



ATTACHMENT B

COMMUNITY WORKSHOP #3 COMMENT CARDS AND COMMUNITY WORKSHOP #3 POLLING RESULTS

The following are scans of each comment card submitted by a member of the community during Community Workshop #3 held on February 22, 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
- Community Workshop #3 Polling Results



STATION 1

Project Overview and Community Input

STATION 1 COMMENT CARD

STATION 1: PROJECT OVERVIEW AND COMMUNITY COMMENTS

Project Goals

☐ GREAT WORK!

Additional Comments

STATION 1 COMMENT CARD

STATION 1: PROJECT OVERVIEW AND COMMUNITY COMMENTS

Project Goals

Additional Comments

Good ideas

STATION 1 COMMENT CARD

STATION 1: PROJECT OVERVIEW AND COMMUNITY COMMENTS

Project Goals

SOUNDS
Great!

Additional Comments

STATION 1 COMMENT CARD

STATION 1: PROJECT OVERVIEW AND COMMUNITY COMMENTS

Project Goals

Keep variation ~~in~~ ⁱⁿ 3
segments, so they

Additional Comments

retain their unique
character by land use.

Keep the mystery as
you progress from 26th → 41st
26th ←

STATION 1 COMMENT CARD

STATION 1: PROJECT OVERVIEW AND COMMUNITY COMMENTS

Project Goals

General Comment



Additional Comments

I live on the mountain side of Portola Drive, one block above Portola.

When "Pleasure Point" is emphasized in this project, I feel that many of my neighbors do not realize how this project affects us too. We use Portola Drive as much as our friends on the "other side" of the drive. Please be sure to change the name to ~~the~~ Portola Drive project when advertising in Sentinel etc.

STATION 1 COMMENT CARD

STATION 1: PROJECT OVERVIEW AND COMMUNITY COMMENTS

Project Goals

VILLAGE + COMMUNITY
ATMOSPHERE

PRESERVING CHARACTER

AVOIDING CHAIN STORE

WALK + BIKE FRIENDLY

Additional Comments

STATION 1 COMMENT CARD

STATION 1: PROJECT OVERVIEW AND COMMUNITY COMMENTS



Project Goals

My priorities:

1 - Safe for walking + biking.
Wide sidewalks, Protected bikeways
Folks in P. Leisure park use
people power.

2 - Community. Open spaces that
are great with places to sit
and chat and eat.

3 - Aesthetics. The eclectic mix
should look good! Sure it is
subjective but there are
design standards that help.

4 - Friendly for businesses and
neighbors. Parking that works
for both.

We want a slow village

Additional Comments

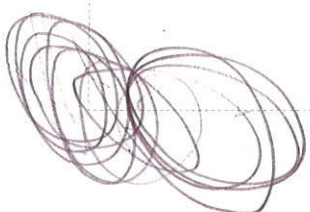
STATION 1 COMMENT CARD

STATION 1: PROJECT OVERVIEW AND COMMUNITY COMMENTS

Project Goals

I agree with all general concepts

Additional Comments



STATION 1 COMMENT CARD

STATION 1: PROJECT OVERVIEW AND COMMUNITY COMMENTS

Project Goals

Additional Comments

Don't like the 4 lanes to 2
Not needed here. Will slow
things down. If there are more
residential / businesses, there
will be more traffic.

STATION 1 COMMENT CARD

STATION 1: PROJECT OVERVIEW AND COMMUNITY COMMENTS

Project Goals

Additional Comments

no traffic light @ 41st

STATION 1 COMMENT CARD

STATION 1: PROJECT OVERVIEW AND COMMUNITY COMMENTS

Project Goals

Additional Comments

Why does it take until 2020
to just start planning of building
too many hoops to jump thru.

STATION 1 COMMENT CARD

STATION 1: PROJECT OVERVIEW AND COMMUNITY COMMENTS

Project Goals

• Agree with Project Overview

Additional Comments

STATION 1 COMMENT CARD

STATION 1: PROJECT OVERVIEW AND COMMUNITY COMMENTS

Project Goals

Additional Comments

Great job with these meetings!
Impressed with the organization
around such a "messy" process.
Ultimately feel optimistic about
the collective vision.

STATION 1 COMMENT CARD

STATION 1: PROJECT OVERVIEW AND COMMUNITY COMMENTS

Project Goals

Self
Pg 3

Additional Comments

STATION 1 COMMENT CARD

STATION 1: PROJECT OVERVIEW AND COMMUNITY COMMENTS

Project Goals

Additional Comments

Speed UP the TIMELINE. THIS WILL never get done with this pokey schedule.

Draft EIR should not take 1 year

• Set A TIMELINE for Near term projects

(painting lanes, crosswalks
Bike Lanes, improved parking
etc)

STATION 1 COMMENT CARD

STATION 1: PROJECT OVERVIEW AND COMMUNITY COMMENTS

Project Goals

- Long term Plan:

No inside Bike Lanes! Dangerous!

Cars exiting avenues will have to pull out into bike lanes to see past parked cars to drive on to Portola.

Please do not remove trees that we fought for 20 years ago - The "old" P Pt. Bs. Plan

Additional Comments

STATION 1 COMMENT CARD

STATION 1: PROJECT OVERVIEW AND COMMUNITY COMMENTS

Project Goals

Additional Comments

Keep Pleasure Point eclectic and a bit "funky". It is a world renowned surfing area / community; I wish we could slow down some of the residential gentrification. (I know that is not the focus of this project)

STATION 1 COMMENT CARD

STATION 1: PROJECT OVERVIEW AND COMMUNITY COMMENTS

Project Goals

NEAR TERM concept is
best & doable
diagonal Parking - yes

Additional Comments

STATION 1 COMMENT CARD

STATION 1: PROJECT OVERVIEW AND COMMUNITY COMMENTS

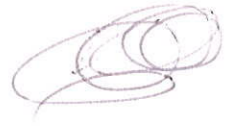
Project Goals

no
plans,

Additional Comments

STATION 1 COMMENT CARD

STATION 1: PROJECT OVERVIEW AND COMMUNITY COMMENTS



Project Goals

Additional Comments

I think I will only move
TRAFFIC ONTO SIDE STREETS
CONGESTION NIGHTMARE

STATION 1 COMMENT CARD

STATION 1: PROJECT OVERVIEW AND COMMUNITY COMMENTS

Project Goals

Anything less than 4 lanes all the way through Pleasure Point is nothing less than planned chaos! Santa Cruz needs traffic arterials more than quaint "community identity." Is there a "vision" of making Santa Cruz so undrivable that county government can call for emergency powers to prohibit the use of private cars?

Additional Comments

Whose idea was it that Portola Drive/Pleasure Point needed a "vision?" Did these people have some kind of vision they're not sharing with us? Aren't "Grants" for implementing these plans just bringing in special interest money from corporations and "3rd Sector" companies who use these grants to reach their visions?

I somehow doubt that these comments will be included in "the public's ideas."

STATION 1 COMMENT CARD

STATION 1: PROJECT OVERVIEW AND COMMUNITY COMMENTS

Project Goals

who is
trying to
push this
through?

Additional Comments

The %'agos reported
from last time were
combined = "not sure."
this is not
fair.

STATION 1 COMMENT CARD

STATION 1: PROJECT OVERVIEW AND COMMUNITY COMMENTS

Project Goals

Additional Comments

Keep local character (small community feeling)
36th Ave dangerous to cross for pedestrians
and bikes.

