



COMMUNITY WORKSHOP #2 COMMENT CARD INPUT

November 14, 2017

Overview

On November 14, 2017, Santa Cruz County hosted a second Community Workshop to discuss emerging concepts and design ideas for the Pleasure Point Commercial and Mixed-Use Corridor. Nearly 120 people attended the workshop and participated in both group and individual discussions. A total of 47 people submitted individual Comment Cards containing additional thoughts, comments and insights (attached). The following is a summary of the major themes and points of general agreement from the Comment Cards, organized by topic.

Question #1: *Portola Drive Streetscape Concepts*

- Views are split on whether Portola Drive should be four or three lanes (and more analysis is requested)
- Do not add a stoplight at 41st Avenue, and some participants would like to see a roundabout studied
- Add a lighted crosswalk at the intersection of Portola Drive and 36th Avenue
- Add a stop sign at the intersection of 30th Avenue and Portola Drive
- Create protected bicycle lanes along both sides of Portola Drive
- Do not install any stop lights
- Widen sidewalks
- Roundabout at 41st?

Question #2: *Building and Site Design Concepts*

(Note: this question included direct polling so there were few Comment Card comments)

- Prohibit three story buildings and change the current standard to be only two-story buildings
- Encourage housing that is affordable
- Prohibit hotels
- Encourage off-street parking, especially on the rear/side of a site
- Create wide and activated sidewalks

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Portola Drive Streetscape Comments:

- ① Now 15'
- ② later take back right of way to widen sidewalk
- ③ no diagonal parking.
- ④ future protected bike path
- ⑤ no stop lights or roundabouts
- ⑥ crosswalk @ 37th - flashing light @ crosswalks

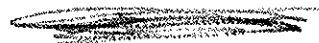
Building and Site Design Comments:

- NO 3 story buildings
- on site parking
- no shared parking

Additional Comments:

encourage housing development instead of retail & service.

Don't forget to turn in your Comment Card before leaving the workshop!



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Portola Drive Streetscape Comments:

Need cross walk light at 36th Ave

No ^{new} Business parking access on avenues

Protected bike lanes will be impeded by traffic leaving the avenues.

Building and Site Design Comments:

CHANGE ZONING RULES

- ~~No Buildings over 2 stories~~
- No high density housing
- Any housing should be ~~30%~~ at least 30% below market rate - developers not allowed to buy their way out of building affordable housing & that housing should stay affordable when re-sold. of structures

Additional Comments:

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Portola Drive Streetscape Comments:

protected bike lanes!!
Paint 'em green

No stoplights

Let's make portola more of a village feel. If more people bike & walk, parking won't be an issue.

Building and Site Design Comments:

Additional Comments:

Thanks for including us!

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Portola Drive Streetscape Comments:

- Mid-block crossings are very dangerous - flashing crosswalk (like Capitola Rd)
- Portola is important car/bike commute route - I'd like to see the speed not too low
- Plans 1A-D don't represent actual widths - Options 2A+B
- Yes on stop light 41st + Portola
- Consider greenlane treatments

Building and Site Design Comments:

- All sidewalks a minimum of 6ft+, but prefer 8ft+ for groups of people to walk

Additional Comments:

- Please think long-term, not short-term cheaper option. Complete streets - wide sidewalks.

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- Zaccary Black & Elise Ehrheart, Pleasure Point Homeowners

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Portola Drive Streetscape Comments:

Specify times that delivery trucks do their deliveries
Don't allow during morning & afternoon commute
times. Trucks block bike lanes.
Keep building no higher than 2 stories.

Building and Site Design Comments:

leave 4 lanes,
Have lighted crosswalk at 36th Ave. Very
dangerous now with Cat & Cloud Coffee Shop.
Mandate that businesses have enough parking for
patrons to avoid spill over in neighborhoods
Too many cars on 36th!

Additional Comments:

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Portola Drive Streetscape Comments:

PLEASE leave 4 lanes!! let the
== Traffic flow!!

