog burns off.	3/20/2018 12:45 PM
36	Okay in areas with eateries, not necessary beyond that.	3/20/2018 11:55 AM
37	no	3/20/2018 6:46 AM
38	Not enough parking	3/19/2018 8:26 PM
39	We lived on Warren St for a # of years, left bec Surfers parked in our garage & homeless used Moran Lake as an outhouse! Increase of dogs added to poor quality of life there (my dog's gotta sh_t somewhere lady!")	3/19/2018 8:22 PM
40	In reality these spaces spill into the sidewalk and normal passage is obstructed and blocked by happy customers.	3/19/2018 6:34 PM
41	do not turn our community into Hunington Beach North. Keep it small, that is why people are here now	3/19/2018 6:30 PM
42	Can't see how this is feasible without drastically reducing road space	3/19/2018 5:05 PM
43	Bogus. It's a pain trying to move through that area since this happened.	3/19/2018 4:40 PM
44	Too narrow for pedestrians	3/19/2018 4:23 PM
45	More green spaces than narrow planters above	3/19/2018 3:18 PM
46	I like making it more hospitable. I worry that homeless people will settle in during the day and that locals won't want to frequent the area as much (like downtown).	3/19/2018 3:15 PM
47	Not appropriate for Portola.	3/19/2018 2:32 PM
48	More Outside Table & Chairs - Free Wi-Fi	3/19/2018 2:31 PM
49	So called public spaces pretty quickly tend to be claimed as 'territory' by a specific demographic and feel unwelcoming to those of other ages, abilities, appearances. Activated sidewalks should be bought and paid for by businesses they are in front of, not by tax dollars.	3/19/2018 2:18 PM
50	No	3/18/2018 3:36 PM
51	I like it if it doesn't compromise safe bike lanes and adequate parking.	3/18/2018 3:17 PM
52	no	3/17/2018 11:29 AM
53	no	3/16/2018 5:05 PM
54	only appropriate for some parts of Portola; can't see it in front of auto mechanics.	3/16/2018 3:49 PM
55	This is a requirement for all businesses in addition to sufficient parking and commercial services for the business such that street and adjacent properties will not be impacted.	3/16/2018 2:05 PM
56	Bike lanes are needed, if the activated sidewalks can accommodate bike lanes, yes!	3/16/2018 11:42 AM

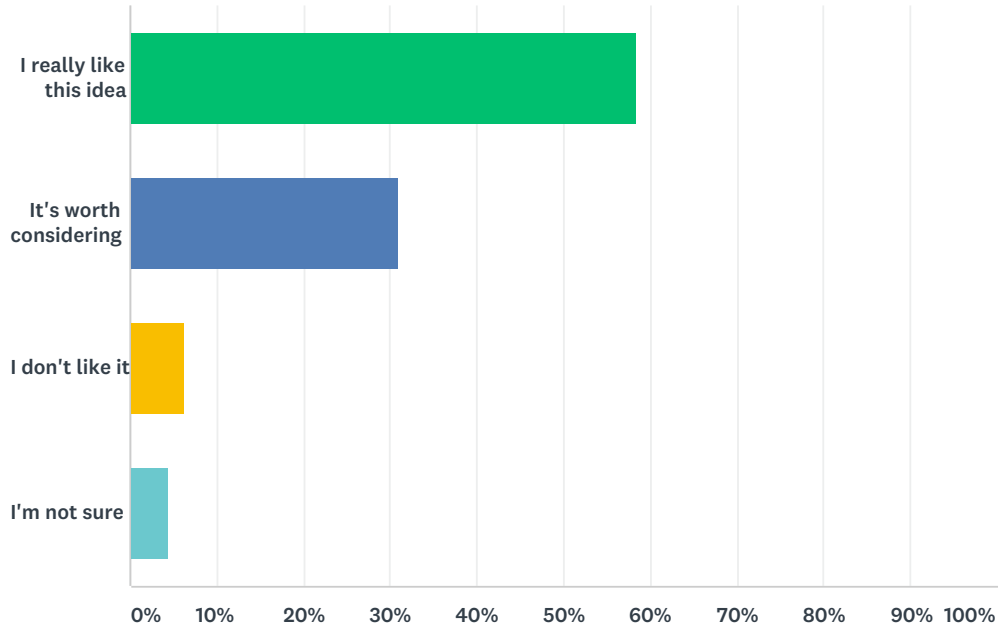
57	Why do we have to do all this - just to make money for merchants and the county. The people who live here don't want it - we don't want to draw more people to the neighborhood, create a tourist attraction. Doing these things only brings in more people to an already congested area, creating more gridlock and lowering quality of life. These things are already available elsewhere, such as Palo Alto. If we really truly want to preserve the neighborhood vibe, then don't change it to be all upscale. As those of us who actually live here have already observed, these changes to lower 41st Ave have created a new tourist attraction. Lots of outsiders go there now, and it is making our neighborhood very congested. I NEVER see anyone walking to lower 41st from the neighborhoods off Portola. I think all the discussion about making the Portola area pedestrian friendly is highly over estimated. Almost nobody walks to or onto Portola.	3/16/2018 9:25 AM
58	if businesses want people to peruse the land for that should come out of their lots, not our nice wide streets. reducing lanes is a mistake.	3/15/2018 4:31 PM
59	Are the existing walkways and parking lot at the Rancho center remaining?	3/15/2018 2:26 PM
60	as long as it does not impact free movement of pedestrians.	3/15/2018 1:39 PM
61	As long as you only use public land/space, no easements	3/15/2018 1:09 PM
62	YES to new - remodel mixed use projects of architectural character and attractiveness to reflect Pleasure Point's eclectic character including compatible balance to our village's commercial area on Lower 41st	3/15/2018 11:45 AM
63	Be sure the walking area is wide enough to accomodate peds 2 or 3 abreast with business doors open.	3/15/2018 11:29 AM
64	Looks ok on 41st, not on Portola though	3/15/2018 11:14 AM
65	I would like to again say that Plesure Point is what it is today because of its Surf Culture. Let's celebrate it with a Hall of Fame sidewalk on 41st Ave @ Portland.	3/15/2018 9:07 AM
66	love it!	3/14/2018 4:38 PM
67	It really isn't applicable to Portola Drive as there is negligible foot traffic.	3/14/2018 2:45 PM
68	That is going to mean a lot more people all along Portola Dr. :(3/14/2018 2:41 PM
69	There is already a sidewalk that runs along this area.	3/14/2018 1:53 PM
70	Where is the high density affordable housing?	3/14/2018 12:06 PM
71	No	3/14/2018 9:42 AM
72	Yay	3/14/2018 9:23 AM
73	The above activated sidewalks bring people closer to possible injury from street activity	3/14/2018 9:17 AM
74	Don't need it if we need to lose a driving lane	3/14/2018 6:47 AM
75	this goes in line with the lower 41st ave vibe - as a resident I like the idea of walking or cycling to shop or eat.	3/14/2018 6:45 AM
76	heck yes!	3/13/2018 8:48 PM
77	Not a good idea if it's at the expense of ending up with only one lane of westbound traffic	3/13/2018 6:50 PM
78	Although I like the idea, I am concerned for property owners that could be required to relinquish a certain amount of their frontage property to achieve this.	3/13/2018 5:32 PM
79	no	3/13/2018 4:51 PM
80	love it! creates a great community vibe.	3/13/2018 4:22 PM
81	I have concerns over people loitering and sleeping (i.e. Homeless/Transient) activity on benches.	3/13/2018 2:55 PM



CONCEPT: PARKING IN THE REAR

Q8 Regarding the above concept:

Answered: 226 Skipped: 47



ANSWER CHOICES	RESPONSES
I really like this idea	58.41% 132
It's worth considering	30.97% 70
I don't like it	6.19% 14
I'm not sure	4.42% 10
TOTAL	226

Q9 Do you have additional questions or comments?

Answered: 66 Skipped: 207

#	RESPONSES	DATE
1	I like the idea of the parking in the back , but I don't like saying "ok we put the parking in the back now we can push the building out into the street". Just put the parking in the back , widen the side walk , and make a nice wide bike/skateboard lane.	4/6/2018 4:50 PM
2	Makes it impossible for drivers to determine if parking is available.	4/6/2018 3:47 PM
3	Like street parking. Disabled parking	4/6/2018 2:58 PM
4	only works if wide, tall and landscaped buffer is between back of parking lot and any adjacent homes	4/6/2018 8:59 AM
5	More practical and means a friendly street for people to walk and drive on	4/5/2018 5:57 PM
6	Concerns about car breakins in the back as well as challenge of pulling out onto the street	4/5/2018 4:34 PM
7	Just make sure there are visual clearances so cars exiting parking lots can see bikes/peds	4/5/2018 2:47 PM
8	less people, fewer cars in pleasure point	4/4/2018 2:01 PM
9	not at this time.	4/3/2018 1:15 PM
10	Disallow parking access from commercial corridors. Parking design should allow for an unbroken building wall at street. (no gaps). This contributes to pedestrian interest, walkability, and commercial "retail traffic". Meter on street parking. Reduce off-street parking entirely to promote all transportation modes. Or small parking structure and phase out parking lots.	4/2/2018 11:36 AM
11	Yes!! I think this would be great and I would love to see a lot of the big parking lots facing portola go (especially in that 2-story strip mall near 41st on the south side of the road)	4/1/2018 10:27 PM
12	Need shade trees in ALL parking areas! Gets so hot and people are stupid and leave pets in cars!	4/1/2018 3:26 PM
13	I don't think pleasure point will become like 41st. I think this should be done along 41st and make that the "Mini" pacific ave. and not as much on portola ave. It feels to "Urban"	3/31/2018 8:29 PM
14	The drawback is people don't see the parking as easily, but mapping technology will make this easier soon	3/31/2018 3:13 PM
15	businesses need to provide adequate parking for patrons and employees without using the residential avenues	3/31/2018 10:19 AM
16	off street parking is always optimal	3/29/2018 7:23 PM
17	If this is going to be the design then why so many street spaces?	3/28/2018 10:36 AM
18	important the the buildings are not too tall to be be impending.	3/26/2018 8:45 PM
19	Whenever possible, keep cars out of view of people. People are more important than cars.	3/26/2018 5:41 PM
20	Forcing buildings closer to the street will not be in our neighborhood character, will not help activated sidewalks since it will mean narrow sidewalks and if plenty of parking is required in the rear then business developers will have less space to build commercial buildings.	3/26/2018 5:39 PM
21	Underground parking, FREE underground parking so nobody parks in avenues.	3/26/2018 2:24 PM
22	It works best when a number of businesses share the same back parking lot in my opinion. You lose a lot of footage requiring each building to have separate driveways.	3/24/2018 7:04 PM
23	what about back street parking for existing businesses?	3/24/2018 11:01 AM
24	Parking availability in the rear needs to be COMMUNICATED - people unfamiliar with the area will not know there is parking, and will not stop to shop in these stores if they can't see street parking.	3/23/2018 10:07 PM
25	This idea is ONLY useful if it creates substantially more parking	3/23/2018 4:36 PM
26	only certain area's....	3/23/2018 4:24 PM

27	I think any and all ideas that increase parking in the area should be considered.	3/22/2018 2:39 PM
28	ONLY if a >20 ft setback WITH setbacks	3/22/2018 1:56 PM
29	Land value per ft2 is too high to promote large scale dedication to rear parking.	3/21/2018 3:10 PM
30	provide mirrors at sidewalks for viewing pedestrians especially fast walkers/runners	3/21/2018 9:36 AM
31	Worth considering in some areas but not all, as it contributes to the narrowing of the street.	3/20/2018 11:56 AM
32	no	3/20/2018 6:46 AM
33	All planners should live where they "plan"& not in Silicon Valley. Hire local!	3/19/2018 8:24 PM
34	No one will ever creep down a narrow passage until they have exhausted cruising for parking on the street. Making dangerous 3 point turns to snag street parking etc.	3/19/2018 6:35 PM
35	front works fine	3/19/2018 6:30 PM
36	It worked on Wilshire's Miracle Mile. However, there will be pedestrian dangers from the blind corner pictured.	3/19/2018 4:42 PM
37	Buildings next to the sidewalk block the sun and make you feel like you are downtown or New York City	3/19/2018 4:24 PM
38	I think that signage should be clear. Also, as a woman, i don't like to park in the back of buildings do to the remote nature, and feeling that I am unsafe, or will be accosted by vagrants.	3/19/2018 3:43 PM
39	Mixed surfaces pavers, stamped concrete, darker colors so not so reflective	3/19/2018 3:19 PM
40	Need enough space for manouvering your car around. Also need lots of spots. Hate driving into these things with no empty spots and having to come out and then go to the next one. (Mountain View and Palo Alto have this.)	3/19/2018 3:17 PM
41	More Outdoor Seating (Table & Chairs)	3/19/2018 2:31 PM
42	Only for residential purposes. It is already difficult and dangerous to pull in and out of parking along that street. Easy, ample parking should ensure no conflict with bikes or pedestrians.	3/19/2018 2:19 PM
43	No	3/18/2018 3:37 PM
44	no	3/17/2018 11:30 AM
45	no	3/16/2018 5:05 PM
46	Required for all properties.	3/16/2018 2:13 PM
47	Businesses, not neighborhoods, should be responsible for providing adequate parking for their customers. They should not expect the people who live off Portola to give up the existing reasonably good traffic flow to provide additional parking just so private businesses can have more parking for their customers. The coffee company Cat & Cloud should not have been approved. But now that it's there, we should not all have to give up good traffic flow on Portola because of it. The whole idea of 4 lanes to 3 is wrong - it is based on the idea that business and money are more important than people. It's based on the erroneous idea that 3 lanes will work. 3 lanes will cause complete gridlock. 3 lanes will not cause more people to talk to & from Portola. Hardly anyone walks, everyone drives. That behavior won't change by changing to 3 lanes, adding fancy sidewalks and parking to the street.	3/16/2018 9:33 AM
48	Is it possible to add larger spaces for SUVs, large pick-ups etc?	3/15/2018 2:27 PM
49	As long as the access is limited to Portola and not from the avenues.	3/15/2018 1:40 PM
50	Most lots do not have enough space to achieve this	3/15/2018 1:11 PM
51	YES to PARKING IP SECTION 13.10.552: Portola Dr. businesses must provide sufficient on-site or designated off-site patron parking NO to small businesses partially fulfilling parking requirements with new on-street parking on Portola Dr. or on the Avenues; NO to business patrons parking in the Avenues; NO to delivery trucks for Portola businesses using the Avenues for unloading or as transport routes back to Portola Dr.	3/15/2018 11:45 AM
52	I would like to see a row of evergreen trees at back of parking to shield homes from business lights and noise.	3/15/2018 11:30 AM
53	No opinion.	3/15/2018 9:07 AM

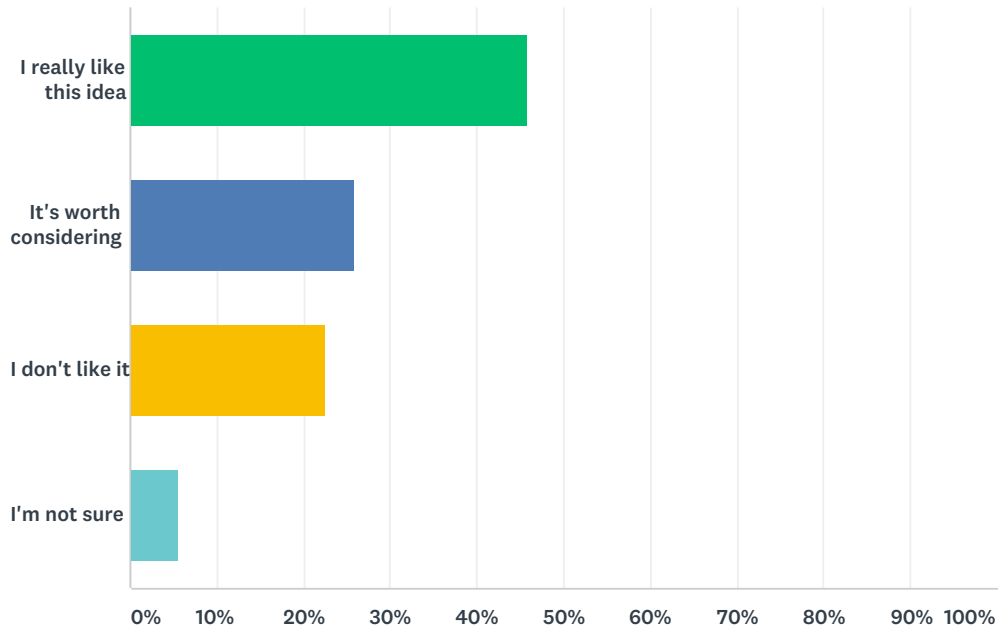
54	Yes please	3/14/2018 4:39 PM
55	There is already plenty of parking on Portola Drive	3/14/2018 2:46 PM
56	Yes, again, businesses must provide onsite parking . No overflow into the neighborhoods!	3/14/2018 2:43 PM
57	Sure looks like you are turning Portola into Mission Street.	3/14/2018 2:42 PM
58	There is already ample parking for this area.	3/14/2018 1:54 PM
59	The rotting piles of wood are already there. It is what it is. Provide incentives to demolish the old wood and stucco and build mixed use high-density affordable housing.	3/14/2018 12:07 PM
60	How does this effect businesses that now have parking in front?	3/14/2018 9:43 AM
61	That is the safest. Keep all parking together in the back of building. Safe for pedestrians and cyclists. Have buildings allot space for parking in their lot, not on street	3/14/2018 6:50 AM
62	"when applicable" as this isn't always an option	3/14/2018 6:46 AM
63	Absolutely a good idea to have parking in back. when it's in front it is an ugly barrier	3/13/2018 8:48 PM
64	definatly this area is too congested for parking on streets	3/13/2018 7:43 PM
65	If these lots backed up to residential, trees would be a great addition.	3/13/2018 5:33 PM
66	no	3/13/2018 4:51 PM



CONCEPT: THREE LANE PORTOLA DRIVE

Q10 Regarding the above concept:

Answered: 231 Skipped: 42



ANSWER CHOICES	RESPONSES	
I really like this idea	45.89%	106
It's worth considering	25.97%	60
I don't like it	22.51%	52
I'm not sure	5.63%	13
TOTAL		231

Q11 Do you have additional questions or comments?