No delivery trucks for Cat & Cloud on
36th blocking traffic.

STATION 1 COMMENT CARD

STATION 1: PROJECT OVERVIEW AND COMMUNITY COMMENTS

Project Goals

~~Stat #1~~
Near Term
Concept

~~Stat #1~~

Reverse Fringe Parking

~~Stat #2~~
Near Term
Concept

~~Stat #3~~

~~Near Term~~ | No Roundabout | signals?
~~Concept~~ | won't work | lights

~~Stat #4~~

12ft wide wide
15ft Sidewalks

Additional Comments

No buildings higher than 35 ft
Restricted!

→
Test pilot a street Near term
concept



STATION 2

Draft Vision and Guiding Principles

STATION 2 COMMENT CARD

STATION 2: VISION AND GUIDING PRINCIPLES

Vision Statements

Thank you for including all modes of transportation in the vision statement! We want vibrant, active, community spaces and ~~not~~ supporting active transportation will make that happen.

Guiding Principles

We support all forms of traffic calming. More people will ride bikes on roads that have slower traffic. Bicyclists have been shown to spend less per trip, but more overall compared to motorists.

"Wider and safer" bicycle lanes will encourage our neighbors to bike to go shopping.

Additional Comments

STATION 2 COMMENT CARD

STATION 2: VISION AND GUIDING PRINCIPLES

Vision Statements

Guiding Principles

- HOW DOES PUBLIC ART FIT IN?
- ANY ACCOMMODATIONS?
- GUIDELINES OR VISION?

Additional Comments

STATION 2 COMMENT CARD

STATION 2: VISION AND GUIDING PRINCIPLES

Vision Statements

Guiding Principles

Additional Comments

Agree with proposed
principles

STATION 2 COMMENT CARD

STATION 2: VISION AND GUIDING PRINCIPLES

Vision Statements

Guiding Principles

+ Vary design elements by
section/block

ie angled parking, ~~only~~
not replicated throughout entire
area — variation, as currently

Additional Comments

working well on
lower of 41st Ave.

STATION 2 COMMENT CARD

STATION 2: VISION AND GUIDING PRINCIPLES

Vision Statements

Guiding Principles

Include neighbors on the mountain side of Portola Drive in this project. Renaming the project so ~~Pleasure Point~~ Portola Drive rather than Pleasure Point was emphasized would be helpful.

Additional Comments

I live only one block above Portola Drive and I certainly use the street as much as my ~~neighbors do~~ friends on the Ocean side do.

STATION 2 COMMENT CARD

STATION 2: VISION AND GUIDING PRINCIPLES

Vision Statements

ENCOURAGING
FRIENDLY NEIGHBORHOOD
ENVIRONMENT

Guiding Principles

Additional Comments

STATION 2 COMMENT CARD

STATION 2: VISION AND GUIDING PRINCIPLES

Vision Statements

I agree with general concepts

Guiding Principles

Additional Comments

STATION 2 COMMENT CARD

STATION 2: VISION AND GUIDING PRINCIPLES

Vision Statements

Guiding Principles

Additional Comments

Hate backing in diagonal ~~parking~~
parking. No more trees. We
have enough already + they break
sidewalks + are high maintenance.

STATION 2 COMMENT CARD

STATION 2: VISION AND GUIDING PRINCIPLES

Vision Statements

I like the draft vision statement

Guiding Principles

Minimize height appearance!

Additional Comments

No delivery trucks in the Avenues.

STATION 2 COMMENT CARD

STATION 2: VISION AND GUIDING PRINCIPLES

Vision Statements

Like what
is proposed on
charts

Guiding Principles

Additional Comments

STATION 2 COMMENT CARD

mm

STATION 2: VISION AND GUIDING PRINCIPLES

Vision Statements

Support development that cultivates a small town or village feel. It is important to encourage tourists for businesses but without large hotels. Support small inns, Bungalows, and vacation rentals.

Guiding Principles

Extend provision for 35' or less building height to entire corridor - Especially to North Side between 38th and 41st where it ~~also~~ is against residential homes.

Additional Comments

"Hotel" needs to be clearly defined so that it doesn't preclude small accommodations.

Rotary at 41st and Portola

STATION 2 COMMENT CARD

STATION 2: VISION AND GUIDING PRINCIPLES

Vision Statements

Can we welcome tourists & visitors too? They have a tremendous impact to businesses and we should welcome & accommodate the volumes. They are coming here anyway, so let's embrace that we live in a highly desirable place to enjoy & recreate!

Guiding Principles

Encourage buildings no taller than 35' on Portola - South side - Between 38th & 30th.

Include North side as well & 30th to 41st.

We don't need to discourage hotels; we want to create limits on size and guidelines for design. Let's include Inn's, B&B's, & Air B'n B's - But residential set-backs on San Juan & units for example. Places

Additional Comments

~~Are people's stay overnight is good for businesses. Pleasure P. Inn has~~
What about 41st Ave & Portola bottleneck? Would love a rotary / round-about like by the Boardwalk & Police Station near downtown } a residential feel & blends in well.

STATION 2 COMMENT CARD

STATION 2: VISION AND GUIDING PRINCIPLES

Vision Statements

Guiding Principles

- Why only South side? community wants same STANDARD ON North side as well. we've expressed THAT REPEATEDLY.
- 35 feet is very tall - Reduce to 30 FEET?

Additional Comments

STATION 2 COMMENT CARD

STATION 2: VISION AND GUIDING PRINCIPLES

Vision Statements

Shop, dine, live, relax, interact

Guiding Principles

Additional Comments

STATION 2 COMMENT CARD

STATION 2: VISION AND GUIDING PRINCIPLES

Vision Statements

NEARTEAM - Practical

Guiding Principles

Additional Comments

The existing site will likely NOT be re-done, so the idea of very wide sidewalks (although very appealing) is not practical - protected bike lanes & diagonal parking

STATION 2 COMMENT CARD

STATION 2: VISION AND GUIDING PRINCIPLES

Vision Statements

- more bike racks
- encourage more bike & ped use
- parking in back best
- disagree w/ need for on-street parking (makes a barrier to village, stores etc)

Guiding Principles

Additional Comments

STATION 2 COMMENT CARD

STATION 2: VISION AND GUIDING PRINCIPLES

Vision Statements

Guiding Principles

Additional Comments

IMPROVED PARKING -
DIDNT THINK OF HOW MANY
NEAR HIS I SEEN WHILE THIS
HAS BEEN IMPLEMENTED

STATION 2 COMMENT CARD

STATION 2: VISION AND GUIDING PRINCIPLES

Vision Statements

Guiding Principles

Keep height low on buildings
lots of greenery & plants

Additional Comments

Don't remove trees for parking



STATION 3

Western, Middle and
Eastern Portions

STATION 3 COMMENT CARD

STATION 3: WESTERN, MIDDLE AND EASTERN PORTIONS OF PORTOLA DRIVE

Western Portion of Portola Drive

Long term concept #2 is preferred b/c of the parking protected bike lanes. How can we implement short term until we have funding for long-term?

Middle Portion of Portola Drive

The long-term concepts reflect what European countries are doing to make their urban areas beautiful, welcoming, safe, and accessible. Love it!