Building and Site Design Comments:

Additional Comments:

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Portola Drive Streetscape Comments:

Keep it 4 lanes

Building and Site Design Comments:

Additional Comments:

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Portola Drive Streetscape Comments:

street should be designed to emphasize pedestrian/bike access-while providing efficient vehicle circulation. Narrowing the street to reduce the distance at crosswalks ~~between~~ Additional landscaping Reducing to 2 lanes - 1 lane each way with a turn lane is a desirable - Traffic analysis is needed to assess capacity of 2 lns vs. 4.

Roadabouts at 41st + Portola should be explored as an option to street light.

Diagonal parking should increase parking -back in green spaces

★ Consider Parking Benefit Districts to pay for these improvements and to control parking on side streets.

Building and Site Design Comments:

3+ stories should be allowed to encourage more residential units

41st Ave is a major transportation corridor -with a transit hub nearby. Development of residential units could potentially contribute to a reduction in congestion and GHG -equivalent to development in other locations in County.

Additional Comments:

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Portola Drive Streetscape Comments:

NO ROUNDABOUT
GREEN BIKE LANES
FLASHING CROSSWALKS & STOP SIGNS
STOP SIGNS AT 30TH 36TH
STOP SIGN AT 41ST/PORTOLA

Building and Site Design Comments: 25MPH

NO 3 STORY BUILDINGS

2A

Additional Comments:

NO MORE COFFEE SHOPS

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Portola Drive Streetscape Comments:

- PARKING is of PRIMARY IMPORTANCE
- PEDESTRIAN TRAFFIC must be A FOCUS
- CROSS WALKS must be clear/marked. Same as bike lanes

Building and Site Design Comments:

3 story limit
Utilization of GREEN/SUSTAINABLE materials

Additional Comments:

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Portola Drive Streetscape Comments:

Landscaping!
Business' - need to do their part
Between 36-38 need more street parking - 1- Bicycle lanes & Bike RACKS / Landscaping

Building and Site Design Comments:

Like ~~1A~~ 1A
2A / B
Outdoor ~~Seating~~ Seating
Outdoor Alleys
Lots of Greenery

Additional Comments:

Not just County to put in the Right Landscaping but also - Business' need to do their share on their property. - (Trees - Olive trees (drought tolerant)

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Portola Drive Streetscape Comments:

I prefer not to see Portola widened anymore. No curb change
either 1A or 1C are the preference.

I'd like to see lighted cross walks & safety for pedestrians
& bikes.

No signal lights! Perhaps a ^{round} turn about @ 41st.

Also ~~continue~~ the same proposal all the way from 41st to 26th.
I'd like to see Portola slower moving. I like going down
to two lanes consistently all the way thru to slow
traffic down.

Building and Site Design Comments:

No 3 stories

Additional Comments:

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Portola Drive Streetscape Comments:

There is mis information on Roundabouts
They are actually safer for cars and pedestrians

economic context-

Housing in Santa Cruz 14% affordable the median times -
Office - Some demand local - Medical - Insurance -
Retail - Most change - Niche - Retail - Value oriented Retail -
Food Service -

Building and Site Design Comments:

Limited potential niche retail / Strong demand for all housing
Potential for Live Work / opportunity for higher value development
Current zoning - Zoned for Commercial + Mixed Use Residential
3 stories Aboard Max 35' to 40' w/ approved -

Q Residential floor area of 35' ² → pushing more commercial towards 1/8th
one to two stories on South side -
no hotel

Additional Comments:

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Portola Drive Streetscape Comments:

Koop 4 lanes
maintain emergency access
no traffic lights

Building and Site Design Comments:

NO HOTELS
lots of Bike racks
NO 3-story

Additional Comments:

Don't bulldoze our community
to make a place for the
tourists!

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Portola Drive Streetscape Comments:

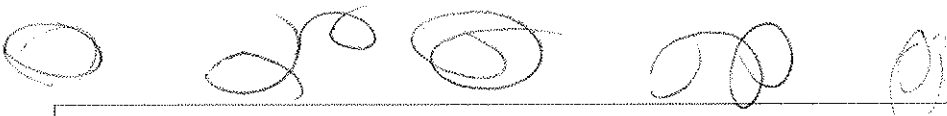
week day issue:
* Drive Portola 4pm - 7pm
especially 30th - 35th Ave.
Area → not safe @ any speed
(currently)

Building and Site Design Comments:

No variances over 35 ft allowance

Additional Comments:

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Portola Drive Streetscape Comments:

- safer crosswalk on 30th! (fatality!)
- ^{protected} ~~separate~~ designated bike path lanes
- greater amount of tree planting
- 2B preferred - slow down traffic & give preference to bikes & pedestrians
- Increase parking! Lifted crosswalks on 30th & 38th
- Concern abt mid street commercial parking
- Keep commercial loading off residential streets

Building and Site Design Comments:

2 stories ONLY

Additional Comments:

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Portola Drive Streetscape Comments:

We think we need 2 lanes each direction. In mornings, traffic is heavy, parents driving kids to school, especially heading toward 17th Ave. One lane in ~~each direction~~ would lead, we think, to long lines of traffic. Don't any of the people in this meeting drive kids to school, and from! The 2 lanes headed east divides the cars into longer lines already, especially weekends, with cars ~~going~~ going north onto 41st and east to Capitola.

Building and Site Design Comments:

Thank goodness for 2 lanes there headed east!

One lane in each direction would result in a big backup at 41st Ave especially throughout the summer.

→ I mean, traffic would back up on Portola from the 41st intersection, if Portola had only one lane in each direction. With 2 lanes per direction, in the summer, esp., there is a back up on Portola at the 41st intersection.

can Portola

Additional Comments:

* Many vibrant downtown communities have off street parking lots like Los Altos, Los Gatos, Willow Glen, Menlo Park, etc.

* Downtown Oakland, Chinatown area, has a busy intersection with tons of walkers. There is a light system such that all

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lanes have to stop at same time, and pedestrians cross at all angles at same time. It works ~~great~~ great!

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Portola Drive Streetscape Comments:

No stoplights! Stoplights completely change the feel and vibe of an intersection. Pressure Point / Portola does not need a stoplight - we want to keep the casual - bur key vibe!!! Also the medians in the middle of road would make Portola feel too much like 41st - no medians is my vote.

Building and Site Design Comments:

We love the wide sidewalk ideas - will make people want to walk all the way down Portola if we keep the wide sidewalk all the way ⇒ 2A/B plan.
keep height of buildings LOW.

Additional Comments:

Create light up sidewalks @ 36th ave

No chain restaurants.

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*BIKE LANES GREEN! ☺

Portola Drive Streetscape Comments:

2A is definitely preferred. Wider sidewalks are a must. Will increase walkability & will increase business activity. Pedestrian improvements are a must. Please no lights on Portola. Stop signs are much better.

Parking needs to be better on Portola, but I'm not a fan of Diagonal parking that needs people reversing in the bike lanes / traffic.

Building and Site Design Comments:

* 25 mph speed limit ✓

Keep buildings low. 1-2 stories max
Love walkable sidewalks

Additional Comments:

Price 8

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Keep the look consistant throughout

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Portola Drive Streetscape Comments:

Please do 10' SIDEWALKS, (or at least wider than existing, Reclaim public R/W for public use.

USE something like 1A & 1C w/ wider sidewalks or OPTION 2.

Building and Site Design Comments:

include trees and landscape in those wider sidewalk.

*(not palm trees)

Consider Roundabout @ 41st Ave.

Additional Comments:

like 3 lane (not 4).

~~Redesign~~ Please do not add signals !!

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Put in Ped Blinking lights for X-walks @ 36 & 38th

BACK in Parking is good. (No ID)

How will options impact businesses that abut them?

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Portola Drive Streetscape Comments:

Prefer IA/IC w/ wider sidewalks?

- What traffic studies have been done re 4 vs. 2 lane options? What sections see the highest usage/congestion concerns if Portola goes to 2 lanes in sections or the whole length?
- Seems most efficient to initially restripe to try before adding medians,
- IA how easily can the public adapt to backing in? Its NOT common - will that impede traffic more or less than parallel?

Building and Site Design Comments:

- Don't want signals, stop lights at 30th & 41st
- Roundabout at 41st? But pedestrian safety
- mix of IA & IC depending on needs of section - does it have to be uniform the length of Portola
- lights for pedestrian cross walks (the blinky ones when someone wants to cross)
- Would roundabouts accommodate semi trucks/firetrucks
↳ I don't think so... not safe for pedestrians

Additional Comments:

- ★ How is it funded (how much? By who?) ★
- ★ How much do the various streetscapes cost? ★
- ★

Paint bike lanes green

Don't forget to turn in your Comment Card before leaving the workshop!