Answered: 94 Skipped: 179

#	RESPONSES	DATE
1	it will calm traffic but increase congestion at peak times	4/6/2018 4:57 PM
2	I like the idea --- but will it make Portola a big traffic Jam ? I dont know -- show me how it wont.	4/6/2018 4:53 PM
3	My car was rear ended while I was waiting to make a left turn onto 30th. I really like this idea.	4/6/2018 4:27 PM
4	Time to address Net Zero goals, and this is one of the best ways to do it.	4/6/2018 4:19 PM
5	I like walking and biking on Portola than East Cliff because cars do not idle and the exhaust is not as bothersome.	4/6/2018 4:12 PM
6	Please do it!!	4/6/2018 3:47 PM
7	helps with cyclists and others who have to turn into opposing driveways and parking lots	4/6/2018 9:00 AM
8	Add the buffered bike lanes and you have it!	4/5/2018 9:55 PM
9	Lots of traffic at certain times makes this not a 10 out of 10 idea	4/5/2018 5:58 PM
10	I like this as long as traffic volumes are reasonable and the reduction doesn't result in long traffic delays	4/5/2018 4:36 PM
11	Traffic calming will be the number one reason that this becomes a walkable neighborhood. Please pursue this!!	4/5/2018 2:48 PM
12	the bike lanes should be wide enough for cyclists to avoid getting doored by opening doors from parked cars (or better, from the previous slides, parking should be moved to be behind the commercial buildings.)	4/5/2018 2:12 PM
13	no really thanks for pretending to have a plan for the goal of constantly over crowding our neighborhood	4/4/2018 2:02 PM
14	I like the four lanes we have today. The proposed pedestrian safety features are past due.	4/4/2018 10:24 AM
15	People use Portola as an avenue for commuting home- reducing lanes never helps this	4/4/2018 10:05 AM
16	not at this time.	4/3/2018 1:16 PM
17	I really like the idea of better, protected bike lanes and wider sidewalks but I'm really concerned that it's going to clog up traffic. I'm not totally against it but I'd like to see some traffic studies.	4/1/2018 10:29 PM
18	This would really slow down traffic. It's hard enough to get from Pt. A to Pt. B as it is. Trucks can use the outside lanes for deliveries and the backsides of businesses.	4/1/2018 3:28 PM
19	I don't think forklifts going across traffic is a good idea.	3/31/2018 8:30 PM
20	The current system works ok, except for people turning left onto 36th and 37th ave (and to some extent other minor streets such as 32nd and turning left into businesses.) It is dangerous for bikes, drivers and pedestrians and snarls traffic considerably. Our backward county should consider doing what cities with this problem do: prohibit all left hand turns on Portola (except at 30th, 38th and 41st). Signage would direct people to 38th (where stop signs make left turns safe and efficient). I know some people directly affected will HATE this at first, but it has been shown to work in big cities everywhere and it really isn't very time consuming to make your turn at 38th and take Floral to 36th or 37th. Or to make your left turn at 30th and make your way via Roland to 32nd and 35th. The left turn at 30th going west is bad, but necessary. Here, it might be good to go to 3 lanes, or get a dedicated left turn lane.	3/31/2018 3:35 PM
21	2 year pilot and re-evaluate	3/31/2018 10:19 AM
22	with 2 year "measurement" all street changes are successful before being permanent: Portola's car and pedestrian use patterns expand during certain months = No to MIG/Co's 3 week up to 6 mos. trial periods!	3/29/2018 8:03 PM

23	grid lock, can't turn right with traffic, now bikes are a target on both sides, people will stop in the bike lane to park. this will put more traffic on the sides streets. leave it 4 lanes 2 each way	3/29/2018 7:27 PM
24	Not necessary as it works fine now. You'll just congest the artery.	3/28/2018 10:37 AM
25	When you say "calming traffic," does that mean moving it to someone else's street? There have been four lanes for a LONG time, reducing to three would seem to exacerbate rather than calm traffic, to me.	3/26/2018 10:00 PM
26	just concerned about the amount of traffic we have already and losing a lane will back it up even further and push people into the neighborhoods for alternate routes	3/26/2018 8:46 PM
27	Smart.	3/26/2018 7:48 PM
28	This is the only absolute MUST! Portola Drive is unfriendly even for drivers. It MUST be reduced in width and slowed down.	3/26/2018 5:43 PM
29	In actuality you are going from 4 lanes down to 2. A middle turn lane is not used for normal traffic. During heavy oncoming commute traffic a left turn will be very, very difficult and will require long waits until someone lets you cross.	3/26/2018 5:42 PM
30	This will work if there is a roundabout at 41st Avenue, this will create traffi	3/26/2018 2:25 PM
31	Although I like the idea of calming the traffic on Portola, I worry that given the amount of current traffic transitioning to three lanes may cause gridlock there. I would like to see a study done as to the real impacts of density of traffic if we were to move to transition to three lanes before making a decision.	3/26/2018 1:06 PM
32	Absolutely yes.	3/25/2018 10:23 PM
33	makes sense for the area closer to 41st. not sure about further out.	3/24/2018 7:12 PM
34	I'm typically turning on 30th so don't know why this makes sense down to 26th, but it's definitely smart between 36th and 41st.	3/24/2018 7:07 PM
35	Short term study could be flop - traffic ebbs flows by time day seasons - don't waste out money get facts	3/24/2018 2:12 PM
36	stop everything is fine now....	3/24/2018 12:27 PM
37	This project should have a trial period of at least a year to evaluate the resulting traffic patterns	3/24/2018 10:32 AM
38	concerned about increased congestion with going down to a single lane in each direction	3/23/2018 10:07 PM
39	love the green bike lanes. Would need to be piloted.	3/22/2018 1:57 PM
40	Where are you going to get the space?	3/22/2018 10:45 AM
41	Using center turn lane for deliveries is problematic in such a crowded area. Reduces visibility for left turners, imperils delivery persons. Must be accompanied by reduced speed limit, and rules about how long a delivery vehicle can sit there.	3/22/2018 10:13 AM
42	I think that this would increase traffic. If commercial vehicles used the lane to park, how does this calm traffic & make it easier for flow & turns?	3/21/2018 3:12 PM
43	People living in the surrounding neighborhood would have to deal with traffic everyday on a single lane road. It would be terrible for the actual surrounding community	3/21/2018 10:38 AM
44	left turning is not safe for pedestrians and bicyclists ...check collected data	3/21/2018 9:38 AM
45	Poor idea!	3/20/2018 1:12 PM
46	Paint, and Stripe & add signage, all painting, operate for 24 months. Determine pros and cons, before making any permanent improvements.	3/20/2018 12:55 PM
47	we have a traffic problem throughout Santa Cruz leave Portola a four lane	3/20/2018 8:48 AM
48	Do all painting for 2 lanes with center turn lane, leave concept in place for 2 years, so can fully analyze whats working and what is not working.	3/20/2018 7:45 AM
49	no	3/20/2018 6:46 AM
50	The way Portola is now is dangerous. People drive too fast dangerous for pedestrians.	3/20/2018 12:35 AM
51	Are we going to be like 41st.....sounds like it	3/19/2018 8:28 PM

52	Wherever you have created those abominable 3 lanes for a left turn only lane, you have created a traffic jam where the spillover blocks the whole street.	3/19/2018 6:36 PM
53	Elevated Crosswalk	3/19/2018 6:31 PM
54	Absolutely not! Who said the traffic needs "calming? I drive it everyday, and it's pretty calm.	3/19/2018 4:44 PM
55	Better to have 4 lanes to better move traffic	3/19/2018 4:25 PM
56	please no additional stop signs	3/19/2018 4:04 PM
57	This is fantastic. Please do this!	3/19/2018 3:43 PM
58	Seems like it'll make things more congested, but I'm not a traffic expert.	3/19/2018 3:17 PM
59	Some 4-way intersection may be able to turn iinto all stop with multi-directinal crossing.	3/19/2018 2:32 PM
60	It's the only corridor in Pleasure Point that is easy to navigate so I'm not sure how removing lanes will help.	3/19/2018 2:20 PM
61	No	3/18/2018 3:39 PM
62	It seems workable, in concept. Not sure of what issues it could create.	3/18/2018 3:20 PM
63	no	3/17/2018 11:30 AM
64	no	3/16/2018 5:06 PM
65	Requirement for center parking wherever possible between turn lanes using diagonal parking. back in pull out forward.	3/16/2018 2:15 PM
66	NO NO NO NO no. Terrible idea, all the reasons for the idea have no basis in facts or data. The already busy but flowing street would become complete gridlock. IT will be a nonstop string of cars both ways, making it VERY DIFFICULT to turn left, right either onto or off Portola. Will make our neighborhood disfunctional. What basis in fact is that response? The basis is I drive on Portola every day. When it is rush hour, or when Portola is reduced to two lanes due to construction, the cars back up both ways. Even with 4 lanes, cars get backed up. If you change Portola to be one moving lane in each direction, you are putting twice as many cars in that one lane. The turn lanes will be too short, as many people will be turning. Buses and trucks, anything slow, will slow ALL traffic. Based on the current number of cars already using the street, forcing them from 2 lanes to 1 lane each way will double the number of cars in each moving lane. Since those lanes are already very full, forcing all cars in each direction from 2 down to 1 lane will be gridlock. I live on 37th for example. Already it is difficult to turn left or right to get onto Portola.	3/16/2018 9:39 AM
67	We have too much traffic as it is already to support reducing travel lanes.	3/15/2018 4:44 PM
68	Stop light at 38th and portola seems necessary with Lumberyard Project. It will be super hectic and dangerous without a light.	3/15/2018 2:29 PM
69	This will increase congestion leading motorists to seek alternative routs through our roadway constricted neighborhoods.	3/15/2018 1:41 PM
70	YES to Concept 1C: center striping for Portola Drive; YES to 3 lanes w/center striping: keep existing curbs, middle lane for turning and deliveries, 8 ft. buffered bike lane, additional on-street parking; YES to enforcing speed limits;	3/15/2018 11:46 AM
71	I have never seen Portola with all 4 lanes filled with cars.	3/15/2018 11:31 AM
72	I like Portola the way it is now	3/15/2018 11:15 AM
73	Slow Down.	3/15/2018 9:08 AM
74	It is dangerous for trucks on the center lane.	3/14/2018 4:58 PM
75	Not sure how it will effect traffic, especially during peak holidays	3/14/2018 4:40 PM
76	One less lane to enhance the flow of traffic? Completely unnecessary!	3/14/2018 2:46 PM
77	Are you going to take away property space to wide the street?	3/14/2018 2:44 PM
78	The back up this will cause will hinder the businesses in this area. Getting in and out is already rough with four lanes!	3/14/2018 1:55 PM
79	It is all you can do. More affordable housing please.	3/14/2018 12:08 PM
80	This is one of the best things about the whole concept!	3/14/2018 11:32 AM

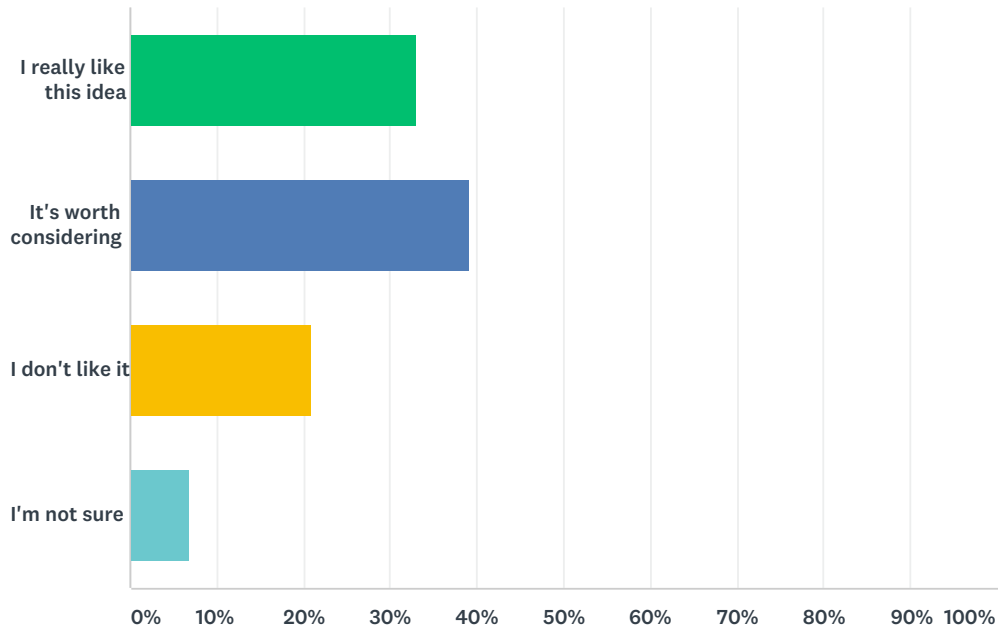
81	Let trucks park in the turn lane and you won't be able to turn.	3/14/2018 10:52 AM
82	We need a trial period first, to see if this works, or causes traffic problems.	3/14/2018 9:45 AM
83	Turning left from 35th is a challenge and walking across 4 lanes is also tough-even if one car stops, the Ned one doesn't always see you.	3/14/2018 7:33 AM
84	It will drive local people to the side streets to avoid driving in slow traffic. I already avoid 41st for that very reason . Keep 4 driving lanes. Keep bike lanes and side walks narrow	3/14/2018 6:53 AM
85	This is more appropriate for the traffic rates , etc. Alot of issues that I have seen (I drive Portola every day) is from left turn issues or pedestrians jaywalking or the "bad" crosswalks - where people can't be seen.	3/14/2018 6:48 AM
86	Trucks will end up parking in the middle of the road in early hours for deliveries. But in general worth considering ONLY west of 41st	3/13/2018 11:24 PM
87	yes , safe to merge into traffic or turn	3/13/2018 7:44 PM
88	Concept 2 approach to a three lane configuration is preferable.	3/13/2018 7:03 PM
89	A left turn lane is good but not at the expense of losing a lane. Better to lose Portola Blvd parking than a lane.	3/13/2018 6:52 PM
90	And I think with the traffic adequately "calmed" that the bike lane should remain next to the car traffic, not "hidden" on the other side of the parked cars where it is more difficult to see riders when drivers are pulling into driveways and making left turns.	3/13/2018 5:36 PM
91	no	3/13/2018 4:52 PM
92	my worry is that it will cause there to be slower moving traffic on Portola.	3/13/2018 4:23 PM
93	No inside bike lanes. No passing in middle turn lane allowed.	3/13/2018 4:09 PM
94	I have concern over increased traffic, congestion, and exhaust.	3/13/2018 2:56 PM



CONCEPT: INCREASING STREET PARKING

Q12 Regarding the above concept:

Answered: 230 Skipped: 43



ANSWER CHOICES	RESPONSES
I really like this idea	33.04% 76
It's worth considering	39.13% 90
I don't like it	20.87% 48
I'm not sure	6.96% 16
TOTAL	230

Q13 Do you have additional questions or comments?