Eastern Portion of Portola Drive

Please consider a roundabout at 41st & Portola. Similarly to back-in diagonal parking, it will ~~not~~ take getting used to, but in the end will improve traffic flow and safety for all modes.

Additional Comments

STATION 3 COMMENT CARD

STATION 3: WESTERN, MIDDLE AND EASTERN PORTIONS OF PORTOLA DRIVE

Western Portion of Portola Drive



Middle Portion of Portola Drive

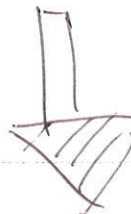
- NEAR TERM CONCEPT IS A PUBLIC SAFETY NIGHTMARE ... PLEASE ABANDON!
- LONG TERM CONCEPT #2 IS VIABLE ... BETTER TO STRATEGIZE THIS PLAN RATHER THAN EMPLOYING THE NEAR TERM CONCEPT

Eastern Portion of Portola Drive

- ADDED EXPENSE AND LONGER WAIT WILL BE EASILY OFFSET BY THE LOWER DISRUPTION ~~COST~~ AND COST OF ESSENTIALLY DOING TWO PROJECTS RATHER THAN ONE

Additional Comments

- LET'S DO IT RIGHT THE FIRST TIME! 😊



STATION 3 COMMENT CARD

STATION 3: WESTERN, MIDDLE AND EASTERN PORTIONS OF PORTOLA DRIVE

Western Portion of Portola Drive

Protected Bike lanes

Middle Portion of Portola Drive

Protected Bike lanes

Eastern Portion of Portola Drive

Protected Bike lanes
maybe a light to control pedestrians
at 41st & Portola ??

Additional Comments

STATION 3 COMMENT CARD

STATION 3: WESTERN, MIDDLE AND EASTERN PORTIONS OF PORTOLA DRIVE

Western Portion of Portola Drive

This pertains to all sections of Portola. East bound traffic between 3 PM and 6 PM weekdays and most weekends becomes clogged from Ocean and East Cliff up to where Portola becomes 2 lanes in each direction. Again clogs after 41st.

Middle Portion of Portola Drive

In the morning the reverse is true but west congestion.

I support keeping Portola 2 lanes in each direction to allow flow and give relief to the congested 1 lane morning

Eastern Portion of Portola Drive

and afternoon problem.

Please consider leaving Portola 2 lane in each direction

Additional Comments

STATION 3 COMMENT CARD

STATION 3: WESTERN, MIDDLE AND EASTERN PORTIONS OF PORTOLA DRIVE

Western Portion of Portola Drive

Middle Portion of Portola Drive

Please stay away from diagonal parking on Portola, it doesn't work well in my previous city I lived. Dangerous to park / back out into traffic.

Eastern Portion of Portola Drive

Additional Comments

STATION 3 COMMENT CARD

STATION 3: WESTERN, MIDDLE AND EASTERN PORTIONS OF PORTOLA DRIVE

Western Portion of Portola Drive

Middle Portion of Portola Drive

Eastern Portion of Portola Drive

+ + Protected bike lanes

Additional Comments

* ? where are commercial vehicles
designated parking areas?
All behind / rear parking areas?
Need to be specified, w/signage

STATION 3 COMMENT CARD

STATION 3: WESTERN, MIDDLE AND EASTERN PORTIONS OF PORTOLA DRIVE

Western Portion of Portola Drive

Middle Portion of Portola Drive

Eastern Portion of Portola Drive

Additional Comments

Make sure traffic studies have been done before instituting ~~3~~ 3 lanes. We don't want traffic Congestion!

STATION 3 COMMENT CARD

STATION 3: WESTERN, MIDDLE AND EASTERN PORTIONS OF PORTOLA DRIVE

Western Portion of Portola Drive

Stop sign at 30th and 7/11

Middle Portion of Portola Drive

Eastern Portion of Portola Drive

Additional Comments

STATION 3 COMMENT CARD

STATION 3: WESTERN, MIDDLE AND EASTERN PORTIONS OF PORTOLA DRIVE

Western Portion of Portola Drive

CLEAN UP 7/11 CORNER
SAFER PED CROSSING

Middle Portion of Portola Drive

WALK/BIKE FRIENDLY
WITH SPACE FOR HANGING
OUT & CONGREGATING

Eastern Portion of Portola Drive

OPEN SPACE
MORE CAFE/RESTURANT &
COMMERCIAL ACTIVITY

Additional Comments

STATION 3 COMMENT CARD

STATION 3: WESTERN, MIDDLE AND EASTERN PORTIONS OF PORTOLA DRIVE

Western Portion of Portola Drive

I agree with general concepts

Middle Portion of Portola Drive

I agree with general concepts

Eastern Portion of Portola Drive

I agree with general concepts

Additional Comments

STATION 3 COMMENT CARD

STATION 3: WESTERN, MIDDLE AND EASTERN PORTIONS OF PORTOLA DRIVE

Western Portion of Portola Drive

Hate your concepts near term + long term. Trees are ~~useless~~ ^{high} maintenance.

What about flowers?

Trees need to be cut back + ^{roots} affect the sidewalks + street. on 41st the trees need

Middle Portion of Portola Drive

pruning right now + where is the money for that?

Do not like the trees, prefer flowers.

Eastern Portion of Portola Drive

will be used for beach parking. ^{reverse angle parking} Diagonal back up stops traffic completely. I hate it.

Additional Comments

3
STATION 1 COMMENT CARD

STATION 1: PROJECT OVERVIEW AND COMMUNITY COMMENTS

Project Goals

Bike Lane Protection should include An Audible Signal for Drivers that they have crossed into the Bike Lane, Perhaps a Rumble Strip ~~like~~ similar to those on Highways

Additional Comments

STATION 3 COMMENT CARD

STATION 3: WESTERN, MIDDLE AND EASTERN PORTIONS OF PORTOLA DRIVE

Western Portion of Portola Drive

Street Trees -
see station 1

Middle Portion of Portola Drive

Eastern Portion of Portola Drive

Additional Comments

STATION 3 COMMENT CARD

STATION 3: WESTERN, MIDDLE AND EASTERN PORTIONS OF PORTOLA DRIVE

Western Portion of Portola Drive

The stop sign @ 30th Ave needs flashing lights, needs a lane to turn into. Dangerous intersection!

Long term concept # 2

Middle Portion of Portola Drive

like the wider sidewalks

Eastern Portion of Portola Drive

Long term concept # 2
Prop

Additional Comments

Do think they need to go down to 3 lanes (center turn). I think people come off the 30th Ave stop sign & floor at down Portola. I believe ~~to~~ ² lanes will help to slow traffic.

STATION 3 COMMENT CARD

STATION 3: WESTERN, MIDDLE AND EASTERN PORTIONS OF PORTOLA DRIVE

Western Portion of Portola Drive

like near term concept

Middle Portion of Portola Drive

like near term concept

Eastern Portion of Portola Drive

like near term concept

Additional Comments

NO ROUNDABOUTS

FLASHING STOP SIGNS

? CROSSWALK SIGNS

with only 1 lane \div on street parking seems
like you would have BACK-UPS when CARS PARK

STATION 3 COMMENT CARD

STATION 3: WESTERN, MIDDLE AND EASTERN PORTIONS OF PORTOLA DRIVE

Western Portion of Portola Drive

Long Term
Concept 1 ^{car} + 2

Middle Portion of Portola Drive

Like Long Term
Concept 1 #2

Eastern Portion of Portola Drive

• Like Best
Long Term Concept #1
a #2

Additional Comments

• also Really Like
normal angle parking
Coat reverse angle P.