- * Will parking be free? metered? pay station?
- * Resident Permits should be good here!!!

41st Avenue resident.

[Handwritten signature]

this is written by a
Commercial Construction Project Mgr.

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Portola Drive Streetscape Comments:

Keep 1A: Move trees to side walk section; ^{relocate sidewalk} - {keep left turn
Keep 1C: move trees to side walk section; ^{relocate sidewalk} } median
If a left turn lane goes in... keep it 10 feet wide.

- ⊕ Add brighter & more visible crosswalks.
- ⊕ Parking crosswalk button activates red traffic light. Otherwise the traffic light stays blinking yellow. Yellow will notify drivers of existing crosswalk readiness to stop. Red light will not surprise drivers.
- Protective bike lanes. (between parked cars & curb)

Building and Site Design Comments:

Better marking & safer bike routes at drive ways. (Between curbs & parked cars)
* Signage marking "Delivery Routes" at proper driveways.
Acknowledge the wider sidewalks are needed.

Add more lights along sidewalks at night. (currently too dark & unsafe)

Created a dedicated parking lot somewhere. Time limited usage.

Local will get used to some logistic changes. Environmental waste will get more intelligent with time.

Summary

Additional Comments:

~~Residents should park face~~

- 1) Bike safety imperative. Paint lanes green.
- 2) Wider sidewalks.
- 3) More functional delivery locations for businesses (only dedicated hrs per day)
- 4) Better & more crosswalks (better lit)
- 5) Move trees into sidewalk. Snake the sidewalk around trees. This flushes curbs for parking, bikes, deliveries.

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Portola Drive Streetscape Comments:

I PREFER 2A BECAUSE IT HAS
A TURN LANE & PROTECTED BICYCLE
LANE. MY NEXT PREFERENCE
IS 1C BECAUSE IT'S LESS
EXPENSIVE.
GREEN BIKE LANES AND FLASHING
CROSSWALKS.

Building and Site Design Comments:

ONE OR TWO STORIES ONLY

Additional Comments:

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Portola Drive Streetscape Comments:

- like all plans because each is an improvement
- like 1A & 1C as they are realistic - it would be nice to w +ve enlarged sidewalks -
- important to me to keep the street uniform
 - change speed limit to 25 mph -
 - light at 41ST it is now too dangerous for peds (NO roundabout - because this is difficult for peds)
 - good flashing lights in crosswalks

Building and Site Design Comments:

Additional Comments:

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Portola Drive Streetscape Comments:

C1

Flashing Crosswalks

NO CROSS WALKING Light
I.E. 30th

Round About @ 41st

Building and Site Design Comments:

Additional Comments:

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Portola Drive Streetscape Comments:

There is no supporting concept description with each of the options (i.e. stop lights will be added to these streets to slow the flow of traffic).

This caused a confusion delay of about 20 minutes

Building and Site Design Comments:

Additional Comments:

There was no direction given on whether this was a STRATEGIC long range vision or Budget constrained.

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Portola Drive Streetscape Comments:

Anything that makes the neighborhood have more:

- ① meeting areas (shops, cobble, restaurants)
- ② walkability
- ③ safety
- ④ multi-use (walking, bikes, cars)

Building and Site Design Comments:

Additional Comments:

Thanks!



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Portola Drive Streetscape Comments:

1. STOP SIGN AT 36th Ave.
2. The sidewalks are all narrower than your diagrams suggest. Everybody

Building and Site Design Comments:

wants wider sidewalks, and keeping them as is means they will continue to be only 4' wide, not

Additional Comments:

the 6'-8' your diagram suggests!

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Portola Drive Streetscape Comments:

- ① Center lane for ~~left~~ starting & finish turns & allowing truck delivery
- ② protected bike lanes
- ③ 25 mph speed limit
- ④ diagonal parking at least from 35th - 41st (more business)
- ⑤ median landscaping for 35th - 30th (more residential)

Building and Site Design Comments:

Additional Comments:

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Portola Drive Streetscape Comments:

Encourage walking, biking, gathering spots along the corridor.