Answered: 76 Skipped: 197

#	RESPONSES	DATE
1	IF you're going to bring more businesses down Portola, you going to need more parking. Maybe any business that move in needs to provide enough parking	4/6/2018 4:55 PM
2	I'm concerned about the backing in or out of the spaces, crossing bike lanes.	4/6/2018 4:28 PM
3	Never done back-in angled parking, but willing to try.	4/6/2018 2:33 PM
4	on-street parking interferes with traffic flow including cyclists; are not safe for passenger exit on driver side; streets shouldn't be used to store cars; businesses should provide their own parking	4/6/2018 9:02 AM
5	Angle parking tends to be a little more dangerous for cyclists they are still using the street and not separated lanes. Drivers have greater difficulty seeing cyclist as they back out	4/5/2018 4:40 PM
6	Parking should be hidden as possible	4/5/2018 4:07 PM
7	Only if certain safety considerations are taken into account (reverse diagonals, using parking as bike lane buffer)	4/5/2018 2:48 PM
8	the previous idea of moving parking behind the commercial buildings is a better idea.	4/5/2018 2:13 PM
9	screw up someone else's neighborhood	4/4/2018 2:05 PM
10	Only if parking on private lots is drastically reduced.	4/2/2018 11:37 AM
11	I like the angled parking idea.	4/1/2018 10:30 PM
12	This would be ok to limited extent, closer to 41st. I think you do the 3 lane thing between 38th and 41st, and thats it.	3/31/2018 8:32 PM
13	My earlier comments about anticipating a time when people own fewer cars because they are being driven by self driving/hired vehicles, so this increased parking is temporary and can be repurposed	3/31/2018 3:37 PM
14	on portola and off the residential avenues	3/31/2018 10:20 AM
15	NO business parking on the avenue	3/29/2018 8:03 PM
16	not enough room for this on portola	3/29/2018 7:28 PM
17	You've already started parking at the rear of the buildings so why would you need more street parking?	3/28/2018 10:39 AM
18	As long as the on street parking is not used to lesson the current requirements for business owners/developers	3/26/2018 8:48 PM
19	It would only be worth it if you could have property owners give up more land-space. Consider also that making multiple spaces for trees/greenspace will take up one or more parking space, weekends we have very heavy traffic on every street and every corner.	3/26/2018 5:45 PM
20	I prefer no cars in front since I live here and will walk or ride but recognize the need. The plan should make it easy to convert from parking to open space if appropriate. For example, autonomous cars might make parking less needed.	3/26/2018 5:44 PM
21	But consider underground parking also and a roundabout at 41st	3/26/2018 2:45 PM
22	I would like top see a study done on how this impacts parking on the avenues before making a decision.	3/26/2018 1:08 PM
23	Please do the reverse angle parking - it's safe and makes sense all around.	3/25/2018 10:23 PM
24	Assuming it's back-in parking, a qualified yes. I'm not seeing that many businesses in the planned areas that lead me to believe more on-street is necessary beyond what was previously described as a future option.	3/24/2018 7:11 PM
25	everything is fine as is now....stop spending money	3/24/2018 12:28 PM

26	what about delivery trucks?	3/24/2018 11:03 AM
27	I think this is one of the best way to increase parking in the area.	3/22/2018 2:41 PM
28	Remove red striping. No back-in parking. Regular angled parking. Require existing businesses to restripe existing lots to allow more efficient use of lots.	3/22/2018 10:50 AM
29	Good idea if it's reverse angle parking. On south side of Portola, looks like bulbouts (who will maintain?) would reduce parallel parking.	3/22/2018 10:15 AM
30	Not sure enough could be added to accomodate the increased traffic of a near freeway. Backing into ongoing traffic to get out would be frustrating & problematic.	3/21/2018 3:13 PM
31	I don't like it in and of itself...too intermingled with pedestrian/ bikes...visibility factors...unsafe	3/21/2018 9:39 AM
32	Creating on street parking is great. However, property owners developing their parcels, must provide plenty of parking on their parcel, with only allowed to build structures that support parking on their parcel. On Street parking spaces should not count towards property owner parcel parking. Each property owner needs to provide plenty of their own parking, with proper density of buildings on their parcel.	3/20/2018 12:57 PM
33	Try the onstreet parking for 2 years, see how it works. Do not make it permanant until 24 months has elapsed.	3/20/2018 7:46 AM
34	no	3/20/2018 6:49 AM
35	Angle parking is easier	3/19/2018 8:29 PM
36	Angle parking makes sense	3/19/2018 5:06 PM
37	Why do you think this looks better? Work on something that is not broken. Where is this money going?	3/19/2018 4:45 PM
38	Additional on street parking is great for businesses.	3/19/2018 3:44 PM
39	Increase visibility on corners so cars do not need to pull past crosswalks to see oncoming traffic.	3/19/2018 2:34 PM
40	Have Free ev-Charging stations, incentivise bus use.	3/19/2018 2:33 PM
41	No	3/18/2018 3:39 PM
42	I especially like it if in conjunction with protected bicycle lane.	3/18/2018 3:21 PM
43	no	3/17/2018 11:31 AM
44	no	3/16/2018 5:06 PM
45	it seems there is ample parking already in the strip mall lots.	3/16/2018 3:51 PM
46	Bike lanes are important and this style of parking may or may not work with bike lanes.	3/16/2018 11:45 AM
47	There's already enough parking on Portola, as evidenced by multiple free spaces that can be observed every day of the year. The only exception is Cat & Cloud, which should not have been approved. Don't let the tail wag the dog. One bad decision should not be allowed to make an entire neighborhood suffer from gridlock. There are already enough coffee places and parking spots. IF people using the coffee shop were willing to walk just a few hundred yards, they would find plenty of parking on Portola in front of or near the Chop House, only a minute or two walk away - less than a block away. Don't let another coffee place wreck our neighborhood.	3/16/2018 9:43 AM
48	Make some spaces for larger vehicles	3/15/2018 2:29 PM
49	Especially if doing so reduces the number of active traffic lanes	3/15/2018 1:42 PM
50	Easier to get in and out of parking. Safer for bicycles when reverse angle.	3/15/2018 11:32 AM
51	Depends on design	3/15/2018 11:16 AM
52	No.	3/15/2018 9:08 AM
53	It makes sense if buildings are at the front now.	3/14/2018 4:59 PM
54	I like removing red curbs, not angle parking as much. Maybe angle parking in some areas	3/14/2018 4:41 PM
55	I would prefer to see the whole area geared more towards walking and bicycling, with remote parking and shuttles.	3/14/2018 4:27 PM

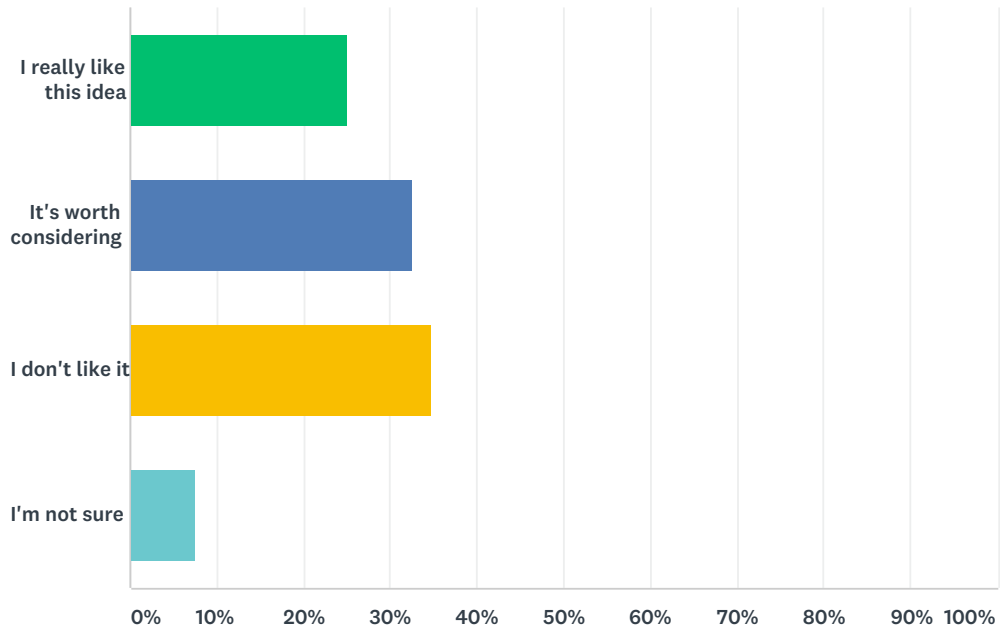
56	Make sure than curbs near avenues are red so that people turning onto Portola can see obstacles. On 36th, it is hard to see when turning onto Portola due to cars park by the coffee shop. Longer red zones are needed there.	3/14/2018 2:53 PM
57	At least show a picture of Portola Drive if you're trying to make a point! And there is already enough parking on Portola, again, no foot traffic, no window shoppers!	3/14/2018 2:48 PM
58	Again, this is not to be considered as dedicated business parking. Businesses MUST provide onsite parking.	3/14/2018 2:45 PM
59	There is plenty of parking in this area! All of our businesses in this area have parking lots that are NEVER full.	3/14/2018 1:56 PM
60	The angle parking in the photo is not the reverse angle suggested in previous slides. I think this photo is much more realistic and familiar to drivers.	3/14/2018 12:39 PM
61	OK if it can be done, but even better is to create incentives for existing owners to give way to a total redo, including mixed-use high-density affordable housing for low wage workers.	3/14/2018 12:10 PM
62	do not like idea of back-in angled parking - head in yes	3/14/2018 11:30 AM
63	Get parked cars off the street.	3/14/2018 10:53 AM
64	I'm concerned about safety aspects. Again couldn't we have trial periods first?	3/14/2018 9:46 AM
65	ONLY if combined with requiring Portola Dr. businesses to provide sufficient on-site or designated off-site patron parking	3/14/2018 9:08 AM
66	Have buildings allot parking space in their lot, not on the street	3/14/2018 6:55 AM
67	This is vital for any business.	3/14/2018 6:49 AM
68	Less cars more bikes.	3/13/2018 11:24 PM
69	Will need to reduce speed on Portola	3/13/2018 8:59 PM
70	Angled parking is fine, but the depth it takes has to be taken into account -- fourteen (14) feet versus seven for parallel has a significant impact on sidewalk width, bike lane width, setbacks, et. al. Frankly, have not had a parking problem on Portola, but then I live in the neighborhood and generally don't drive around. However, in past years when I lived in a different part of Santa Cruz, but was on Portola daily, I never had a problem with parking so I don't know why we would take space away from bike lanes and sidewalks to add angled parking to get a few extra (and in my experience, not needed) spaces.	3/13/2018 7:08 PM
71	Not at the expense of losing a lane or the proposed left hand turn lane	3/13/2018 6:53 PM
72	At the moment, it seems as though PP businesses have lots of their own that are adequate? no? I can't think of one time I've been on Portola and needed to "street park." If we require new businesses/developments (LUMBERYARD) to provide the required amount of parking for their patrons/tenants, then I don't see a reason for more street parking. Coffetopia, Suda, 7-11, Chop House, Donut Shop, Junebug's, R&D Motorsport, ETC all have plenty of parking!! Angle parking looks like a busy city street, not the desired look	3/13/2018 5:40 PM
73	no	3/13/2018 4:52 PM
74	I would much rather have bigger walking sidewalks than parking spots.	3/13/2018 4:23 PM
75	We need red curbs on corners to allow for visability without having to pull past the crosswalk to see oncoming traffic. Put the parking in back.	3/13/2018 4:11 PM
76	Concerns over street parking adding to a slow of traffic on Portola (cars pulling in/out).	3/13/2018 2:58 PM



CONCEPT: REVERSE ANGLE PARKING

Q14 Regarding the above concept:

Answered: 227 Skipped: 46



ANSWER CHOICES	RESPONSES	
I really like this idea	25.11%	57
It's worth considering	32.60%	74
I don't like it	34.80%	79
I'm not sure	7.49%	17
TOTAL		227

Q15 Do you have additional questions or comments?

Answered: 84 Skipped: 189

#	RESPONSES	DATE
1	never seen this or used it before	4/6/2018 4:57 PM
2	People wont get it and it will be a nightmare	4/6/2018 4:55 PM
3	Seems like it would cause issues for cars behind when stopping to reverse into spot, and more accidents w/bikes likely	4/6/2018 4:31 PM
4	This is probably a safer option than backing out of the spaces. I still have some concern about the backing in.	4/6/2018 4:30 PM
5	Why not put bike land next to curb, and move angled parking toward travel lane? Cyclists would be safer, and cars would happily be a few feet further from pedestrian zone.	4/6/2018 4:21 PM
6	It requires drivers to stop traffic behind them while they back up into a space. It may in some cases cause multiple cars to back up while someone tries to park. BAD IDEA.	4/6/2018 3:49 PM
7	Sidewalks need to be much wider than existing to accommodate this concept.	4/6/2018 2:34 PM
8	but better to eliminate on-street parking	4/6/2018 9:02 AM
9	Having to retrain how people park	4/5/2018 5:58 PM
10	I like the concept but I question whether drivers will respect the bike lanes, especially that intial curved portion. I suspect drivers will cut through it to straighten their course down the road	4/5/2018 4:44 PM
11	Interesting but a higher priority should be on a physically protected bike lane, not just painted lanes (even if green or with a buffered paint stripe)	4/5/2018 2:49 PM
12	more time wasted in traffic	4/4/2018 2:06 PM
13	HATE THIS	4/4/2018 5:58 AM
14	Not sure	4/3/2018 1:17 PM
15	No way.	3/31/2018 8:32 PM
16	My earlier comments about how many people have trouble backing up. New technology will help as will experience so it will probably work	3/31/2018 3:38 PM
17	good idea in theory but would not work here where drivers are rude, rushed, tailgate, don't pay attention and traffic violations are not enforced! Most cars don't stop for pedestrians in cross walks & many run stop signs. Its unreasonable to expect the courtesy and patience needed to allow a car length between vehicles and time to allow the car ahead to back into a spot. If we could somehow overhaul the rude and incompetent driving styles of all residents, visitors, students and tourists, AND enforce speeding, texting and tailgating violations, then it might work.	3/31/2018 10:26 AM
18	How much does backing into angled parking slow down traffic?	3/30/2018 5:08 PM
19	NO additional business parking on the avenue	3/29/2018 8:04 PM
20	now you dumb ass drivers backing up into oncoming bike traffic go to palo alto and see how those dumb asses make it liek an E ticket ride. and they are serously more bike concious than anything I have ever seen in this area	3/29/2018 7:29 PM
21	You are really being redundant here as I have already answered this question. Six of one and a half dozen of others.	3/28/2018 10:40 AM
22	just concerned about people adopting it and not pulling in straight from the opposite sidw of the street	3/26/2018 8:50 PM
23	With increasing elderly drivers I see many having serious problems trying to back into ANY parking space. Cause of may fender benders. Plus whenever someone wants to back in during heavy commute all traffic comes to a standstill. Plus you have decreased driving lanes to 1 lane each direction - everyone has to stop to allow someone to park.	3/26/2018 5:48 PM