STATION 3 COMMENT CARD

STATION 3: WESTERN, MIDDLE AND EASTERN PORTIONS OF PORTOLA DRIVE

Western Portion of Portola Drive

Middle Portion of Portola Drive

Eastern Portion of Portola Drive

Extend height restriction to Eastern portion AND NORTH SIDE. There are a number of single family homes in that area (including our house) that would be destroyed if multi-story developments were built in adjacent lots.

Additional Comments

STATION 3 COMMENT CARD

STATION 3: WESTERN, MIDDLE AND EASTERN PORTIONS OF PORTOLA DRIVE

Western Portion of Portola Drive

"smaller scale" makes a lot of sense for this area of Portola.

Middle Portion of Portola Drive

No Buildings over 35ft to 41st Ave on the north side as well =

Eastern Portion of Portola Drive

No Buildings over ~~35ft~~ as well to 41st Ave on both north & south sides.

Continue the feel & look of 41st Ave into Portola. Require Business licenses to improve like Frenchie's, Black Pearl, etc.

Additional Comments

For all, Long Term Concept # 2 makes the most/best sense for improving bike safety. Also, more intentional cross-walks add character to the street.

STATION 3 COMMENT CARD

STATION 3: WESTERN, MIDDLE AND EASTERN PORTIONS OF PORTOLA DRIVE

Western Portion of Portola Drive

STOP SIGN
AT 30th AVE

Middle Portion of Portola Drive

~~STOP~~ SIGNS AT
36th AVE

Eastern Portion of Portola Drive

Additional Comments

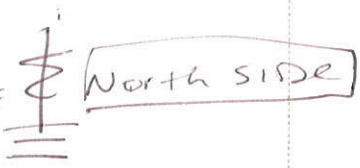
STATION 3 COMMENT CARD

STATION 3: WESTERN, MIDDLE AND EASTERN PORTIONS OF PORTOLA DRIVE

Western Portion of Portola Drive

- Let's get this implemented Quickly
- ADD Lighted crosswalks @ Key Areas, we've asked for this every meeting -

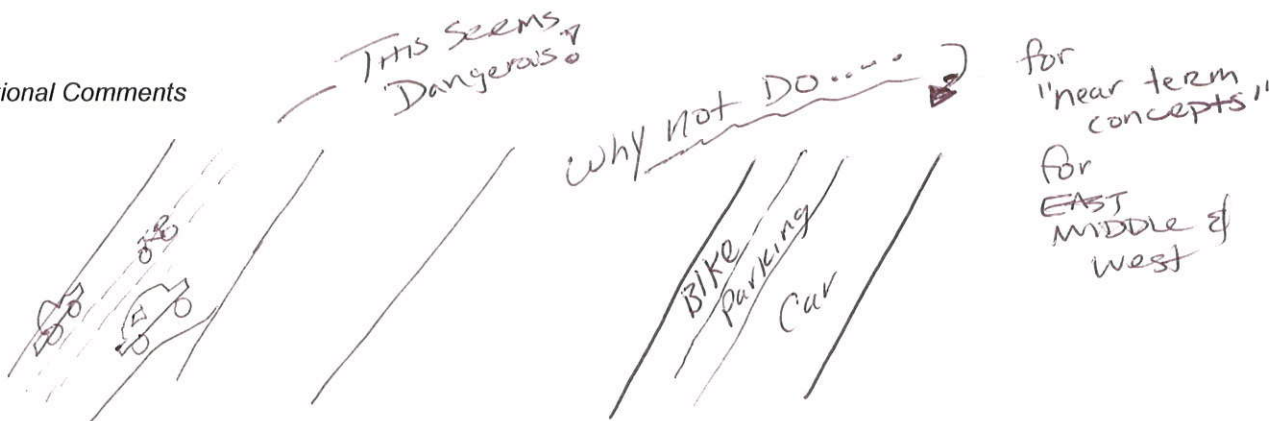
Middle Portion of Portola Drive

- NO BUILDINGS taller than 35' ON South SIDE 
- Near terms would need TRIAL/STUDY period for the Reverse parking IDEA
- Need safer Bike Lanes & Ped. Crossings NOW

Eastern Portion of Portola Drive

NO BUILDINGS taller than 35' Regardless of SIDE OF STREET, SETBACKS OR STEPBACKS

Additional Comments



STATION 3 COMMENT CARD

STATION 3: WESTERN, MIDDLE AND EASTERN PORTIONS OF PORTOLA DRIVE

Western Portion of Portola Drive

Middle Portion of Portola Drive

Solar Flashing on demand lights at crosswalks

Stop sign on 36th please

Do Not Remove trees!

Eastern Portion of Portola Drive

No Roundabouts - no room!

Businesses must have adequate parking

No Buildings over 35"

- set backs in front and Back

Additional Comments

STATION 3 COMMENT CARD

STATION 3: WESTERN, MIDDLE AND EASTERN PORTIONS OF PORTOLA DRIVE

Western Portion of Portola Drive

Track all loading proposals
A real traffic issue at all
locations

Middle Portion of Portola Drive

Eastern Portion of Portola Drive

Additional Comments



STATION 3 COMMENT CARD

STATION 3: WESTERN, MIDDLE AND EASTERN PORTIONS OF PORTOLA DRIVE

Western Portion of Portola Drive

Go for protected bike lanes near term

Middle Portion of Portola Drive

protected bike lanes

Eastern Portion of Portola Drive

Protected bike lanes

Additional Comments

STATION 3 COMMENT CARD

STATION 3: WESTERN, MIDDLE AND EASTERN PORTIONS OF PORTOLA DRIVE

Western Portion of Portola Drive

Middle Portion of Portola Drive

Eastern Portion of Portola Drive

Additional Comments

Paint all bike lanes green.

STATION 3 COMMENT CARD

STATION 3: WESTERN, MIDDLE AND EASTERN PORTIONS OF PORTOLA DRIVE

Western Portion of Portola Drive

I like the protected bike lanes

Middle Portion of Portola Drive

NOT a fan of the diagonal parking - backing in will not be safe for bikers. And the diagonal parking takes up too much room on the street - save that street space for a bike lane!