Building and Site Design Comments:

Since Portola is zoned for 3 stories, consider having a design that allows the 3rd story to be mostly windows (like a cupola or gathering spot). Have that 3rd story be a great spot for viewing / gathering not walls. It would give a more open-space feeling.

Residential mixed w/ retail/entertainment works in Europe.

Additional Comments:

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Portola Drive Streetscape Comments:

1. Until many people stop driving, reducing the traffic lanes will slow traffic to a crawl → Portola will no longer be useful to people who need to use most of it rather than the people who live ~~down~~ in the center of it. So, until then → keep the 4 lanes of traffic & try to make crosswalks & bike lanes safer: A drive ways, signage etc.

2. when there is less traffic, I like 2b. 2a also ok.
The sidewalks need to be wide or people won't use them.

Building and Site Design Comments:

Additional Comments:

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Portola Drive Streetscape Comments:

Stop Sign at 36th
I like 2^A

Building and Site Design Comments:

Additional Comments:

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Portola Drive Streetscape Comments:

I A I like the diagonal parking, center turn lane, protected bike lane, uses existing curbs so less construction cost.

@ the 41st & Portola intersection - timed pedestrian lights, & stop light.

every Avenue interface w/ Portola should have a crosswalk

Building and Site Design Comments:

blinking stop lights, ~~blinking~~ blinking inground lights @ crosswalks

I like IA & IB

Additional Comments:

I feel strongly about 3 lanes w/ dedicated turn/delivery lane + strongly feel we need to slow traffic on Portola to increase foot and bike traffic safety.

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Portola Drive Streetscape Comments:

Make sure all landscaping doesn't obstruct views for drivers ~~turning~~ turning from Avenues onto Portola.

Building and Site Design Comments:

Parking for businesses should not require backing onto Portola when doing business.
If variable setbacks ~~are~~, concept is good - make sure the buildings at corners are setback to allow good vision for drivers who are turning.

Additional Comments:

Stoplight at 41st is really needed since there are too many distracted pedestrians & drivers

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Portola Drive Streetscape Comments:

Making a left hand turn off of 26th Is very dangerous We need a light or a roundabout there.

2A- for 41st to 38th -

for 38th to 30th - increase parking @ 1A. except put the bike lane next to curb

Building and Site Design Comments:

Additional Comments:

I want to walk from ~~my~~ my house and have a variety of restaurants & eating places to choose from

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Portola Drive Streetscape Comments:

2 A (2 B)

The blocks can be different

Keep 4 lanes?

With increasing traffic likely in the future - do we really want to reduce traffic to two lanes? Portola is a major cross-route.

Building and Site Design Comments:

CONSISTENT & WELL-MARKED BIKE LANES ALL ALONG PORTOLA.

Additional Comments:

stop sign/light at 26th Ave & Portola - can be very difficult to turn onto Portola from 26th Avenue

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Portola Drive Streetscape Comments:

#1 Keep traffic lanes "as is"

pedestrian crossings - add flashing lights
in pavement for crosswalks

NO ROUND-ABOUTS - unsafe for bicycles &
pedestrians

Building and Site Design Comments:

NO HIGH RISE BUILDINGS OVER 1 1/2 STORY
NO HOTELS

Additional Comments:

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Portola Drive Streetscape Comments:

*You MUST maintain 4 lanes or you will lose
Emergency Access!!!
Better lighting for cross walks & flashing
pavement strips when crossing. Better education
for drivers on pedestrian courtesy. Better
enforcement*

Building and Site Design Comments:

Additional Comments:

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Portola Drive Streetscape Comments:

Building and Site Design Comments:

No building over 2 story. Set backs
are OK.

Additional Comments:

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Portola Drive Streetscape Comments:

The more people, the greater the value - in every way. Everything should maximize protected, safe, enticing spaces. That's what draws people.

Protect people and make sure they have open spaces.

Truck deliveries will be tough.

Building and Site Design Comments:

Additional Comments:

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Portola Drive Streetscape Comments:

1-D Multi purpose Median
from 36th to 41st to Start

1-A

Building and Site Design Comments:

NO MORE THAN 2 STORIES FOR COMM.
BUILDING WITH MIXED USE.

Additional Comments:

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Portola Drive Streetscape Comments:

NO!!!