24	I've never used it but it seems to make sense.	3/26/2018 5:45 PM
25	While it may seem safer, this sounds like it will only disrupt the flow of traffic when people are trying to park in the proposed three lane senario.	3/26/2018 1:11 PM
26	Absolutely! DO IT!	3/25/2018 10:24 PM
27	I think it really works well with a bike lane, but much less so if that lane is behind the parking. I think it's much harder to see open spots from a distance with reverse parking than forward, which means drivers will suddenly see a space and have to stop suddenly and back into it blocking a one-lane road? Or will it be legal to pass someone by using the turn lane? The illustration above shows parking will definitely block traffic unless the driver pulls into the bike lane before parking. Seems like a major drawback, though the same thing happens all the time in Mountain View, Sunnyvale, and Palo Alto, though usually with parallel parking spots.	3/24/2018 7:17 PM
28	I think it will be more difficult for drivers to park this way and more dangerous for bikes when drivers are pulling in. It will also cause traffic jams while cars behind the parking car wait. I think there's too much traffic on Portola for this type of parking to work.	3/24/2018 6:26 PM
29	Lousy at it; afraid of hitting some if they are going fast	3/24/2018 2:14 PM
30	really bad idea	3/24/2018 12:28 PM
31	I think this is one of the best way to increase parking in the area.	3/22/2018 2:42 PM
32	some biker will die. Would need to be piloted. Very likely to cause Traffic backups in an already congested area. Nightmare in the summer.	3/22/2018 1:58 PM
33	Too much time needed to back-in with amount of back up that exists/will exist. People tend to line up in traffic directly behind the car in front and there will be no room to back-in spots, especially if the next person wants the spot.	3/22/2018 10:53 AM
34	Will cause accidents with reduced lanes	3/22/2018 10:45 AM
35	I'm not sure that everyone is that good at backing precisely. Accidents increase	3/21/2018 3:15 PM
36	There are a lot of bad drivers that would have a problem trying to park this way	3/21/2018 2:21 PM
37	If it requires removing a lane of traffic then it is not a good idea	3/21/2018 10:39 AM
38	hopefully we have data to back up the pedestrian/bike safety factors of this approach	3/21/2018 9:40 AM
39	Many motorists would find parking in this manner difficult resulting in traffic delays while they try to park in this manner	3/20/2018 3:42 PM
40	Do the painting, leave it in place for 24 months & see how it is working.	3/20/2018 12:57 PM
41	Paint it, put it into place, do test program for 2 years see how it is working.	3/20/2018 7:46 AM
42	i like the idea i think it would take people some time to get used to it	3/20/2018 7:03 AM
43	No no no	3/19/2018 8:30 PM
44	Why adjust all life to Parking needs?	3/19/2018 8:27 PM
45	Ninety percent of drivers CANNOT safely use their reverse gear. I wonder if there is data on scraping, denting, and effective slow mo hit and run where this forced backing up occurs???	3/19/2018 6:38 PM
46	looks dangerous	3/19/2018 6:31 PM
47	Too difficult to maneuver out of traffic	3/19/2018 5:07 PM
48	Stupid. Just because "everyone is doing it" does it mean we need it. It's that old "lff Jimmy jumped off a bridge, would you? Just say "no."	3/19/2018 4:47 PM
49	They have this in Chico. It is difficult to back into a space and it slows down traffic	3/19/2018 4:27 PM
50	I think it would cause confusion to the many tourists visiting the area. They would be confused as to why an individual is backing up when they "should be" moving forward. I really don't like this.	3/19/2018 3:45 PM
51	Again separate bike lane from traffic with berms like in Mountain View.	3/19/2018 3:21 PM
52	It'll take some getting used to. Need lots of signs so that people and visitors understand how to park.	3/19/2018 3:18 PM
53	concerned that traffic will be stopped when people back into parking spots.	3/19/2018 2:35 PM

54	I and many other with visual differences are unable to navigate this kind of parking. It works best with newer cars that have rear and sideview navigation systems. It would be discriminatory towards those with older or larger vehicles.	3/19/2018 2:21 PM
55	I worry that backing into the space will actually become the most dangerous part for bicycle. I'm not sure it's any better from that perspective.	3/18/2018 9:45 PM
56	Really like this concept	3/18/2018 3:40 PM
57	no	3/17/2018 11:31 AM
58	no	3/16/2018 5:06 PM
59	Not enough room on Portola, and we don't need more parking on the street. Don't ruin the traffic flow on a critical busy road because of a bad decision about yet another coffee shop.	3/16/2018 10:20 AM
60	from two lanes to one and then having to wait for a tourist to backup their rental car? That's a mistake. The average driver is not capable of doing this in a timely manner without causing traffic slowdowns.	3/15/2018 4:35 PM
61	Some spaces for walking dogs with baggies provided	3/15/2018 2:30 PM
62	dangerous	3/15/2018 1:42 PM
63	Nightmare	3/15/2018 11:17 AM
64	Maybe.	3/15/2018 9:09 AM
65	I don't like this idea. Generally speaking, people aren't good at backing up, and I don't think it's as safe, especially in a bike lane.	3/14/2018 4:42 PM
66	Reverse angle parking is nothing but an accident waiting to happen.	3/14/2018 2:48 PM
67	I like the idea of a 2 year trial for reverse angle parking but I'm not sure how well it will be received and I think it will take some getting used to.	3/14/2018 2:47 PM
68	Yes, better visibility when exiting a space, but much harder to see backing into it.	3/14/2018 2:45 PM
69	Most people can't even park forward let alone forcing people to back in? I mean seriously?	3/14/2018 1:57 PM
70	Accidents? Looks risky. How about high-density mixed use housing with under-structure parking? Redo the whole thing. Stop putting lipstick on a pig. It is an old mess of mostly antique and vintage structures. Let's go for big. Stop protecting exclusionary neighborhoods. We need high-density affordable housing and we need it now.	3/14/2018 12:13 PM
71	NO	3/14/2018 11:30 AM
72	It's for men women don't back in only men do. Equality!	3/14/2018 9:24 AM
73	My concern is safety of cyclists in bike lane at same time vehicle is backing into reverse angle parking space	3/14/2018 9:08 AM
74	Bad idea. Will cause bike accidents	3/14/2018 6:57 AM
75	Don't want to sound like a broken record. Please do your homework on this one. The NHTSA doesn't put out statistics without thorough review.	3/14/2018 6:50 AM
76	Will need to reduce speed on Portola	3/13/2018 8:59 PM
77	better for bikes!	3/13/2018 8:49 PM
78	not sure about having to wait for someone to back into a parking space , have this at work and can get distracting	3/13/2018 7:45 PM
79	I have no problem with reverse angle parking, sounds fine. I just don't think that we need or want it along Portola.	3/13/2018 7:09 PM
80	Seems dangerous with only one lane for Westbound traffic	3/13/2018 6:54 PM
81	Even if you convinced me that we should have angled street parking, I believe I would be more in favor of traditional.	3/13/2018 5:41 PM
82	no	3/13/2018 4:53 PM
83	Bigger sidewalks creates much more of a community feel than diagonal parking. Increase sidewalks, and no diagonal parking!	3/13/2018 4:24 PM

84

Only if the flow of traffic is not blocked by people stopping to back into parking places.

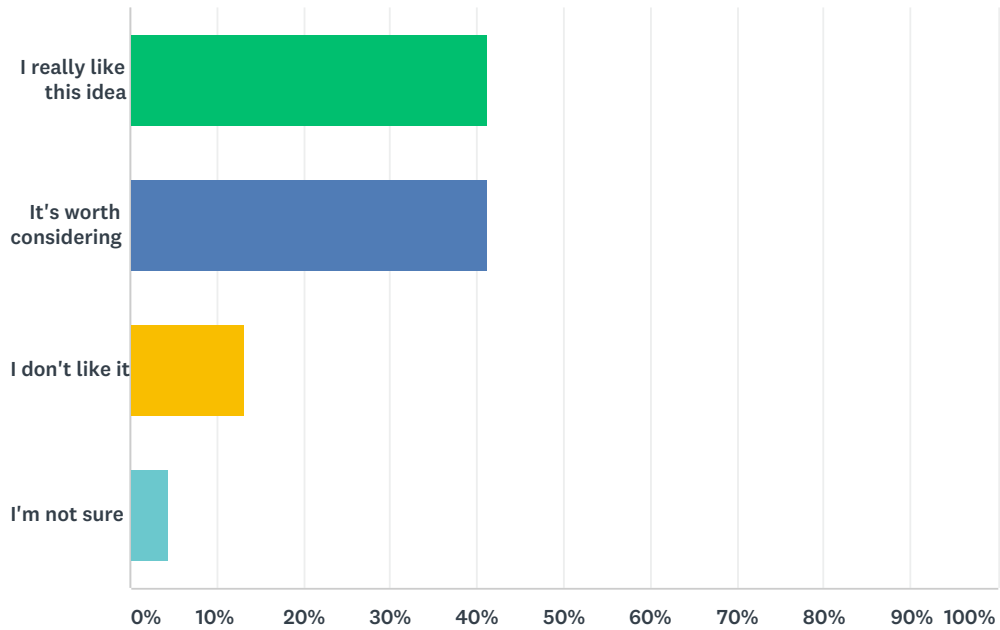
3/13/2018 4:11 PM



CONCEPT: TEST TEMPORARY CHANGES

Q16 Regarding the above concept:

Answered: 228 Skipped: 45



ANSWER CHOICES	RESPONSES	
I really like this idea	41.23%	94
It's worth considering	41.23%	94
I don't like it	13.16%	30
I'm not sure	4.39%	10
TOTAL		228

Q17 Do you have additional questions or comments?

Answered: 74 Skipped: 199

#	RESPONSES	DATE
1	But need to leave "temp" design in for 6 months to a year, to leave enough time for folks to really get used to it prior to reacting prematurely.	4/6/2018 4:22 PM
2	Pilot programs are ALWAYS a good idea, especially when the cost is simply re-striping the road. It will allow us to evaluate the impacts. Make this a 1-2 year pilot since the traffic patterns are different in the summer than in the winter months.	4/6/2018 3:51 PM
3	bhgkvbhlfuilyukyhgkm,dl"p'jo""]"]luilguilguiiluglguiluilguligulguilhiulhuilhuilhilhiulih;ih;yio;yih;iy h;yih;io;uij;u9ij;uo;opj;p0uop;uop'op'op'op'op'op'op';uop'uoj;u0opu[:o;io;;iok;';	4/6/2018 3:47 PM
4	It should be in place for longer than a few weeks/months to test during all seasons. Winter is very different from summer around here.	4/6/2018 2:36 PM
5	The testing should last a year as we have seasonal changes with school sessions, tourists seasons and with the proposed new mixed use developments on the books their construction will surely change traffic issues!	4/6/2018 1:53 PM
6	Give it a shot!	4/5/2018 5:58 PM
7	Test away!	4/5/2018 4:08 PM
8	Fantastic! Put in temporary bollards and striping to try these concepts out	4/5/2018 2:50 PM
9	and the cycle of wasting tax dollars becomes more creative	4/4/2018 2:07 PM
10	WASTE OF MONEY	4/4/2018 5:58 AM
11	Yes and yes	4/3/2018 5:44 PM
12	not at this time.	4/3/2018 1:16 PM
13	Very much support this! This approach has been very successful in other communities. Make sure this action is an inter-agency exercise. Many cases show that when only one agency carries out "tactical urbanism" it fails. And involve local community groups/organizations	4/2/2018 11:41 AM
14	Yes I think it's really important to test this out and see the impact on traffic. I think it needs to be tested out during the summer months when traffic seems to be heaviest.	4/1/2018 10:31 PM
15	Better than putting in permanent improvements which turn out horribly wrong.	4/1/2018 3:29 PM
16	Just do it!	4/1/2018 2:41 PM
17	More data = better decisions. Lets try prohibiting left hand turns on Portola except at 41st, 38th and 30th!	3/31/2018 3:39 PM
18	2 year trial	3/31/2018 10:27 AM
19	people forget that this is a destination spot at that is the extra traffic that causes the concern. That crowd does not bring their bikes and park to ride around. they just want to park and hit the local stores	3/29/2018 7:34 PM
20	Yes, worth considering to study traffic flow, foot traffic, parking issues and residential complaints/concerns.	3/26/2018 5:49 PM
21	Iterate. Try something cheap and be able to try something else.	3/26/2018 5:46 PM
22	If the test is one year or more I support it. If less than a year I do not support it. We will require a full season of experience to determine whether or not this concept is workable. People will have to become accustomed to rear angle parking and a center lane.	3/25/2018 3:35 PM

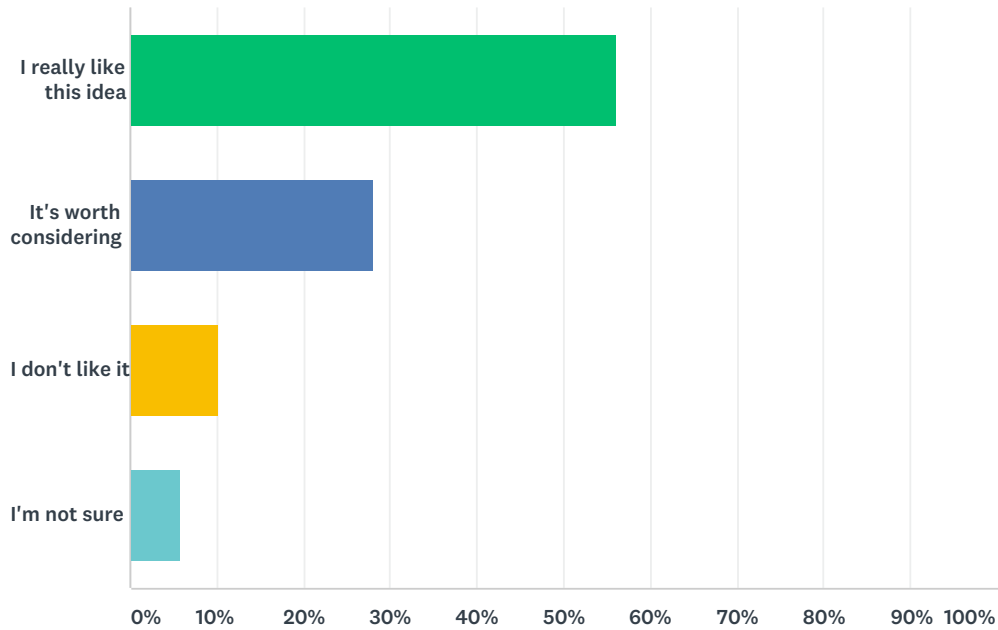
23	I'm forward thinking, but continually run into others who look back at the good old days and bitch about change (except regarding how much their home is now worth). So transparency calls for testing, but i think it will lead to a shit storm of formerly checked-out old timers trying to hold on to their past by vehemently opposing everything new. How did you get all those cyclists to ride for that picture, btw? I usually see groups of boys riding wheelies down East Cliff, but never people like these.	3/24/2018 7:22 PM
24	The temporary guides would need to be very clear so people know what to do.	3/24/2018 6:27 PM
25	Make it 2 years - 2 full seasons (each) - let people really have chance to form opinion	3/24/2018 2:15 PM
26	stop spending money on this project	3/24/2018 12:28 PM
27	But please let's test it for at least a year as the seasonal traffic varies so much. A short term trial could give faulty results depending on when it is implemented	3/24/2018 10:34 AM
28	depends on the cost.	3/23/2018 10:08 PM
29	Will cause accidents and traffic jams	3/22/2018 10:46 AM
30	Be painful for commuters...need large signs at western edge to warn people!	3/22/2018 10:18 AM
31	That looks like a bike zoo.	3/21/2018 3:16 PM
32	wasted money...look to data collected from safe communities like Davis and European countries	3/21/2018 9:42 AM
33	allow at least two years to see if this idea works	3/20/2018 2:45 PM
34	TESTING ROADWAY CHANGES THROUGH TEMPORARY INSTALLATIONS, THIS IS KEY. VERY IMPORTANT TO LEAVE IN PLACE TEMPORARY TESTING TO DETERMINE TRUE EFFECTS, AT LEAST 24 months of operating, before making any permanent improvements.	3/20/2018 12:59 PM
35	I might like this if the results of the temporary test were actually heeded in the final plan.	3/20/2018 11:58 AM
36	It is very important, that temporarily testing be done for streetscape changes, test for 24 months before making permanent changes.	3/20/2018 8:03 AM
37	no	3/20/2018 7:03 AM
38	Temporary always becomes permanent.....decided by just a few people...	3/19/2018 8:31 PM
39	Middle aged man in sports jacket is a Joke!	3/19/2018 8:29 PM
40	How do you test something designed for spurts of weekend and seasonal tourist visitations. You will likely test it mid week with a primarily local audience and just let it blow up when you approve it...	3/19/2018 6:39 PM
41	The road already seems quite well tested, who exactly says there is something wrong. What's wrong is that house going up up 32th and East Cliff!	3/19/2018 4:52 PM
42	Waste of time and money. Make a good decision and just do it. The County wastes too much money will all the studies and meetings.	3/19/2018 4:29 PM
43	I don't think this would be terribly affective.	3/19/2018 3:46 PM
44	Test and iterate is always a good idea. Do it!	3/19/2018 3:18 PM
45	6 no to a year minimum.	3/19/2018 2:36 PM
46	Be mindfull of those in wheelchairs or visually impaired that woud need access.	3/19/2018 2:34 PM
47	No	3/18/2018 3:40 PM
48	no	3/17/2018 11:31 AM
49	no	3/16/2018 5:06 PM
50	yes, let's see what happens with 3 months of two lanes!	3/16/2018 3:52 PM
51	Make the plan and execute. It's already taking too long.	3/16/2018 2:16 PM