Eastern Portion of Portola Drive

Additional Comments

STATION 3 COMMENT CARD

STATION 3: WESTERN, MIDDLE AND EASTERN PORTIONS OF PORTOLA DRIVE

Western Portion of Portola Drive

NEAR TERM

Middle Portion of Portola Drive

''

Eastern Portion of Portola Drive

''

Additional Comments

''

STATION 3 COMMENT CARD

STATION 3: WESTERN, MIDDLE AND EASTERN PORTIONS OF PORTOLA DRIVE

Western Portion of Portola Drive

— CONCERNED WITHOUT HARD DATA ON COMMUTER TRAFFIC FLOW, THERE IS A STRONG CHANCE A DOWN TO 3 LANES WILL PROVE UNACCEPTABLE. I SUSPECT MOST OF US LIKE THE FEEL OF 3 LANES BUT NOT IF TRAFFIC IS BACKED UP FROM 41ST TO 26TH — SIMILAR TO AFTERNOON COMMUTE IN CAPITOLA

Middle Portion of Portola Drive

I RAISE THE POSSIBILITY OF A TRAFFIC LIGHT @ 26TH FOR SAFETY & TO CONTROL TRAFFIC ON PORTOLA BEFORE THE BUSINESS DISTRICT SEAST BOUND

Eastern Portion of Portola Drive

Additional Comments

STATION 3 COMMENT CARD

STATION 3: WESTERN, MIDDLE AND EASTERN PORTIONS OF PORTOLA DRIVE

Western Portion of Portola Drive

- would like a round about @ 26th & portola
- need protected turn lane for traffic coming from 26th left onto portola. (middle lane a refuge lane)

Middle Portion of Portola Drive

Eastern Portion of Portola Drive

- still feel strongly that a roundabout is needed @ 41st & portola (and maybe also 30th & 26th)
- yes to mixed use

Additional Comments

STATION 3 COMMENT CARD

STATION 3: WESTERN, MIDDLE AND EASTERN PORTIONS OF PORTOLA DRIVE

Western Portion of Portola Drive

Middle Portion of Portola Drive

Need a cross walk at 35th to cross portola. This will help pedestrians access businesses on both sides better. Also, if you live on the north side and want to ride your bike to the beach, you have to turn left and ride against traffic to get to the crosswalk at 36th. Very dangerous for kids.

Eastern Portion of Portola Drive

Additional Comments

No back-in parking. It will slow traffic as people have to wait for folks to back up. Try to concentrate parking in hidden lots like by Chillout instead of along Portola.

STATION 3 COMMENT CARD

STATION 3: WESTERN, MIDDLE AND EASTERN PORTIONS OF PORTOLA DRIVE

Western Portion of Portola Drive

Flashing crosswalk @ 32nd - Yes!
Want the near term ASAP
Need safer crossing @ 26th too.
Near term → to concept 2

Middle Portion of Portola Drive

Prefer moving from Near term concept directly to long term
concept 2 with the protected bike lanes
Want the near term ASAP

Eastern Portion of Portola Drive

Want the near term ASAP
Don't think there is room for a round about -
What about a ped/bike overpass?
Near term to concept 2

Additional Comments

STATION 3 COMMENT CARD

STATION 3: WESTERN, MIDDLE AND EASTERN PORTIONS OF PORTOLA DRIVE

Western Portion of Portola Drive

Middle Portion of Portola Drive

Eastern Portion of Portola Drive

Additional Comments

This is all
Ridiculous!
Leave it the
way it is and
stop trying to
mess it up!

STATION 3 COMMENT CARD

STATION 3: WESTERN, MIDDLE AND EASTERN PORTIONS OF PORTOLA DRIVE

Western Portion of Portola Drive

I like having 4 lanes on Portola, feel like it would be too congested to reduce lanes.
Sidewalks need to be level

Middle Portion of Portola Drive

Don't like the idea of back in angle parking,
36th Ave is only street straight through
without speed bumps. Too much fast traffic
going through. Coffee Shop on corner creates
traffic hazard.

Eastern Portion of Portola Drive

Long Term Concept #2¹⁰ not very realistic

Additional Comments

put 3 way stop at 36th Ave

STATION 3 COMMENT CARD

STATION 3: WESTERN, MIDDLE AND EASTERN PORTIONS OF PORTOLA DRIVE

Western Portion of Portola Drive

slowing traffic at 26th as people approach from 17th Ave. Flashing crosswalk @ 26th - our daughter was hit by a car IN the crosswalk. Also add flashing crosswalk @ 32nd Ave. This intersection is horrible.

Middle Portion of Portola Drive

Eastern Portion of Portola Drive

Additional Comments

Slow traffic down!
More street lighting throughout

STATION 3 COMMENT CARD

STATION 3: WESTERN, MIDDLE AND EASTERN PORTIONS OF PORTOLA DRIVE

Western Portion of Portola Drive

Middle Portion of Portola Drive

I want a stop sign on
36th Ave. It's very dangerous
for pedestrians!

Eastern Portion of Portola Drive

Additional Comments



STATION 4

Building Setbacks and Stepbacks

STATION 4 COMMENT CARD

STATION 4: BUILDING SETBACKS AND STEPBACKS

Building setbacks and stepbacks

SEEMS REASONABLE

Additional Comments

STATION 4 COMMENT CARD

STATION 4: BUILDING SETBACKS AND STEPBACKS

Building setbacks and stepbacks

I like stepbacks

Additional Comments

STATION 4 COMMENT CARD

STATION 4: BUILDING SETBACKS AND STEPBACKS

Building setbacks and stepbacks

Additional Comments

Great idea!

STATION 4 COMMENT CARD

STATION 4: BUILDING SETBACKS AND STEPBACKS

Building setbacks and stepbacks

+ Rear setback

+ separated bike lane

+ upper floor stepbacks

Additional Comments

> variation by block, to
avoid repetition/sameness
along corridor

STATION 4 COMMENT CARD

STATION 4: BUILDING SETBACKS AND STEPBACKS

Building setbacks and stepbacks



A hand-drawn diagram consisting of two arrows pointing upwards and to the left. The left arrow is shorter and has the word "BIG" written next to it. The right arrow is longer and has the word "BIGGER" written next to it.

Additional Comments

STATION 4 COMMENT CARD

STATION 4: BUILDING SETBACKS AND STEPBACKS

Building setbacks and stepbacks

I agree with general concepts

Additional Comments

STATION 4 COMMENT CARD

STATION 4: BUILDING SETBACKS AND STEPBACKS

Building setbacks and stepbacks

Like the setbacks
but with more mixed-use buildings,
we will need more parking for the
residents + we need more parking
for the visitors + surfers.

Max 35 ft high - no variance.

Additional Comments

STATION 4 COMMENT CARD

STATION 4: BUILDING SETBACKS AND STEPBACKS

Building setbacks and stepbacks

I like both building setbacks & stepbacks.

Do not want more than 2 stories but if they are allowed to go 3 then they need setbacks.

At least 10' stepbacks.

Nothing greater than 35 feet! No variances!

Additional Comments

STATION 4 COMMENT CARD

STATION 4: BUILDING SETBACKS AND STEPBACKS

Building setbacks and stepbacks

Additional Comments

Height of Buildings mentioned as
no higher than 35 Feet on
South side of Portola

What about the North side Height?

STATION 4 COMMENT CARD

STATION 4: BUILDING SETBACKS AND STEPBACKS

Building setbacks and stepbacks

Additional Comments

*Like the Building
Setbacks & Stepbacks
The Ground*

STATION 4 COMMENT CARD

STATION 4: BUILDING SETBACKS AND STEPBACKS

Building setbacks and stepbacks

Setbacks and stepbacks are key to preserving a village feel.

Special consideration must be made for developments adjacent to residential / single home properties (including C2) to protect against multi-story developments too close to property lines. A minimum of 30 feet. No two stories adjacent to residential!

Additional Comments

IF Business Parking is adjacent residential property require a buffer and landscaping.

~~#~~ / Support encouragement of small scale accommodation such as B+B, Inns, Bungalows. IF these can achieve a residential feel, then they should not have to achieve commercial setbacks. Tourists are the life blood. ~~the~~ We should be encouraging small developments — NO Higher than neighboring residential lot.

STATION 4 COMMENT CARD

STATION 4: BUILDING SETBACKS AND STEPBACKS

Building setbacks and setbacks

~~Regarding setbacks~~
Regarding "Rear Setbacks," immediately adjacent to single family homes should explicitly say/include existing residential homes in commercial zoning.

To continue the feel of 41st Ave into Portola, there shouldn't be a restriction on setbacks. On the western/middle east sections, it makes sense to have setbacks.

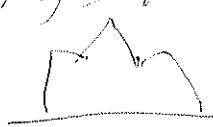
Additional Comments

Setbacks on the rear of the building if residential.

STATION 4 COMMENT CARD

STATION 4: BUILDING SETBACKS AND STEPBACKS

Building setbacks and stepbacks

The north side of Pleasure Point does not want to have ~~to 3 story~~ the back of 3 story buildings facing it. Please make the ~~stepback~~ highest part of buildings  in the middle.

But buildings would be best if limited to 2 stories.

Additional Comments

STATION 4 COMMENT CARD

STATION 4: BUILDING SETBACKS AND STEPBACKS

Building setbacks and stepbacks

NO VARIANCES TO SETBACKS, STEPBACKS OR
EXCEEDING 35'0 REGARDLESS OF
SIDE OF STREET

@ STEPBACK SHOULD BE > 15 FT.

Additional Comments

Photo NOT TO SCALE. DECEPTIVE!

STATION 4 COMMENT CARD

STATION 4: BUILDING SETBACKS AND STEPBACKS

Building setbacks and setbacks

Business setbacks not defined
North side Bldg height proposed 32'
Residential development proposed
Location 33'

Additional Comments

STATION 4 COMMENT CARD

STATION 4: BUILDING SETBACKS AND STEPBACKS

Building setbacks and setbacks

King - I like all of this

Additional Comments

STATION 4 COMMENT CARD

STATION 4: BUILDING SETBACKS AND STEPBACKS

Building setbacks and stepbacks

A fan of wider walking sidewalks!

Additional Comments

STATION 4 COMMENT CARD

STATION 4: BUILDING SETBACKS AND STEPBACKS

Building setbacks and setbacks

- commercial setbacks & sidewalks - plan looks great
- residential setbacks & sidewalks - seems odd to have residential sidewalks wider ^(15 vs 12) than commercial, but like 2 rows of trees. downside - adjacent prop owner is responsible liable for sidewalk (per CA law)
- rear set backs - agree w/ proposal ^{recommend 12 ft.} though no strong opinions
- upper floor setbacks - yes, great plan!

Additional Comments

STATION 4 COMMENT CARD

STATION 4: BUILDING SETBACKS AND STEPBACKS

Building setbacks and stepbacks

Additional Comments

GOOD BUILDING IMAGE
MAX HEIGHT DON'T CROWD THE SPACE
NO TILE ROOFS !!
NO TILE ROOFS - - LOOKS LIKE LA

STATION 4 COMMENT CARD

STATION 4: BUILDING SETBACKS AND STEPBACKS

Building setbacks and stepbacks

Additional Comments

NO fall
building
CANYONS

STATION 4 COMMENT CARD

STATION 4: BUILDING SETBACKS AND STEPBACKS

Building setbacks and stepbacks

12' wide sidewalks would reduce space for parking on Portola

upper floor stepback is good idea
no higher than ~~25~~ 35 ft tall for all buildings

Additional Comments



STATION 5

Parking

STATION 5 COMMENT CARD

STATION 5: PARKING

Parking Standards

Reverse Angle Parking

If parking must be added, this is the preferred way to do it!

Even better would be to have the protected bike lane with a reverse angled parking so there are no conflicts between cars and bikes.

Additional Parking

STATION 5 COMMENT CARD

STATION 5: PARKING

Parking Standards



Reverse Angle Parking

- SEEMS AWKWARD ... AND REALLY UNNECESSARY IF LONG TERM CONCEPT #2 IS PUSHED FORWARD.

Additional Parking

STATION 5 COMMENT CARD

STATION 5: PARKING

Parking Standards

Reverse Angle Parking

Good Idea

Additional Parking

STATION 5 COMMENT CARD

STATION 5: PARKING

Parking Standards

Reverse Angle Parking

Additional Parking

For the proposed "reverse" parking the car trying to reverse to park will be compromised with the car behind not knowing the intent. It's easier for the driver to pull in to the diagonal space, then when safe back into the nearest lane to exit.

STATION 5 COMMENT CARD

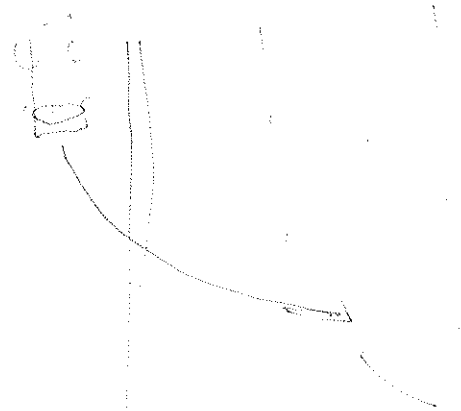
STATION 5: PARKING

Parking Standards

Reverse Angle Parking

↪ No NO NO please NO
stops traffic, and people will cut
across the traffic to park forward.

Additional Parking



STATION 5 COMMENT CARD

STATION 5: PARKING

Parking Standards

+ Reverse angle parking, but not on both sides of Postola Dr w/in same block - only 1 side, could be varied by block to break up repetition

Reverse Angle Parking

Additional Parking

+ in rear of bldgs

STATION 5 COMMENT CARD

STATION 5: PARKING

Parking Standards

PROMOTE WALK + BIKE

OPEN SPACE FOR
PEOPLE

Reverse Angle Parking

YES

Additional Parking

STATION 5 COMMENT CARD

STATION 5: PARKING

Parking Standards

I am strongly against tandem or stacked parking as conformance to minimum number of spaces, especially in the neighborhoods. Realistically, no one will tandem park, they'll take up precious street parking instead. Especially w/in surfer's walk distance.

Reverse Angle Parking

Don't like it. Prefer front angle.

Additional Parking

There needs to be widened bus pull-out stops (similar to East Cliff and 15th Ave.) This is especially true if it is to be one lane per direction.

STATION 5 COMMENT CARD

STATION 5: PARKING

Parking Standards

Reverse Angle Parking

I like the reverse angle parking.

Additional Parking

STATION 5 COMMENT CARD

STATION 5: PARKING

Parking Standards

Reverse Angle Parking

*Not Reverse Angle Parking
But! normal Angle
Parking. yes*

Additional Parking

STATION 5 COMMENT CARD

STATION 5: PARKING

Parking Standards

- > Stacked parking sounds like a "way out" & people will park on the street anyway. Make sure people have intention to use it - check cars registered to number of drivers in home.

Reverse Angle Parking

- > Have landscaping against the fence if parking in the rear, to buffer residents against the sound of slamming car doors.
- > Tandem parking OK.

Additional Parking

Can the city buy a lot and charge parking like downtown ???