52	IT sounds like a trick to force the 3 lane decision which seems like a done deal. When we first voted at the second meeting, the existing 4 lane design was not even an option. So no trust here for something that seems already to have been decided. We were on the Pleasure Point committee but they are saying "we" even though several people on the committee were dead set against reducing lanes on Portola. So who are they really representing. Just themselves. Not the neighborhood.	3/16/2018 10:22 AM
53	You need months to see if an idea will work.	3/15/2018 5:30 PM
54	a waste of money and a honestly answer how many "tests" become permanent.	3/15/2018 4:36 PM
55	for some aspects such as gathering and green spaces.	3/15/2018 1:43 PM
56	YES to a 2-year pilot program to measure, evaluate and confirm 3 lanes are successful	3/15/2018 11:47 AM
57	test must be in place for at least 3 months. Better to test for 6 months.	3/15/2018 11:33 AM
58	Maybe.	3/15/2018 9:09 AM
59	I think it's important to test the ideas before they are implemented.	3/14/2018 4:43 PM
60	Waste of money and adds to confusion.	3/14/2018 4:28 PM
61	Test for at least 18 months to see how it works with two tourist seasons.	3/14/2018 2:54 PM
62	It is functional the way it is!	3/14/2018 2:49 PM
63	Again, I think it needs to be longer than 2-3 months.	3/14/2018 2:48 PM
64	This may be the only way to prove that this idea is horrible!	3/14/2018 1:58 PM
65	Really? Do we really need to waste so much time and money on this when every day another low-wage worker has to leave the area or sleep in their car?	3/14/2018 12:14 PM
66	want true test period to measure viability - not few weeks or 3 months; this is commuter street as well as a street used by pedestrians all year long; ensure taxpayer monies are spent wisely before "permanent" changes are made	3/14/2018 11:32 AM
67	A 2-year maximum for temporarily testing of streetscape changes	3/14/2018 9:09 AM
68	That picture is terrible though because it has bikes on left side of cars. Is from Britain?	3/14/2018 7:34 AM
69	not sure who you can temporarily change sidewalk widths, etc. Make a decision and just do it.	3/14/2018 6:51 AM
70	no need for testing. this is a relatively small area. traffic flow studies and models should help define the need. 1) identify problem, 2) pick solutions 3) vote & implement. testing will delay the final product & will never get a 100% approved idea.	3/14/2018 12:18 AM
71	not if costs lots of money that takes away from other improvements!	3/13/2018 8:50 PM
72	Sure, why not try it? I would love to see the impact that the calming has on the segment of Portola from 41st to Cliff, and if it becomes a FREEWAY on that section.	3/13/2018 5:43 PM
73	no	3/13/2018 4:53 PM
74	Just don't remov any trees	3/13/2018 4:12 PM



Q18 Regarding the above concept:

Answered: 225 Skipped: 48



ANSWER CHOICES	RESPONSES	
I really like this idea	56.00%	126
It's worth considering	28.00%	63
I don't like it	10.22%	23
I'm not sure	5.78%	13
TOTAL		225

Q19 Do you have additional questions or comments?

Answered: 70 Skipped: 203

#	RESPONSES	DATE
1	I like the concept of setbacks, but the best way reduces the feel of bulky or high buildings is not allow bulky and high buildings	4/6/2018 4:59 PM
2	I don't have an issue with starting the upper floor step-backs on the 3rd floor and higher. Two floors straight up is, after all, allowed in SFR zoned areas.	4/6/2018 4:23 PM
3	Please make this a priority requirements.	4/6/2018 3:52 PM
4	step back back of buildings affecting residential neighborhoods	4/6/2018 9:03 AM
5	This is unnecessary. Three-story buildings are not imposing if you have trees and wide sidewalks.	4/6/2018 8:27 AM
6	No need to change the buildings in my opinion	4/5/2018 5:59 PM
7	For me, buildings no higher that the median tree height.	4/5/2018 4:09 PM
8	I think we need to increase density by building up, but I think upper floor setbacks is a great way to do it so it still feels like a small street, at least in the major walking zones	4/5/2018 2:55 PM
9	deceptive architecture doesnt cover your bs plan to build out every available foot of space	4/4/2018 2:09 PM
10	Too many restrictions blocks good types of development	4/3/2018 1:36 PM
11	not at this time.	4/3/2018 1:16 PM
12	hopefully we can limit second floor, or third floor forever. Lets keep it single story...Please.	4/3/2018 1:13 PM
13	A definitive building height should be achieved. So additions above this defined streetwall should be setback 15 feet from front facade.	4/2/2018 11:43 AM
14	Yes, very much for this.	4/1/2018 10:32 PM
15	Avoids the "canyon" effect which is so awful in a neighborhood!	4/1/2018 3:29 PM
16	Keep the height restrictions in place	4/1/2018 12:07 PM
17	I don't like this if it is so rigid that it prevents efficient land use when there is an odd situation. Otherwise, I like it.	3/31/2018 3:40 PM
18	no buildings over 35 feet on either side of portola	3/31/2018 10:27 AM
19	keps the space open in front	3/29/2018 7:34 PM
20	Seems unnecessary to me. Many places seem fine without it. It is cozy.	3/26/2018 10:02 PM
21	I don't like the idea of too much building height at all, as it blocks the seabreeze to the neighborhoods north of Portola.	3/26/2018 8:06 PM
22	Good idea. I hope this is required for both commercial and residential developments (waivers should NEVER be allowed).	3/26/2018 5:50 PM
23	It is a realistic way to reduce the visual impact of large buildings.	3/26/2018 5:46 PM
24	Buildings won't look so overwhelming and the sidewalk area would feel wider and more spacious.	3/25/2018 10:26 PM
25	Worth considering but offset by the cost of building and smaller building square footage compared to lot size. It's a good look, but these lots don't seem that big to me. Perhaps smaller setbacks or just for third floors.	3/24/2018 7:27 PM
26	Adds ambiance texture - I like stepbacks	3/24/2018 2:16 PM
27	get outof the design...this is very expensive to build ...MIG should let go of this idea....	3/24/2018 12:29 PM
28	nothing over 35 feet. No hotel or big box stores	3/24/2018 11:06 AM
29	As long as this abides with the 35 ft limit proposed earlier.	3/24/2018 10:35 AM

30	Needs to be REQUIRED, not "encouraged"	3/22/2018 1:59 PM
31	Restricting what people can build will only slow the development down.	3/21/2018 10:42 AM
32	Although I am not crazy about the idea to three story buildings stepbacks are a good idea.	3/21/2018 10:21 AM
33	gives the feeling of space and calm...not tightly bound and shaded streets	3/21/2018 9:43 AM
34	But no more than two story in height.	3/20/2018 8:39 PM
35	That is the law now.Please enforce.	3/20/2018 12:49 PM
36	Less commercially viable. Allow two floors before requiring stepback.	3/20/2018 9:01 AM
37	no	3/20/2018 7:03 AM
38	I see another crowded 41st coming our way	3/19/2018 8:33 PM
39	"Step back" encourages bigger buildings!	3/19/2018 8:31 PM
40	You are so dishonest it makes my teeth hurt. Only the second floor is potentially additional housing but that is what you would step back??? So the eye wont be affronted, we will have less square footage of any, repeat any potential housing. Bah Humbug.	3/19/2018 6:41 PM
41	2 stories South Side. The impact on the North side is much less because of the creek and the type of development	3/19/2018 6:32 PM
42	Eliminate upper floors and therefor height	3/19/2018 5:10 PM
43	Not appropriate! If the building is that intrusive, it's too big. Don't do to us what was done to Aptos.	3/19/2018 4:53 PM
44	Increase density, provide more livable units should be a priority.	3/19/2018 4:17 PM
45	i don't think any store front should be higher than two floors	3/19/2018 4:06 PM
46	Perhaps a good idea for some sites, but should not be the rule	3/19/2018 3:19 PM
47	NO BUILDINGS OVER 35 feet. No variances allowed.	3/19/2018 2:37 PM
48	I like Multi-Use building (retail & residential) - Less need for a car. Incentivise bus use.	3/19/2018 2:35 PM
49	Sunny streets are important to everyone. So are space and views for residents inside buildings.	3/19/2018 2:23 PM
50	No	3/18/2018 3:41 PM
51	Yes, but I really don't like a 3 story option.	3/18/2018 3:24 PM
52	no	3/17/2018 11:32 AM
53	no	3/16/2018 5:07 PM
54	Absolutely required.	3/16/2018 2:17 PM
55	The step back should also apply to balconies and decks. On 38th avenue next to the lumberyard project it appears the balconies for the condos are right at sidewalk . People on balconies are intruding on privacy of homes across the street. They could literally toss beer bottles across the street they are too close to the street	3/15/2018 2:34 PM
56	NO to variances for roof height, side, front or rear setbacks	3/15/2018 11:47 AM
57	Maybe.	3/15/2018 9:09 AM
58	Lower 41st currently does not have this feel, and it feels fine.	3/14/2018 5:00 PM
59	Yes! Santa Cruz is not NYC. Thanks	3/14/2018 4:43 PM
60	I would prefer to see only single story developments.	3/14/2018 4:29 PM
61	Again, this is not applicable on Portola Drive. This is an ESTABLISHED area, I really don't see building being replaced with newer ones with second floor stepbacks! Again, Portola Drive has virtually no foot traffic, the "shops" along here are not those kinds of shops.	3/14/2018 2:50 PM
62	Stepbacks need to be on all sides of the buildings	3/14/2018 2:50 PM
63	Why? Who elected us the dictators of the world? Free us from the bondage of white-middle-class-only vision. We need radical changes. We need massive amounts of affordable housing.	3/14/2018 12:16 PM
64	no to any building over 35ft anywhere on portola	3/14/2018 11:33 AM

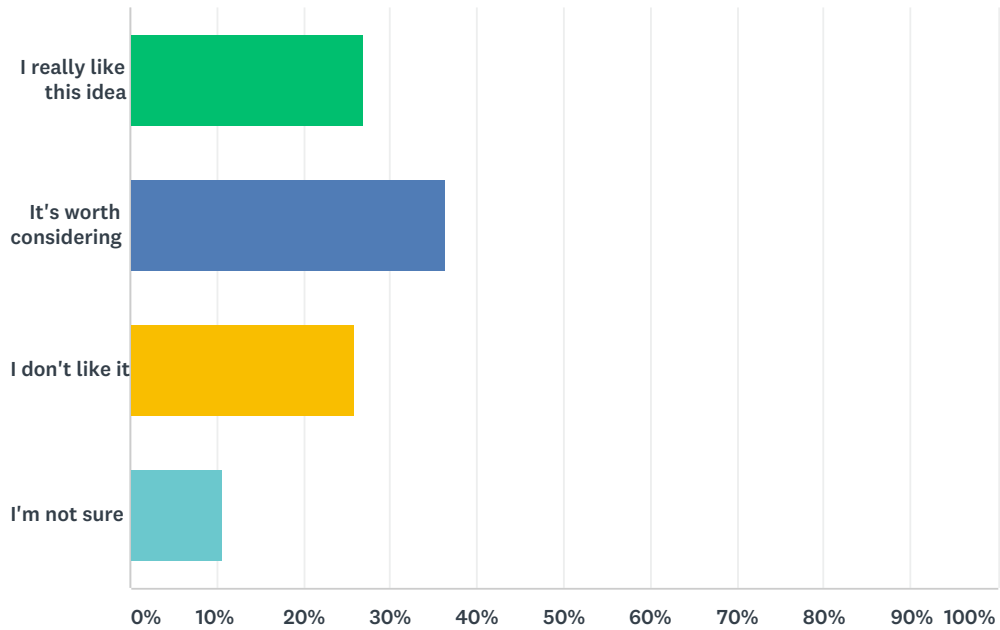
65	But height of upper floors should be the same on both sides of Portola.	3/14/2018 9:48 AM
66	It makes a huge difference. If you don't do this it will feel like downtown Santa Cruz or San Jose.	3/14/2018 6:52 AM
67	Yes, upper floor setbacks help avoid the icky big box feel	3/13/2018 8:51 PM
68	Keeping the streetscape friendly makes total sense and stepping back buildings is a big part of that. I like the idea of maximum use of properties so that we get the benefits they can provide, but don't want to walk in a canyon.	3/13/2018 7:11 PM
69	I like this idea for second stories, BUT I AM OPPOSED TO THIRD STORIES.	3/13/2018 5:43 PM
70	no	3/13/2018 4:54 PM



CONCEPT: ALLOW STACKED PARKING

Q20 Regarding the above concept:

Answered: 223 Skipped: 50



ANSWER CHOICES	RESPONSES	
I really like this idea	26.91%	60
It's worth considering	36.32%	81
I don't like it	26.01%	58
I'm not sure	10.76%	24
TOTAL		223

Q21 Do you have additional questions or comments?

Answered: 80 Skipped: 193

#	RESPONSES	DATE
1	To be honest I think this is ridiculous. If someone wants to do this in their own garage let them have at it. Is there an ordinance against it?	4/6/2018 5:01 PM
2	How does it work? Does the lower car have to be moved before the upper car can be lowered?	4/6/2018 4:31 PM
3	I wouldn't do it but its ok if others want to.	4/6/2018 3:53 PM
4	Seems expensive and logistically difficult, but could be ok as an option if owners are committed to using it.	4/6/2018 2:38 PM
5	It would be nice to get more cars parked inside instead of on the streets. It seems like the kind of thing people should be able to do if they want to.	4/6/2018 9:44 AM
6	Why hasnt this been done more frequently? Coding? Cost?	4/5/2018 9:57 PM
7	Never seen that before	4/5/2018 5:59 PM
8	Sure, seems reasonable	4/5/2018 2:55 PM
9	so we can eventually all feel like sardines in santa cruz - seriously?	4/4/2018 2:11 PM
10	Ridiculously expensive and unrealistic	4/4/2018 6:00 AM
11	Why not?	4/3/2018 1:37 PM
12	not at this time.	4/3/2018 1:17 PM
13	We do not need more cars, lets limit as is now.	4/3/2018 1:14 PM
14	you can only encourage alt modes of transportation by discouraging parking supply. Get rid of the parking requirement altogether. As a permitted parking maxium, maybe this is a solution in certain cases.	4/2/2018 11:46 AM
15	Yes, very much for this.	4/1/2018 10:32 PM
16	Probably won't be enough space to jockey cars around when the one on the lift needs to be used, and if there's any traffic on the lane behind the garage, that would exacerbate the problem.	4/1/2018 3:30 PM
17	It was sad to me that at the meetings so many people's main concern is parking. It is hard to have both parking and the pedestrian/bike friendly ideas coexist. So many people in pleasure point have so many cars that they have to park them on the street. This is their own choice, and there is some suffering that goes along with having more cars than your house is set up for. It is sad that the rest of us also suffer. Stacked parking is a way to get some of these cars off our streets, but there are few existing garages that can use it	3/31/2018 3:47 PM
18	this works	3/29/2018 7:35 PM
19	I just dont think its realistic.	3/28/2018 10:28 AM
20	Locals will not be driving there, add more bike parking. Unless you can charge a ton for it then go ahead.	3/26/2018 10:03 PM
21	only for residential	3/26/2018 8:54 PM
22	Who will pay for the heavy costs to build? Who will pay for the increased electric bills for the heavy duty lift motors?	3/26/2018 5:52 PM
23	It seems a low priority. I suggest that it would need a subsidy to take off.	3/26/2018 5:47 PM
24	Underground parking	3/26/2018 2:47 PM
25	Unless the county is subsidizing these (bad idea) I don't think anybody would buy/use these lifts and thus would render it an empty solution.	3/26/2018 1:13 PM

26	Not sure how the top car gets up there and back down. As long as it's extremely SAFE. Then it's worth considering.	3/25/2018 10:27 PM
27	This will not alleviate any parking congestion as this parking mechanism is very inconvenient and people will park on the street in lieu of hassling with the stacking mechanism.	3/25/2018 3:37 PM
28	Sure, you should already allow it, but how much does one cost? The spa store next to TJ's on Clares sells similar spa covers that cost \$7K and won't lift a car. But for those residents with Ferraris or Jags that are rather low and only used on weekends, great idea!	3/24/2018 7:29 PM
29	this seems like something that should be available to (and paid for by) the homeowner/condo builder	3/24/2018 7:16 PM
30	If homeowners can afford it, it seems fine.	3/24/2018 6:28 PM
31	People don't want others parking their fancy cars even if frien - expensive;could have maintenance issues	3/24/2018 2:17 PM
32	let private property owners do what they will in their private garages	3/24/2018 12:29 PM
33	why is this something that the neighbourhood plan needs to be part of? This should be something homeowners decide to do?	3/23/2018 10:09 PM
34	Too expensive. I don't see anyone paying to do it	3/23/2018 4:37 PM
35	Let's not add any more sources of noise and pollution and fossil-fuel use than absolutely necessary!	3/22/2018 10:22 AM
36	I don't think it is feasible	3/21/2018 2:21 PM
37	It ok as an option, but not as a requirement. It's just another added cost to a building project. The more it cost to build the it will cost to the end user to rent or lease	3/21/2018 10:43 AM
38	increase housing prices is not good and it doesn't solve reducing street parking as it's a rental community and full of cars	3/21/2018 9:45 AM
39	Ridiculous!	3/20/2018 12:00 PM
40	It may work I think people are lazy by nature and will just have the car in the driveway - even though garages are thought of as places to put your car - more often it is used for storage - especially if you have kids	3/20/2018 8:51 AM
41	no	3/20/2018 7:04 AM
42	Another expense to pay for	3/19/2018 8:33 PM
43	Why make it Easier for Silicon commuters to have more cars?	3/19/2018 8:32 PM
44	This is useful ONLY for a private homeowner. Why bother even showing it here? No commercial space would / could accommodate this lift. I have friends in SF who have had this lift set up in their garage. It allows for a single car garage to become a two car garage. Again only for homeowners.	3/19/2018 6:43 PM
45	Who pays for this costly setup? The owner? Renter?	3/19/2018 5:11 PM
46	How crowded are you hoping this place will be?	3/19/2018 4:55 PM
47	Very future forward. Not opposed, but I think older folks will be uncertain about it and avoid it.	3/19/2018 3:20 PM
48	Absolutely add, but incentivise bus use.	3/19/2018 2:36 PM
49	Horrible idea!	3/19/2018 2:23 PM
50	This is expensive, hard to imagine our neighborhoods doing this. The worst residential parking problems are around the mobile home parks. I'm frankly not sure why this idea is in the commercial corridor study. Seems completely out of place.	3/18/2018 9:47 PM
51	No	3/18/2018 3:41 PM
52	Not how it would work accessing the upper car.	3/18/2018 3:25 PM
53	no	3/17/2018 11:32 AM
54	no	3/16/2018 5:07 PM
55	if we need stacked parking; no one will be driving anywhere; lets get rid of cars and improve bus system	3/16/2018 3:53 PM

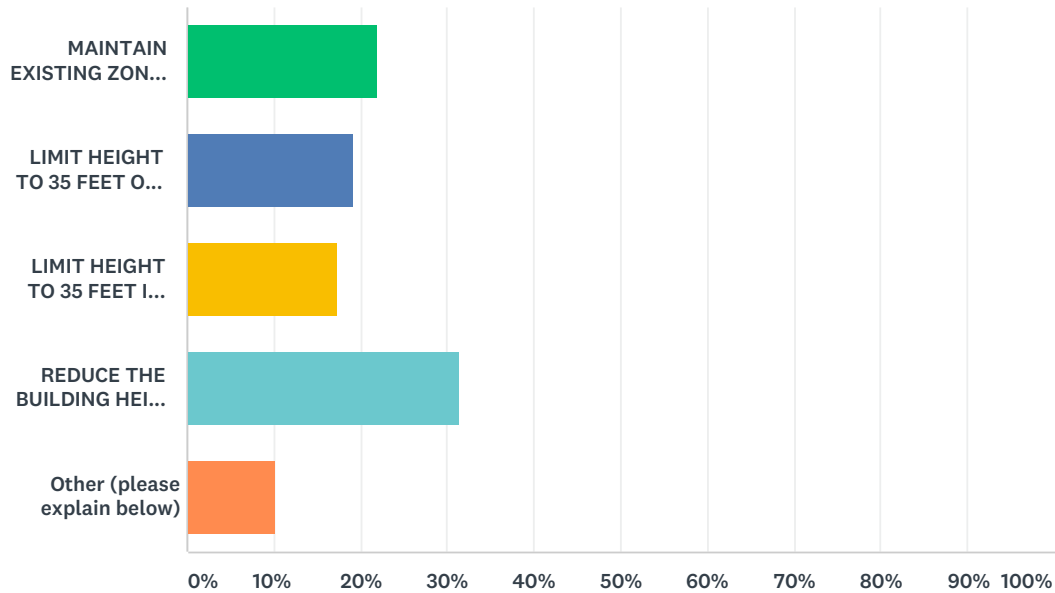
56	Required for all new and remodeled residential structures.	3/16/2018 2:18 PM
57	As long as businesses pay for it I have no problem with it.	3/16/2018 10:23 AM
58	for commercial corridor or residential? nobody will use it. they'll install to say they have enough parking and they'll be out of order or too difficult to use and we're congested even worse.	3/15/2018 4:39 PM
59	What do these parking lifts cost the homeowner? I think they might work, but should not be mandatory.	3/15/2018 2:35 PM
60	Require residential to uncouple parking with cost of housing unit. Thus, people who have no car or only one car have cheaper rents/costs.	3/15/2018 11:34 AM
61	Sure.	3/15/2018 9:10 AM
62	I don't really care. It's inside people's garages. But if it alleviates street parking I'm all for it.	3/14/2018 4:44 PM
63	I don't think people will use it, and will just park in the street instead, making our crowded parking situation even worse. Please retain rules that require abundant (not stacked) off street parking for homes!	3/14/2018 4:30 PM
64	Wow! Think I'll run right out and buy me one of those! Are you people NUTS?	3/14/2018 2:51 PM
65	I think this is impractical and I think if street parking is available residents will use that instead.	3/14/2018 2:51 PM
66	Who has the \$ for this?	3/14/2018 2:47 PM
67	We do not have the need for this!! There is plenty of parking in this area of Pleasure Point.	3/14/2018 2:00 PM
68	Seriously, if someone wants to put a stacked parking machine in their garage you guys do not allow it? Wow. That is so wrong in so many ways.	3/14/2018 12:18 PM
69	initial costs are an issue - noise is an issue - repair is an issue	3/14/2018 11:33 AM
70	Seems like it would be very expensive and our area is already expensive.	3/14/2018 9:49 AM
71	In addition to allowing 2-car (and 3-car, if lot size allows) tandem parking	3/14/2018 9:10 AM
72	Who can afford something like this?	3/14/2018 7:36 AM
73	Whatever residents want to do to the inside of their own house they can do	3/14/2018 6:59 AM
74	looks spendy	3/14/2018 6:53 AM
75	Worth considering but I in no way support this being a requirement for residents.	3/13/2018 11:26 PM
76	maybe ok if it keeps cars off the street and doesn't make the structures bigger	3/13/2018 8:52 PM
77	not sure the cost , will there be a discount price or some type of rebate incentive to home owner ?	3/13/2018 7:46 PM
78	For those who can afford it, cool.. Practically, the whole concept has little relevance to the Corridor study. What we do with our houses and how we park our cars has little if any impact on the Corridor.	3/13/2018 7:13 PM
79	If it's happening in someone's private home to keep their cars safe, protected from the elements, out-of-sight, who am I to object? As long as their garages adhere to the PP building code, fine.	3/13/2018 5:45 PM
80	no	3/13/2018 4:54 PM



CONCEPT: BUILDING HEIGHTS

Q22 Which approach do you feel is most appropriate for Pleasure Point?

Answered: 214 Skipped: 59



ANSWER CHOICES	RESPONSES
<p>MAINTAIN EXISTING ZONING REQUIREMENTSMaintain the existing zoning code building height limit of 35 feet or up to 40 feet with Design Review.</p>	21.96% 47
<p>LIMIT HEIGHT TO 35 FEET ON THE SOUTH SIDE OF PORTOLA DRIVE, WITH ADDITIONAL DESIGN REQUIREMENTS FOR BUILDINGS TALLER THAN 35 FEET ELSEWHERE IN CORRIDORMaintain the existing zoning code building height limit of 35 feet, or up to 40 feet with Design Review and with new additional requirements (including reducing the appearance of bulk and height and ensuring compatibility with adjacent residential properties though increased setbacks, upper story stepbacks that the placement of taller buildings or sections of buildings in the center of parcels, and varied front facades). On smaller and shallower lots on the south side of Portola Drive (especially between 30th and 38th Avenues), limit height to a maximum of 35 feet.</p>	19.16% 41
<p>LIMIT HEIGHT TO 35 FEET IN THE PLEASURE POINT COMMERCIAL CORRIDOR, WITH EXCEPTIONS FOR LARGER LOTSMaintain the existing zoning code building height limit of 35 feet. Consider building heights up to 40 feet only on larger parcels subject to Design Review and a public hearing, and with new additional requirements (including reducing the appearance of bulk and height and ensuring compatibility with adjacent residential properties though increased setbacks, upper story stepbacks that the placement of taller buildings or sections of buildings in the center of parcels, and varied front facades).</p>	17.29% 37
<p>REDUCE THE BUILDING HEIGHT LIMITReduce the existing zoning code building height limit to a maximum height of 35 feet on both sides of Portola Drive under all conditions.</p>	31.31% 67
<p>Other (please explain below)</p>	10.28% 22
TOTAL	214

Q23 Do you have additional questions or comments?

Answered: 74 Skipped: 199

#	RESPONSES	DATE
1	Don't make an urban canyon of Portola Ave. Keep all building below 35 feet.	4/6/2018 3:54 PM
2	Developers always have a way to get around the rules especially if there are exceptions.	4/6/2018 2:40 PM
3	I'd like to offer the exception to go to 40 with design review but the total lack of good judgement in SANTA Cruz has me convinced that the latitude would be abused. Just look at Seabright Ave near Pine St	4/5/2018 4:49 PM
4	Median tree height buildings keep village feel.	4/5/2018 4:11 PM
5	The existing height limits are reasonable	4/5/2018 2:57 PM
6	why not consider increasing the building heights for more efficient use of available land?	4/5/2018 2:15 PM
7	Reduce the existing height limit to a maximum of 26 feet on both sides of Portola Drive under all conditions.	4/5/2018 8:22 AM
8	Reduce height 3 story only	4/4/2018 10:14 AM
9	YIMBY not NIMBY	4/3/2018 1:38 PM
10	not at this time.	4/3/2018 1:17 PM
11	Lets keep the limit below 35', no need to extend the limit at all.	4/3/2018 1:15 PM
12	Max height of 40 feet along both sides of corridor. Design review should be triggered with any new construction or addition. This would allow for review of compatibility given the specific environment of the subject building. with the streetscape improvements this will increase the development attractiveness to both sides of the street. Overly prescriptive controls on building height and design will limit "design creativity". The control should be placed on the massing and orientation of the specific building	4/2/2018 11:52 AM
13	I'm ok with somewhat taller buildings on the north side especially if they are mixed use and aesthetically pleasing.	4/1/2018 10:37 PM
14	You can't have both vibrant business and restrict their needs. If we truly want a walkable, destination-driven area, we need to let businesses do what they need to do (within reasonable limits)	3/31/2018 3:48 PM
15	NO 3 story buildings. The charm of the area is small eclectic buildings. We don;t wont large monstrous buildings impeding lighting and ruining the charm and feel of the area we all love.	3/29/2018 8:07 PM
16	Don't go over the 35' ceiling and watch out how much light/sun you take away from existing properties. Very important issue as the City of Santa Cruz found out but decided against the existing land owners.	3/28/2018 10:46 AM
17	Nothing higher than 35'!	3/28/2018 10:29 AM
18	Again, higher buildings of any kind will block the sea breeze from the neighborhoods north of Portola.	3/26/2018 9:21 PM
19	reduce the max height to 35' and require a minimum 12' set back on the second story	3/26/2018 8:56 PM
20	Keeping height limits maintains neighborhood character.	3/26/2018 5:53 PM
21	Mixed use residential/business buildings should be encouraged and they need to be pretty big. But reducing the visual impact is important.	3/26/2018 5:48 PM
22	No height restriction, floor restriction, don't loose architecture design due to height restriction.	3/26/2018 2:49 PM

23	I didn't read anything about desired tenants or owners other than limiting hotels. I'm wondering whether given the parking and housing scarcity, is underground parking feasible, and if so, do you envision developers putting in retail ground floor with condos or apartments up? 40' would definitely be needed in some cases, so keep that option open for the right building. With the street as wide as Portola, I don't see shade becoming a major problem due to building height.	3/24/2018 7:35 PM
24	No higher than 35ft anywhere - no not destroy our style vibe - this is not a downtown area!!	3/24/2018 2:18 PM
25	stop spending my tax dollars on this project. never hire MIG again.	3/24/2018 12:30 PM
26	Bring more light to the ground!	3/23/2018 4:38 PM
27	No buildings over 35 feet, no exceptions, no variances.	3/22/2018 1:59 PM
28	Raise the height to 60'. Why is there no choice to raise the height.	3/20/2018 9:49 PM
29	At a minimum limit height to 35 feet under all circumstances. Ideally reduce it by one story	3/20/2018 3:44 PM
30	The zoning height limit of 35 feet with up to 40 feet with design review, should apply to both sides of Portola Drive, North & South. To be fair to all property owners, needs to be the same to all property owners.	3/20/2018 1:01 PM
31	I think you can increase the height as long as you have the set backs - we need residential - affordable residential	3/20/2018 8:52 AM
32	Zoning height should be the same on both sides of Portola Drive, Do not discriminate.	3/20/2018 8:05 AM
33	no	3/20/2018 7:04 AM
34	Go big. Building height is not an issue. There is no skyline being obstructed on Portola	3/19/2018 8:48 PM
35	No apts no housing	3/19/2018 8:34 PM
36	Why is "Reduce Height requirements " the very last choice? Who is paying you off?	3/19/2018 8:34 PM
37	2 stories South side, set back from housing. The Lumber Co design is bad for Neighbors	3/19/2018 6:34 PM
38	build nothing new over 1 story!	3/19/2018 5:17 PM
39	A "village feel" does not have height of 35 ft or more	3/19/2018 5:13 PM
40	I am still mystified who had this "vision"? Not me, absolutely none of my neighbors, I smell big money hiding under the covers. Let us be eclectic on our own.	3/19/2018 4:57 PM
41	We need less density, more sunshine, and less traffic. Lower the maximum height.	3/19/2018 4:31 PM
42	Higher than 35 feet to allow more buildable units. We must provide more housing.	3/19/2018 4:19 PM
43	Allow height limits to 50 feet with multiuse only (Residential & Retail with bus pass inclusion) with one parking space per residential unit.	3/19/2018 2:39 PM
44	We have to allow 3 story buildings to get developers to build and maintain affordable housing.	3/19/2018 2:24 PM
45	Many of the lots are quite small and could not support a 35 ft tall building and meet the setbacks. I think we need to consider a minimum lot size for even the default height of 35 ft. Exception to minimum lot size would be if adjacent lots are combined into a larger planned development.	3/18/2018 9:53 PM
46	No	3/18/2018 3:45 PM
47	Not in favor of 3 story buildings. Would like to limit to 2 stories with second story set back.	3/18/2018 3:27 PM
48	no	3/17/2018 11:34 AM
49	no	3/16/2018 5:07 PM
50	No exceptions to the 35 foot requirement will be allowed!	3/16/2018 2:19 PM
51	Taller buildings can be useful and look wonderful and it's important about what they house.	3/16/2018 11:47 AM
52	NO HOTELS	3/16/2018 10:30 AM
53	I am particularly concerned about building height at the Lumberyard project.	3/15/2018 2:36 PM
54	NO to structures over 35 feet	3/15/2018 11:47 AM
55	35' max	3/15/2018 11:19 AM
56	No.	3/15/2018 9:10 AM

57	It's already far too crowded here and higher buildings will add to the extremely crowded feel, as well as actually adding more people and increasing crowding. We'd be shooting ourselves in the foot by making the whole area less desirable.	3/14/2018 4:33 PM
58	With the decreasing amount of usable land, it will become exponentially more difficult to expand any city area whrn everyone gets up-in-arms about the need to acquire more land in order to expand. So instead, the only other logical ways to improve infrastructure and expand a city area is to either build higher, or lower. I think the only option that doesn't require acquiring additional land in order to expand, is to allow for an increase in the height of buildings.	3/14/2018 4:27 PM
59	I don't think any building should be over 35'.	3/14/2018 2:55 PM
60	Again . . . this is an existing and established area.	3/14/2018 2:52 PM
61	Maintain the existing zoning code building height limit of 35 feet period. No exception of design review.	3/14/2018 2:49 PM
62	Upgrade and maintain what currently exists. New paint and signage would give this area a MUCH better look and feel.	3/14/2018 2:01 PM
63	Let's see, my choices are limit height, limit height, limit height, limit height. Hey, I have an idea. Let's follow State law and allow up to 60 feet. Let's modify the Code to allow up to 85 feet. Let's build mixed-use high-density affordable housing. It has to go anywhere where it can go. Portola is a perfect location!! Take the shackles off. There are many builders who will do it if they can get enough units to make a fair return.	3/14/2018 12:21 PM
64	no bldgs over 35ft - no to up to 40ft design review or not	3/14/2018 11:36 AM
65	Reduce building height limit to 35ft with exceptions only by community approval of design, not just Planning Dept	3/14/2018 11:34 AM
66	Taller buildings ok if setback from properties in back are great enough that building is not casting a shadow on adjacent properties	3/14/2018 7:39 AM
67	I like the first part of this option, but think the last sentence is unnecessary.	3/13/2018 8:56 PM
68	I don't know	3/13/2018 7:44 PM
69	Increase building height to allow four story buildings, with appropriate stepped-back design. We are trying to look long-term at a vibrant neighborhood. Got to accept reality, you can't do given the cost of land in our neighborhood without increasing lot coverage and floor area ratios. Make Pleasure Point/Portola Ave. desirable for investment that will increase the value for all of us.	3/13/2018 7:17 PM
70	Not sure about the best approach	3/13/2018 6:56 PM
71	We are trying to maintain a village feel. Pleasure Point is not a tourist destination, it is a neighborhood. The three story pastel-colored condos by O'Neill are horrible. Things like that SHOULD NOT BE BUILT AT PP.	3/13/2018 5:49 PM
72	no	3/13/2018 4:55 PM
73	shud be same height on both sides of street for buildings	3/13/2018 4:34 PM
74	We do not want Portola Drive to become a tunnel. This has been made very clear tt all meetings. No variances or exceptions.	3/13/2018 4:15 PM



ADDITIONAL COMMENTS

Q24 Any final thoughts you would like to share with us?