STATION 5 COMMENT CARD

STATION 5: PARKING

Parking Standards

These need to change in some ways
see notes Below

Reverse Angle Parking

SCARY - need A TRIAL/STUDY PERIOD

Additional Parking

- ALL COMMERCIAL ^{MIXED USE} PARKING in Dedicated commercial
- SPOTS - NOT AVENUES
- no parking variances
- Deliveries during specific times of DAY & specific locations
 - NOT the AVENUES
 - NOT the SIDEWALKS
 - NOT the BIKE LANES

STATION 5 COMMENT CARD

STATION 5: PARKING

Parking Standards

Reverse Angle Parking

The proposed reverse angle
seems excellent

Additional Parking

STATION 5 COMMENT CARD

STATION 5: PARKING

Parking Standards

Reverse Angle Parking

Need to have bike lanes protected
to do this
wider street needed to allow
bicycle to flow around parking
vehicle - not so sure people are
patient enough to wait...

Additional Parking

STATION 5 COMMENT CARD

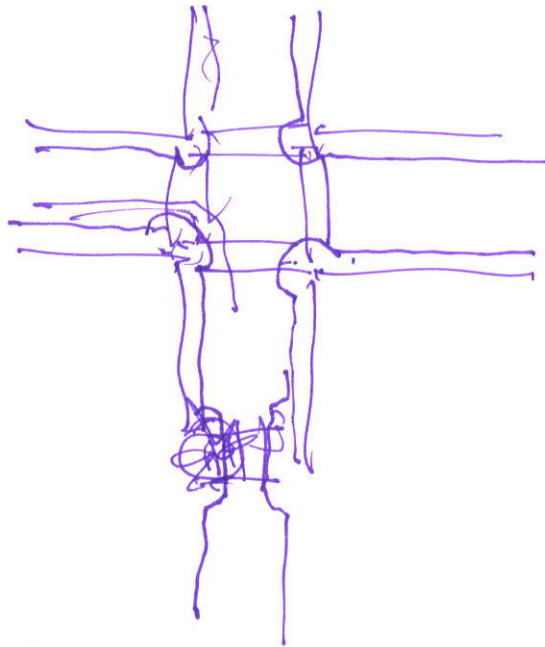
STATION 5: PARKING

Parking Standards

- Get rid of excess red painted curbs on Portola that serve no purpose.
- Paint the corner curbs on 36th + Portola red. People are parking on the corners affecting visibility.

Reverse Angle Parking

I like the concept



Additional Parking

~~At~~ Bulb-outs at intersections to slow down people turning right onto the avenues.

STATION 5 COMMENT CARD

STATION 5: PARKING

Parking Standards

Reverse Angle Parking

I think the likelihood of people actually taking the time to back up will not happen. People will mostly likely pull in forward coming from the opposite lane.

If you make people pull in backwards they will pull over into the bike lane, obstructing the way for the bikers,

Additional Parking

STATION 5 COMMENT CARD

STATION 5: PARKING

Parking Standards

Reverse Angle Parking

YES !!!

Additional Parking

STATION 5 COMMENT CARD

STATION 5: PARKING



Parking Standards

Reverse Angle Parking

- VERY CONCERNED PARTICULARLY FOR OLDER DRIVERS THAT BACKING THROUGH THE BIKE LANE IS DANGEROUS
- ALSO SEEMS UNLIKELY WITH 1 LANE EACH WAY THAT CYCLISTS WILL WANT TO USE THE BIKE LANE, HAVING TO STOP FREQUENTLY.

Additional Parking

STATION 5 COMMENT CARD

STATION 5: PARKING

Parking Standards

- parking standards - land is expensive
parking requirements are overkill
and confine other uses.
encourage more people NOT to drive.
Reverse angle parking - love this!
lets do it asap.

Reverse Angle Parking

Additional Parking

STATION 5 COMMENT CARD

STATION 5: PARKING

Parking Standards

Don't remove bulb outs

Reverse parking bad idea

How about providing a parking lot,

Reverse Angle Parking

Additional Parking

STATION 5 COMMENT CARD

STATION 5: PARKING

Parking Standards

Reverse Angle Parking

NOT A GOOD IDEA!

Additional Parking



Additional Comments

General Comment

Put something in the
Sentinel so people
know about the
survey and how to
access it.



**COMMUNITY WORKSHOP #3
POLLING RESULTS**



ABOUT YOU

How long have you lived or worked in the Pleasure Point neighborhood?

19% A. 0 – 5 years

14% B. 6 – 10 years

14% C. 11 – 24 years

53% D. 25+ years

Which age category describes you best?

0% A. 0 – 17 years old

2% B. 18 – 34 years old

53% C. 35 – 64 years old

44% D. 65+ years old



ACTIVATED SIDEWALKS

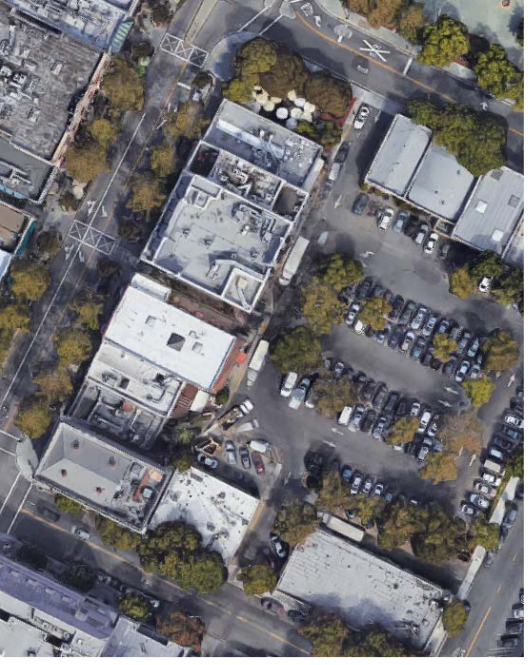
Do you like this concept for Pleasure Point?