Answered: 119 Skipped: 154

#	RESPONSES	DATE
1	i think you should take into account the remaining portola corridor, there is no safe way to walk to the village on a sidewalk. maybe sidewalks between 41st and the intersection of portola and east cliff? also traffic controls on the same piece of portola. thanks!	4/6/2018 5:00 PM
2	Thanks for all the work you've done on this project.	4/6/2018 4:33 PM
3	Nice work!	4/6/2018 4:24 PM
4	Side walks are only good if they are even. Constant dips for driveways make walking difficult. So do side walks with grades.	4/6/2018 4:19 PM
5	We need more restaurants. Try to find incentives to add more restaurants. NO CHAIN RESTAURANTS!!!!!!!!!!!!	4/6/2018 3:55 PM
6	Would it be possible to add a sidewalk along 36th (and 38th)? Many people, families, kids, dogs, etc. walk on 36th and 38th to get to Portola and cars drive really fast (hurry up and surf!!!) making very unsafe conditions. I know it's beyond your study area, but it's also important to think about how people are going to get to the Portola commercial corridor from the neighborhood. Thank you for thinking about and spending time on our neighborhood. Presentation graphics were very clear and nice!	4/6/2018 2:47 PM
7	where are the bus stops?	4/6/2018 9:04 AM
8	Please don't force gentrification, increased rents, and the loss off small local businesses. The public deserves increased safety and mobility without "redevelopment" measures.	4/6/2018 8:31 AM
9	Thanks for seeking community input.	4/6/2018 5:44 AM
10	I hope these changes can be adopted by other neighborhoods and commercial zones. Nice!	4/5/2018 9:58 PM
11	I'd love to see Portola more pedestrian and bike friendly as the people are already there and it's not that safe	4/5/2018 6:17 PM
12	Great job of presenting the concept and I really appreciate the forward thinking work	4/5/2018 4:50 PM
13	Thank you for getting opinions regarding this proposal and caring for aesthetics, ecology, safety and peoplability. I hope proposals are chosen with the least impact to existing trees which are always what makes an area beautiful, attractive and climatized. Walking and cycling should be rewarded and given priority as these are sustainable transportation. Think Copenhagen or Amsterdam. Bicycles are the priority and practically everyone uses them!	4/5/2018 4:18 PM
14	Thanks again for doing this. Excited to make Portola and 41st complete streets!	4/5/2018 2:58 PM
15	do not install cycle tracks on Portola Drive.	4/5/2018 2:16 PM
16	I'm derply concerned that Portola will look like an over developed thoroughfare. I understand the need for growth however this area is quiet residential. Turning it into a Pacific Avenue or Mission Street is not desired by the people who live in adjacent neighborhoods.	4/5/2018 8:24 AM
17	I think speed bumps on 41st between Portola and the hook are necessary, as well as a flashing stop sign (the last stop sign on 41st before the hook parking lot). I live at otters lair and I have almost been hit pulling out of my drive way, as many cars plow through the stop sign. It's extremely dangerous for pedestrians, bikers, and children!	4/4/2018 6:19 PM
18	stuffing tourists into PP like disneyland on a summer Saturday only deteriorates the quality of life here for residents who remember relatively peaceful neighborhoods. the greed and self interest of developers etc and the spineless govt agencies that have been trained to serve their wants and needs will only bring a sad, overcrowded, traffic and crime filled end to what was an eclectic funky santa cruz neighborhood icon. can't wait to see how soon our words are disregarded and we're all sold down the river. Maybe the economy will tank again soon and i'll get my quiet home back	4/4/2018 2:20 PM
19	On east cliff near palisades a sign stating to beach by the Walk way to 26th beach. People should not be walking on east cliff at the S part of the street it is very dangerous.	4/4/2018 9:03 AM

20	some good ideas but many appear unrealistic, costly and doesn't put our traffic issues as a priority.	4/4/2018 6:02 AM
21	Thank you for working on this!	4/3/2018 1:40 PM
22	Let's try to keep out the out-of-county construction bids, keep in all in santa cruz	4/3/2018 1:24 PM
23	not at this time.	4/3/2018 1:18 PM
24	Restrict chain stores from moving in here. Prioritize local retail! The local culture is what makes this street attractive. Protect and promote local, by restricting chains. Look at controls in SF, San Luis Obispo. Allow for only active uses on the ground floor that contribute to a walkable/bikable neighborhood. Restrict office uses on the ground floor. Promote uses that would serve the residents in the surrounding neighborhood.	4/2/2018 11:58 AM
25	I forgot to mention, but I'm really for prohibiting any hotels/inns in this corridor. There are plenty in other nearby areas.	4/1/2018 10:38 PM
26	When you consider the width of the sidewalks, remember that anywhere there will be bike racks, that width will be reduced SIGNIFICANTLY. So plan for bike racks in cutouts of tree lawns or planting strips, or IN BACK OF businesses, just like parking. Keep them off the sidewalks as much as possible, along with all other extraneous junk like sandwich boards, merchandise racks, carnival barkers, etc. Also, remember to MAKE PERFORMANCE SPACES FOR STREET PERFORMERS (not vendors). We all love them, and cherish the tradition, but there needs to be planned space for them, because otherwise they obstruct the walkways. Open space, too, for street fair activities, parklets with seating in shade or under umbrellas (preferably trees)	4/1/2018 3:36 PM
27	I would like to move directly to protected bike lane designs. We know this works with other communities, why have multiple steps. Just do it!	4/1/2018 2:45 PM
28	I hope that the unique, community feel of the neighborhood is maintained. As a resident, I don't want this to turn into a strip mall- something like Los Gatos would be welcomed. Santa Cruz is not San Jose and we don't want that commercialism. I am pro the right type of development and think you need to advertise more community meetings in the neighborhood since I never heard of any of them.	4/1/2018 12:09 PM
29	Grow the Lower 41st Ave village vibe around onto Portola Dr. - SAVE OUR VILLAGE!! > Yes to 3 lanes with 2 year "measurement" all street changes are successful before being permanent: Portola's car and pedestrian use patterns expand during certain months = No to MIG/Co's 3 week up to 6 mos. trial periods! > No to any bldg going over 35 ft. anywhere on Portola! (35 ft = 3 story) > Yes to Mixed-use > No to any Portola business delivery routes using the avenues > No any Portola biz patron parking in the avenues > YES to flashing crosswalk and flashing stop signs (MIG says push-button crosswalks: we say they take too long to activate - people ignore) > Add crosswalk at 37th > Before changes to 30th - 32nd strip do pattern study including input by users = too dangerous to make "guesses" as to what fixes will work!	4/1/2018 12:06 PM
30	Besides I few things I mentioned I think it is a good plan.	3/31/2018 8:38 PM
31	Thanks very much for this. It has been great. My most important thought from listening to other people at the meetings is that few seem aware of the changes that are coming to both vehicles and brick and mortar shopping. Much of the sentiment at the meetings was: increase shopping, add more parking and slow cars down as much as possible. We may not need all this retail or parking in the near future. Slowing the cars too much will cause traffic jams and pollution and divert necessary traffic (such as my commute) into other neighborhoods which is not fair or desirable. Much more traffic on Portola will send me to Brommer wasting my time, gas, cause pollution and mess up this street as well.	3/31/2018 3:55 PM
32	lighted crosswalks and add a crosswalk at 37th avenue; Better enforcement of traffic, parking and noise violations.	3/31/2018 10:32 AM
33	> Yes to 3 lanes with 2 year "measurement" all street changes are successful before being permanent: Portola's car and pedestrian use patterns expand during certain months = No to MIG/Co's 3 week up to 6 mos. trial periods! > No to any building over 35 ft. anywhere on Portola! > Yes to Mixed-use with consideration to the current charm and vibe of the area > No to any Portola business delivery routes using the avenues > No any Portola biz patron parking in the avenues > YES to flashing crosswalk and flashing stop signs (MIG says push-button crosswalks: we say they take too long to activate - people ignore) > Add crosswalk at 37th > Before changes to 30th - 32nd strip do pattern study including input by users - too dangerous to make "guesses" as to what fixes will work!	3/29/2018 8:10 PM

34	KISS!	3/28/2018 10:46 AM
35	Thank you for considering the opinions of the people who live here.	3/28/2018 10:30 AM
36	It's important to not only address setbacks, parking, traffic, etc. but noise should be considered in any development. the county noise ordinance is not well written, nor does it keep up with current noise impact studies or other communities ordinances in the bay area. Where commercial is adjacent to residential, dBa should be no more than 55 between 8a-8p and 50 between 8p-8a at the property line.	3/26/2018 9:00 PM
37	Keep 4 lanes of traffic, require plenty of parking for commercial businesses (Cat and Cloud Coffee patrons block our 34-36th ave. residents every day and their foot traffic also), do not change height limits, don't put trees/greens where cars can park, upper level condos need more residential parking and not using neighbors right of way.	3/26/2018 5:58 PM
38	By far the single most popular item in the meetings was converting 4 lanes to 3 lanes. Nothing is more important to changing the current unpleasant, uninviting feel of Portola. Being able to not just safe but also comfortably cross the street is critical!!	3/26/2018 5:50 PM
39	The pleasure point area has been left behind in services, up keep, maint, and infrastructure. We have poor streets, poor drainage, poor storm water drainage...especially on 25th ave. All of this infrastructure will impact our neighborhoods. 25th ave has to deal with flooding and a poor storm water drainage. Our lots, backyards and homes are below the street level with only 1 storm drain at the end of our street. We have sump pumps in our back yards, front yards, and under homes to get water to the streets. All of this infrastructure on portola will impact our neighborhoods and our neighborhoods always get left behind. I wish we would just get annexed into capitola and receive better services, police, public works, community. Pleasure point is a money pit for the county and the county abuses our property tax money we generate for the county. Listen to the pleasure point neighbors. Live oak schools are poorly rated, underfunded. Our neighborhood is turning into a vacation home neighborhood in which I am fine with that. But the money we generate has to stay in our neighborhood. We need an updated park, community gathering place, maintained roads, maintained drainage, police, police, police,! Sidewalks, roundabouts, lighted up crosswalks, and fair consistent building regulations. The list can go on and on, but all the avenues from 41 to 24th ave need re engineering and help. Our parking, drainage, roads, gutters, curbs , sidewalks are a mess. Make all avenues one way and re design. Keep traffic off of our streets. Invest money into our neighborhoods. Don't let these developers tell you their is not enough money to build and invest into our neighborhood. Our ocean is dirty because of all the runoff from our streets. Clean up Pleasure point.	3/26/2018 3:01 PM
40	Build a parking garage along Portola and charge money to park like Capitola.	3/26/2018 12:54 PM
41	Excited to see and experience a new and improved Portola Drive. Please make it SAFE for pedestrians and bicycles; as we would LOVE to walk and ride our bikes with a buffer from traffic on Portola. We want to visit the retail shops and restaurants in our area with SAFETY in place. Greenery / Trees are a must -- NO concrete jungle.	3/25/2018 10:32 PM
42	Please set guidelines with firm language like will and shall. words like encourage are insulting to those of us who know developers will not heed them.	3/25/2018 3:38 PM
43	I became a full-time resident of Pleasure Point in October. I commend the work you've done to date planning out a sensible future development path. I've seen both good and bad examples in Mountain View and Sunnyvale where I spent the last three decades, and know how cities can transform. Mountain View was a pit in the 80's. Portola has the same potential, though without the techie jobs that make all the restaurants crowded. I hope you've some idea of interest in actually developing this stretch, and what the economics of doing so require. Pie in the sky expectations are rarely met, and without more residents with money (therefore new places to live) I don't get how it will work. But the concepts both near and longer range look attractive and perhaps my incredibly high taxes will help you make it happen. Phasing out Prop 13 would help, too, but that's an even bigger project to undertake.	3/24/2018 7:42 PM
44	overall, I like where this is going. I think it will create more of a village feel, encourage walking and cycling, and also enable the building of more residential units.	3/24/2018 7:19 PM
45	Dog friendly everywhere!	3/24/2018 6:30 PM
46	YES SPpt (us = who live here & work here) has compiled our ideas/ concerns for 2+ years - I stand with SPpt.wants	3/24/2018 2:22 PM
47	stop this waste of money	3/24/2018 12:30 PM

48	Please use words shall and will instead of can and encourage which are too tentative. Enforce speed limits. Discourage patrons from parking in the avenues. Keep delivery trucks from using avenues to return to Portola Drive.	3/24/2018 11:16 AM
49	Parking, parking parking! Make the world better for people to be pedestrians.	3/23/2018 4:39 PM
50	meetings are they posted with time and dates?	3/23/2018 4:33 PM
51	Don't streamline design concepts so specifically that it creates an L.A. look of cookie-cutter buildings. Off-set the entrances to the Mobile Home parks nicely with attractive designs that play up their individual style. Don't just plant a ton of palm trees, vary the planting and encourage plantings on and near building walls. Most importantly: Take into account that many transients frequent Portola and the Pleasure Point area and work a public restroom into the plan for Portola, one that is maintained daily. Also make sure there is adequate and maintained lighting at a lower to the street level height so that it feels safer to walk there at night.	3/22/2018 11:10 AM
52	Keep it as simple and unconfusing as possible for motorists. If possible reduce, and definitely do nothing to increase, noise and air pollution.	3/22/2018 10:26 AM
53	It is important to keep a "local, residential" vibe to this area of Portola, so that it does not become the congested nightmare that is Mission Street/Highway 1 heading out of town.	3/21/2018 5:54 PM
54	As stated in the beginning; this plan vision is for developers. It will create faster & much more traffic on Portola. It will create more parking problems for residential areas & more difficulty getting in/out of the lanes on the ocean side of Portola. The attraction will never be like "old town Carmel" which is unique, lovely & keeps people there. However, that traffic is nearly impossible. The unique part of PP is the beaches, ocean drive, surfing & beach cottages. To retain that, larger "surfer parking lots w bathrooms" are needed. Most of the PP folks eat \$2/slice pizza & drink water; not high end tourists. However, you get rid of Frenchis porn house; I might think differently about what an upgrade could accomplish.	3/21/2018 3:28 PM
55	As a business owner on portola I would love to see it cleaned up. Start with the homeless problem. Then as projects come up help the local developers get project through. Current codes are already so restrictive that it takes years and huge reserves of cash to develop a property. All these added rules and codes will only make it more difficult and hinder the development of future projects	3/21/2018 10:50 AM
56	As a resident just north of Portola, I walk Portola regularly with a stroller; I really like the idea of changing Portola to a three-lane roadway. I am frustrated with the current conditions that allow motorists to speed from 30th to 38th at speeds over 40mph with no breaks. I like the idea of adding another stop sign within the 30th to 38th stretch of roadway. The speed of vehicles and the lack of crosswalks discourages pedestrians and creates a division between the north and south. I would also like to see the speed limit reduced to 25mph in the area. I hope the restriping and sign changes can take place as a test sooner rather than later. Thank you for all of your hard work on improving our area!	3/21/2018 10:44 AM
57	I love these ideas to revitalize Pleasure Point.	3/21/2018 9:59 AM
58	thank you for all of your hard work and ease of communication and community input...let's improve pedestrian and bike safety to ensure a healthier, happy community and planet	3/21/2018 9:47 AM
59	This is bullshit. All you are doing is trying to restrict development. 1987 has passed. It didn't work. Face it, quite, or get fired if the Board of Supervisors will grow some balls.	3/20/2018 9:51 PM
60	Pleasure point is a unique neighborhood and resource. High density/tall development (35 feet) in this corridor will destroy the neighborhood character. Once that is lost it can not be reclaimed. Lower building height limits are needed.	3/20/2018 3:46 PM
61	Thanks for all the effort	3/20/2018 1:15 PM
62	The Huge "Snug Harbor" Mobile Home Park off 30th tenets park and store their cars on 30th. This causes constant problems for residences who live on 30th to park in front of their own houses. It also brings down visual landscape as cars sit and rust, tires go flat and 30th becomes an open air auto junk yard. This a serious problem and causes heated confrontations. Pleased address this. Thanks.	3/20/2018 1:07 PM
63	I really don't like much of this redevelopment plan. It changes the character of the area totally from a 'surf town' feel to a 'Los Gatos' feel, which is not what most residents want. It will increase population and traffic, and be a stress on the already existing residents.	3/20/2018 12:04 PM

64	You did not mention enough about mass transit - which if this development really happens its an opportunity for the use of Mass transit	3/20/2018 8:54 AM
65	Sad sad sad that it has come to this & that Outside Planners with their "visions" pretend they are listening to the Community when they do what they want taking \$\$ from Developers. Look at the impending car dealership at 41st & Soquel Dr. So much for your Vision, "Community" involvement. I'm only filling this out as a 47 year resident/protester!	3/19/2018 8:43 PM
66	Please don't turn Portola Dr a nice surfing area into a crowded San Francisco	3/19/2018 8:35 PM
67	If it is not Broken, do not "Fix" it	3/19/2018 6:34 PM
68	I don't like this project at all.	3/19/2018 5:18 PM
69	In summary, I like the 3-lane transition for Portola, though I'm not sure this will help traffic flow; there's already too much traffic. A stoplight at 41st and Portola would help. Widening sidewalks in front of commercial establishments might be pretty but it will reduce road space. Keep the height BELOW 35 ft. A village feel is not consistent with multi-story buildings.	3/19/2018 5:16 PM
70	We firmly believe this is a boondoggle of epic proportions. It's as necessary as voluntary cosmetic surgery is. Everybody that wants to "fix" our home, doesn't live here.	3/19/2018 5:00 PM
71	Portola Avenue is an alternative to highway 1. Since the county is dragging their feet in widening the highway it is that much more important to limit development on Portola and keep the traffic flowing	3/19/2018 4:33 PM
72	We need to provide for more housing, that means increased density, higher building heights, and more mixed use projects. Thanks for an opportunity to voice my thoughts.	3/19/2018 4:21 PM
73	As a lifelong resident of Santa Cruz, pleasure point growing up, and a frequent shopper to pleasure point, i love the direction the community plan has taken. Turning Portola into a three lane road with increased walkability will surely increase the success of small businesses along this corridor. And hopefully bring in new businesses that add value to the community. We need a new garden shopping experience. This just may be it!	3/19/2018 3:57 PM
74	I hope that some smaller grocery stores, bakeries, food specialty retailers will go into this area. It'd be nice if locals didn't have to drive out to 41st Ave or over to Soquel Ave to buy basic foodstuffs.	3/19/2018 3:23 PM
75	A traffic signal at 41st and portola is needed , I avoid it on weekends because pedestrians block it up	3/19/2018 3:21 PM
76	More Breakfast, Lunch & Dinner Cafe's. More Denser Multi-use buildings. Incentivize bus use. Better timing of bus routes. Wider sidewalks with outdoor seating (Tables & Chairs). Add free Wi-Fi. I would like to see more incentives for pedestrian, bike, skateboard, and bus transportation - rather than just adjustments for automobiles (multi directional 4 way crosswalks).	3/19/2018 2:42 PM
77	Lighted crosswalks and a stop sign at 36th are really important for pedestrian and driver safety.	3/19/2018 2:39 PM
78	We appreciate being invited to participate since we live mid-south county but do 90% of all of our shopping, banking, gym membership and other activities on 41st and adjacent streets. Design by committee has never been very successful (eg. Vision Santa Cruz and what downtown looks like today). I'm all in favor of having community input but then, really truly great projects are finally designed by professional engineers, designers who understand light, space and usage better than any of us ever could. The last thing we need is another carved up incoherent crowded space that serves political but not cultural and economic interests.	3/19/2018 2:27 PM
79	I really would like to see some improvement (if not ideal) and not get bogged down in years on indecision where nothing happens....	3/19/2018 2:14 PM
80	Great planning program. I sincerely hope that the County Public Works and Economic Development departments will go to work on getting this plan implemented. This corridor could use a facelift. Also... the project area completely avoids the very large mobile home parks. Why is that? Why not include a 200-300 ft strip of those properties in the concept planning process?	3/18/2018 9:56 PM
81	Great ideas for Portola Drive- can't wait to see these ideas used to make our area more functional and more beautiful.	3/18/2018 3:47 PM
82	Thanks you so much for allowing community input. Wish we had done this when the Lumberyard complex was being considered.	3/18/2018 3:29 PM

83	> Grow the Lower 41st Ave vibe around onto Portola - Save OUR Village!! > No to 35+ ft anywhere on Portola! > No to Portola business delivery routes using the avenues > No Portola biz patron parking in the avenues > YES to flashing crosswalk and flashing stop signs (MIG says push-button crosswalks: we say they take too long to activate - people ignore) > Add crosswalk at 37th > Portola's car and pedestrian use patterns expand during certain months: SPpt. asks for a 2 year "measurement" of street changes (No to MIG/Co.: "trial periods are 3 weeks up to 6 mos.") > Before changes to 30th - 32nd do pattern study including input by users as strip is too dangerous to make "guesses" as to what fixes will work!	3/16/2018 7:36 PM
84	no	3/16/2018 5:07 PM
85	Must maintain and enhance Village look and feel. Again, no to 35+ ft. anywhere on Portola! Again, no to Portola business delivery routes using the avenues perpendicular to Portola. Again, no Portola biz patron parking in the avenues perpendicular to Portola. Add flashing crosswalk and flashing stop signs Add flashing crosswalk crosswalk at 37th No to MIG/Co. "trial periods" Three week to 6 month delays to project unacceptably Before changes to 30th - 32nd do a pattern study including input from users. Publish results for community review.	3/16/2018 2:28 PM
86	Safety first! Thanks! Pedestrians, cyclists, drivers, thank you!	3/16/2018 11:48 AM
87	Preserving the neighborhood means not changing it. Use real data to make decisions. Don't believe everything that the save pleasure point committee says. Their 'we' is not really everyone. Add as many stop signs and pedestrian walkways as are needed to slow traffic. Require Cat & Cloud to put stacked parking in lot if not enough parking for their business. Tell them to advise their customers to park farther down Portola and walk a few more feet for their cup of coffee. Not changing the vibe or feel means just that - not changing it. Allow traffic to flow as it currently does with the existing 4 lanes. Do NOT reduce lanes on Portola. Don't pretend to be trying something out. Stop forcing this change on our neighborhood. We don't need it and we don't want it. The idea will not achieve the goals of making the street safer. IT will just become pure gridlock. That won't get people walking more or being more safe with bikes or walking. Total gridlock doesn't make it safer. If you have any question about the safety of gridlock, check out the famous Arc De Triomphe in Paris. It's total gridlock. Pedestrians are forced to use a tunnel to get to the arch.	3/16/2018 10:30 AM
88	Thank you for your efforts. I value: safety while walking and riding bikes; maintaining a clean, landscaped look; new buildings that generally fit in the neighborhood--not too tall, not creating more traffic/parking problems, that reflect that this is a place where people LIVE not just shop; and sustainability.	3/16/2018 9:55 AM
89	We need a stop sign at 36th and Portola. The intersection of 30th and Portola needs careful redesigning, with stop signs or light. We have limited exit routes in Pleasure Point and it is difficult to exit onto Portola from those streets. More trees. More protection for bicycles, so bike lanes should go between parking and sidewalks. More sidewalk seating. No hotels. Yes to affordable housing above businesses. Small local businesses with affordable housing on top would be ideal.	3/15/2018 5:42 PM
90	Mixed architecture to reflect Pleasure Point eclectic personality No business parking on side streets Enforce speed limits!	3/15/2018 4:48 PM
91	It's inevitable but existing "undesirable" businesses should not be forced out with new rulings. Let that happen by attrition.	3/15/2018 2:38 PM
92	Thank you for soliciting our inputs.	3/15/2018 1:45 PM
93	Putting additional restrictions and regulations will hurt the commercial businesses, especially the small business that do not have enough land/space to implement these restrictions. It will discourage development and force property values to decline.	3/15/2018 1:16 PM

94	> Grow the Lower 41st Ave vibe around onto Portola - Save OUR Village!! > No to 35+ ft. anywhere on Portola! > No to Portola business delivery routes using the avenues > No Portola biz patron parking in the avenues > YES to flashing crosswalk and flashing stop signs (MIG says push-button crosswalks: we say they take too long to activate - people ignore) > Add crosswalk at 37th > Portola's car and pedestrian use patterns expand during certain months: SPPT. asks for a 2 year "measurement" of street changes (No to MIG/Co.: "trial periods are 3 weeks up to 6 mos.") > Before changes to 30th - 32nd do pattern study including input by users as strip is too dangerous to make "guesses" as to what fixes will work! SAVE PLEASURE POINT'S RECOMMENDATIONS PUBLIC INFRASTRUCTURE PROJECTS TO INCREASE SAFETY ¼ YES to adding crosswalk at 37th ¼ YES to clearly marked crosswalks at 26th, 30th 32nd, 36th, 37th and 41st Aves ¼ YES to yellow flashing crosswalk signs (ex: Live Oak Library on Portola Dr.) ¼ YES to red flashers on stop signs (ex: Capitola Police Dept.) ¼ YES to red corner curbs for clear L – R turning visibility onto Portola from any Avenue or driveway ¼ YES to making urgent, major safety improvements at dangerous, unsafe Portola - 30th – 32nd Ave intersections (ex: reconfiguration of crosswalks and stop sign placement) SPPT's RECOMMENDED GUIDELINES FOR NEW DEVELOPMENTS & REMODELS ¼ HOTELS 55% NO from clicker survey at community meeting #2	3/15/2018 11:52 AM
95	Please listen to us. I've lived on the Point for 48 years. The residents like it here, that's why we moved here. Not looking to change things to Palo Alto, or any other place it is not. Thanks for our say	3/15/2018 11:21 AM
96	Keep Pleasure Points Surf Culture alive! Don't try to make it Palo Alto or Santana Row.	3/15/2018 9:14 AM
97	Thanks!	3/14/2018 4:46 PM
98	Leave it alone! Spend the money somewhere else where it's really needed. Portola Drive functions just fine the way it is. There is no foot traffic to speak of and reducing traffic lanes is ludicrous! It doesn't need enhancing, the street is mostly used by locals and people who live and work along the Drive. There is no real tourist traffic and no niche shops therefore the expanded sidewalks are unnecessary.	3/14/2018 2:55 PM
99	Please do listen to our input. We live here.	3/14/2018 2:49 PM
100	As a tenant in the El Rancho Center, I definitely DO NOT agree with this plan. There is ample parking for the businesses here and the traffic in the summer down Portola is heavy. Narrowing it down to one lane each way is ridiculous. It is hard enough to pull in and out of this center as is. If money is to be spent to make this area more "appealing" it should be to upgrade the look and feel. New paint, new signage, and more attention should be made in clearing out the homeless, transients, and drug addicts that frequent this area.	3/14/2018 2:06 PM
101	Please do not let a small group drive the overall vision for PP. They do not necessarily represent the views of the majority. For example, we are fine with small hotel development on Portola with the proper design process if the hotel fits the character, attributes etc of the area. We would love to see more of the look/feel on 41st wrap around and continue down Portola to 26th Avenue.	3/14/2018 12:42 PM
102	I am very disappointed. This is exclusionary planning and zoning at its worst.	3/14/2018 12:21 PM
103	Save Pleasure Point: Keep our village - we are a go-to place in the county - not many of them are left! We have a unique vibe and tradition - grow it!! People buying \$1M+ homes in this neighborhood are not interested in Portola becoming/looking like upper 41st, Soquel Ave or Mission St..The success of lower 41st represents who lives here and who visits here.	3/14/2018 11:41 AM
104	Attending the meetings was painful but welcome!	3/14/2018 11:35 AM
105	What happens next? Has this survey been widely publicized? I only saw it on my Nextdoor Neighbor site. It should be publicized in the Sentinel and the Good Times. Also on social media, like Facebook.	3/14/2018 9:52 AM
106	I'm so glad this is happening! So much of this project includes the old worn down shopping center on portola where cofeetopia is Renovating or completely starting over would make a world of difference!	3/14/2018 9:27 AM
107	Pleasure Point owners have clearly voiced their opinions & preferences at all 3 community outreach meetings conducted re: the Pleasure Point Commercial Corridor. 1. Portola Dr. businesses must provide sufficient on-site or designated off-site patron parking 2. Don't allow small businesses to partially fulfill parking requirements via new on-street parking on Portola Dr. or on the Avenues 3. Don't allow parking for business patrons on the Avenues 4. Don't allow delivery trucks for Portola businesses to use the Avenues for unloading or as transport routes back to Portola Dr. 5. No additional hotels approved for Pleasure Point Commercial Corridor	3/14/2018 9:16 AM

108	Great job! This is pretty cool. I do recommend breaking up survey questions on east/mid/west sections. I have lots of comments on proposals for each but the question screen and comment space were disproportional. Also, a lot of this seems to give greater consideration to impacts on south side residences (eg building heights). Not sure why residences on the north shouldn't get same protections.	3/14/2018 7:42 AM
109	I'm a newish local - 4 years. I support change . Encouraging foot traffic is great but we need to keep commuting easy without infringing more on to residential streets. Keep portola as 4 driving lanes. Cyclists and pedestrians can go an extra block or 2 at the expense of losing a driving lane	3/14/2018 7:05 AM
110	Whatever is done needs to have traffic and safety as the number 1 priority. Too much development will surely "ruin" the vibe and culture of this great community. We need to look at where it has "worked" and where it has failed and learn from the past. Riding a bike today on Portola drive feels unsafe and that is why a bike path is vital.	3/14/2018 6:55 AM
111	Several options include the concept of traffic enforcement. This is a false promise. Speed laws already exist and are not enforced. Parking rules exist for the whole of pleasure point and are not enforced people block the road all the time. Along Portola from 30th to Adrienne way people park in the bike lanes and it is never enforced. Any design considerations for the 41st and Portola will definitely impact traffic east of 41st on Portola a known speeding area. Any encouragement of business / a stronger "feel or vibe" will increase business and traffic. Portola will be impacted and must b addressed with traffic calming measures put in place (e.g. narrowing/or necking the road down, FD friendly speed bumps, planter boxes, etc...)	3/13/2018 11:33 PM
112	I especially like attention to sidewalks and cross walks. Just want to repeat stop lights needed at 41st and Portola. Mostly to control pedestrians.	3/13/2018 9:07 PM
113	Thanks for doing this great process for our neighborhood.	3/13/2018 8:56 PM
114	Thank you for letting us comment for these improvements to our neighborhood	3/13/2018 7:47 PM
115	I think that is would be negligent to ignore the short segments of the side streets (30th, 36th, & 38th) that are included on the map. Those exits and entrances to Portola will impact the overall concept, sort of like building a fancy hotel next to a slum.	3/13/2018 7:19 PM
116	Nope.	3/13/2018 7:18 PM
117	Only 3 lanes with back-in parking seems like a dangerous and/or nuisance-inducing choice.	3/13/2018 6:58 PM
118	Thank you for the opportunity to comment. PLEASE keep an eye on the section of Portola Drive that follows these "calming" sections. My feeling is that people will begin to speed EVEN MORE from 41st to Cliff Drive after they have been "calmed" from 26th to 41st. Many people cross that stretch of Portola to get to the beach - kids, dogs, strollers, surfboards, families, ETC. Please consider a stop sign on Portola at either Adrienne or Laurel to break up that straightaway. Please, too, consider PP a VILLAGE, a neighborhood, that exists for its residents and others in SC County. It is NOT, nor does it want to be, a "tourist destination" with hotels, angled parking and 40 foot height limits. Keep it charming or it's not PP.	3/13/2018 5:53 PM
119	nope - good work!	3/13/2018 4:55 PM