72% A. I really like it

21% B. It's worth considering

8% C. I don't like it

0% D. I'm not sure



PARKING IN THE REAR

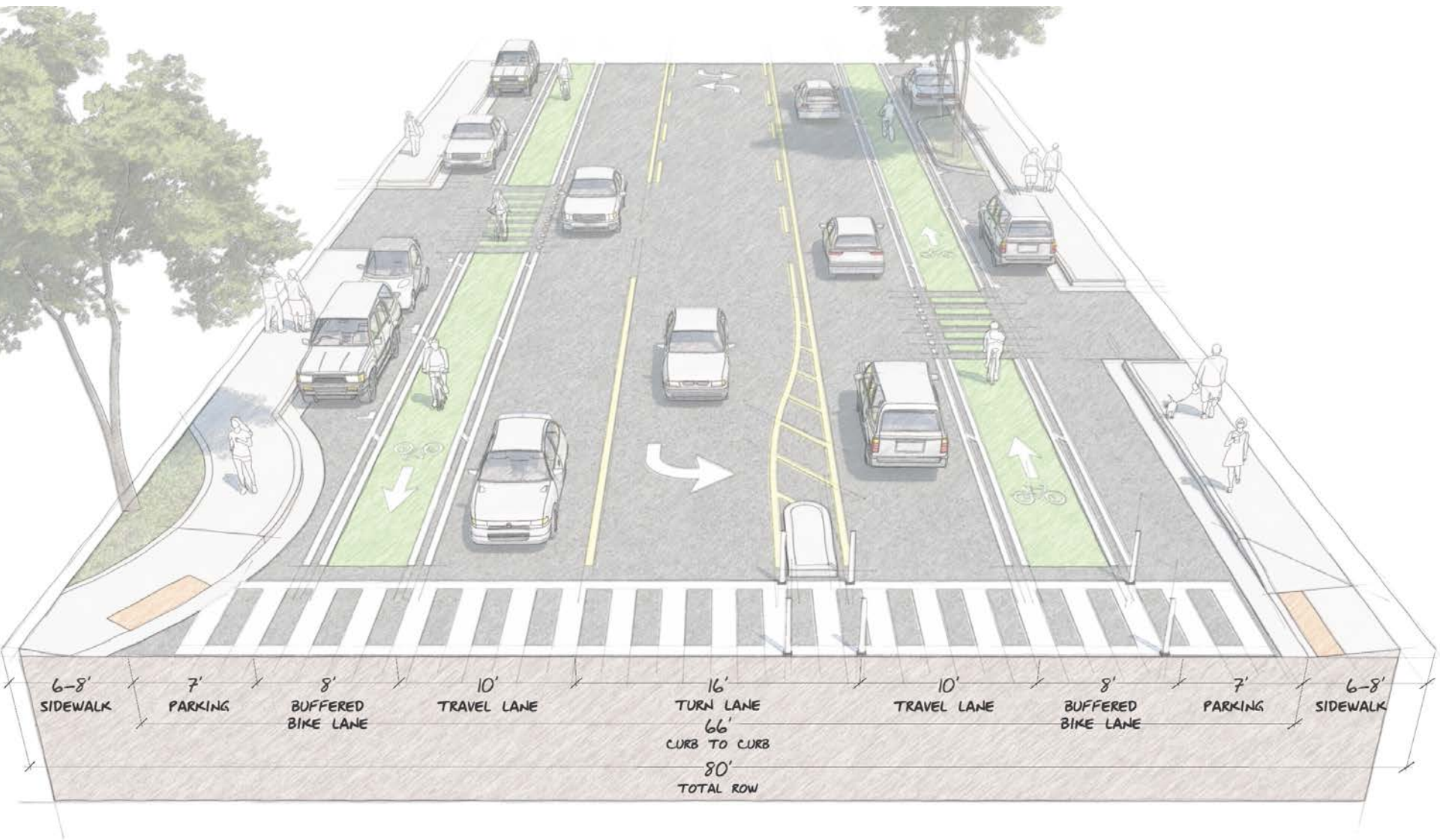
Do you like this concept for Pleasure Point?

59% A. I really like it

37% B. It's worth considering

0% C. I don't like it

5% D. I'm not sure



REPURPOSING PORTOLA DRIVE TO THREE LANES

Do you like this concept for Pleasure Point?

57% A. I really like it

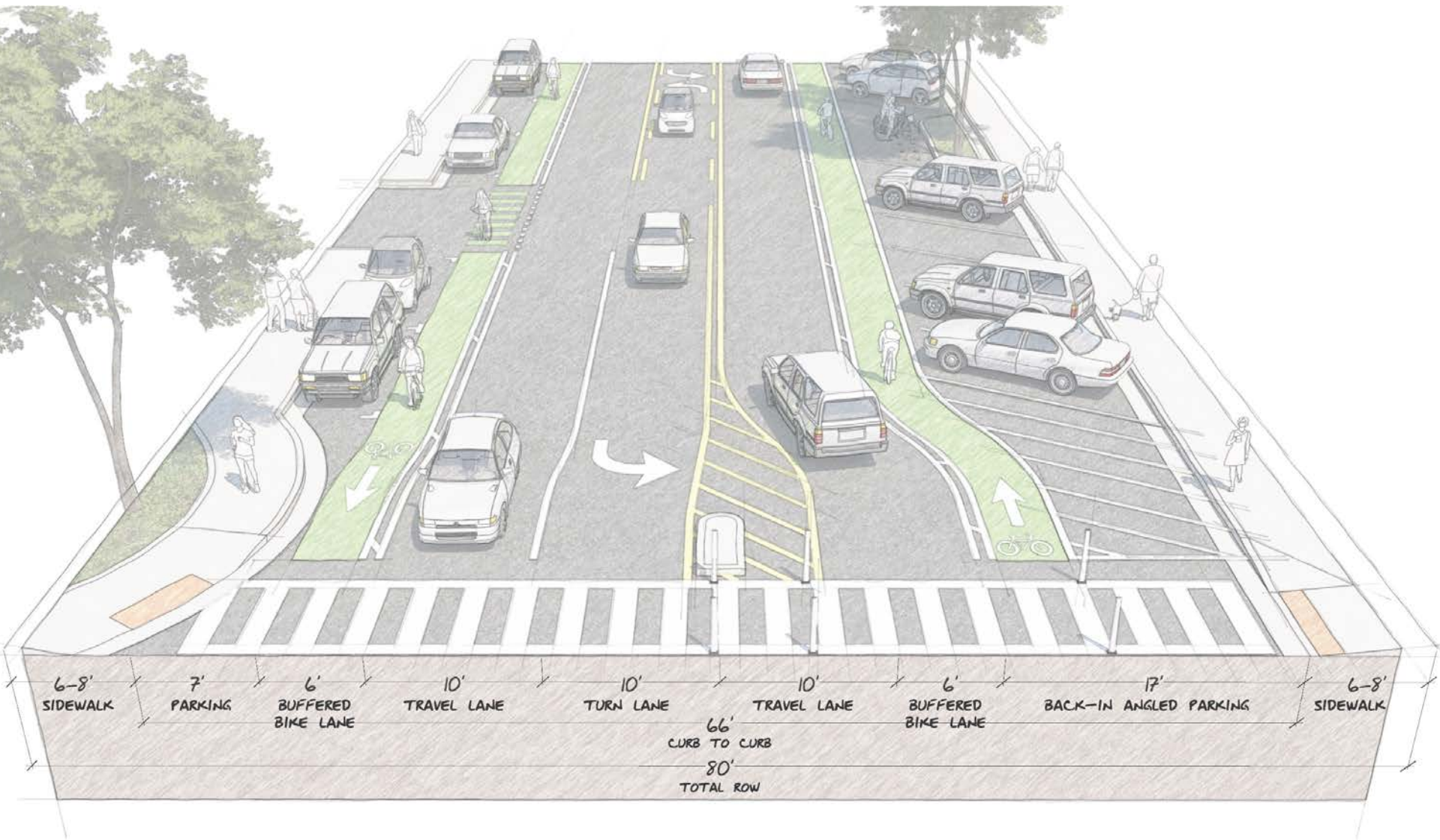
25% B. It's worth considering

11% C. I don't like it

7% D. I'm not sure



REPURPOSING PORTOLA DRIVE TO THREE LANES



ADDING MORE ON-STREET PARKING

Do you like this concept for Pleasure Point?

25% A. I really like it

31% B. It's worth considering

38% C. I don't like it

6% D. I'm not sure



ADDING MORE ON-STREET PARKING



CONDUCT A PILOT PROGRAM TO TEST STREET CONCEPTS

Do you like this concept for Pleasure Point?

- 80% A. I really like it
- 13% B. It's worth considering
- 3% C. I don't like it
- 5% D. I'm not sure

CONDUCT A PILOT PROGRAM TO TEST STREET CONCEPTS



10 foot upper floor stepback

UPPER FLOOR STEPBACKS

Do you like this concept for Pleasure Point?

66% A. I really like it

22% B. It's worth considering

10% C. I don't like it

2% D. I'm not sure