Street Stop light → at 30th + Portola * * *

not at the fall

Traffic will back up to Residential area on 30th

no crosswalk there - for a reason

pedestrian friendly lighting

Building and Site Design Comments:

2 STORY ENT

NOT 3

NO STOP LIGHTS

Bike lanes green.

Additional Comments:

* *

Raised sidewalk crossing - brick?

light for crossing - pedestrian.

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Portola Drive Streetscape Comments:

PLEASE - NO TRAFFIC SIGNALS (GREEN/YELLOW/RED) - FLASHING LIGHTS (CAUTION YELLOW)
FOR CROSSWALKS ARE OK, TRUCK DELIVERIES IN MIDDLE OF STREET
IS GOOD IDEA ~ 1C IS PROBABLY THE BEST STREETScape OPTION.
1A WOULD ALSO WORK AND BE AFFORDABLE. MAYBE MOVE TREES
ON 1C AND PUT BIKE LANES NEARER CURB AND TREES IN LINE
WITH PARKING. ALSO MAYBE WIDEN SIDEWALKS WITHOUT MOVING
EXISTING CURBS, BY RECLAIMING RIGHT OF WAY

Building and Site Design Comments:

THREE STORY BUILDINGS ARE NOT WELCOME ~ ANY NEW
DEVELOPMENT PLAN MEETINGS SHOULD BE ANNOUNCED TO ALL
RESIDENTS OF P-POINT (NOT JUST WITHIN 300 FEET OF PROJECT).
ALL NEW COMMERCIAL PROJECTS MUST INCLUDE ADEQUATE PARKING
FOR EMPLOYEES, CUSTOMERS, AND RESIDENTS OF PROJECT.

Additional Comments:

65+ YEARS OLD, 40 YEAR RESIDENT, DIDN'T GET A KEYFAD TO VOTE ~
1994 PLAN IS FLAWED ~ PLEASURE POINT LUMBER PROJECT APPROVAL
HAS BROUGHT REGRETMENT THROUGHOUT COMMUNITY. MAJORITY OF
P-POINT RESIDENTS WOULD HAVE FOUGHT ELEMENTS OF PROJECT, BUT
A MAJORITY WERE NOT NOTIFIED OF PUBLIC MEETINGS.

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Portola Drive Streetscape Comments:

KEEP IT AS IT IS ~~AND~~ IT
WORKS WITH FOUR LANES

THE NEW DESIGNS ARE NOT FOR THE
RESIDENTS, THEY ARE DESIGNED FOR
TOURISTS.

Building and Site Design Comments:

THE ECONOMIST WANTS US
TO CHANGE OUR NEIGHBORHOOD. FOR PROFIT.
I DON'T LIKE OUT OF TOWNERS, TELLING US
WHAT WE NEED TO LIVE. WE KNOW WHAT
WE WANT. THAT'S WHY WE ARE HERE. THE
ECONOMIST WAS WORTHLESS.

Additional Comments:

FIX UP THE OLDER BUILDINGS TO KEEP
THE CHARACTER OF OUR HOOD, NEW BUILDINGS MEAN
HIGH RENTS

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Portola Drive Streetscape Comments:

#1 Reducing lanes from 4 to 2 will be a disaster for our neighborhood, creating non stop traffic + gridlock, creating a huge bottleneck.

#2 we don't want our neighborhood to look like Willow Glen, or any other business district to attract tourists. We live here and don't need more gathering places.

Building and Site Design Comments:

#1 Keep 4 Lanes.

Add stop signs at 36th + 30th Aves.

Add lighted pedestrian crossings at 4th St, 36th, and 30th Aves.

#2 we like our neighborhood the way it is. We don't want fancy sidewalks, trees, or other things that will attract more tourists.

Additional Comments:

Don't create a huge bottleneck by reducing traffic from 4 lanes to 2.

Instead SLOW TRAFFIC by adding more stop signs and well marked pedestrian crossings.

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STOP PROPOSING THINGS THAT ATTRACT MORE TOURISM.

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Portola Drive Streetscape Comments:

Please keep 4 lanes
2 lanes creates bottle neck

Nothing higher than 1 story
1-2 stories North side

I didn't see any bike lanes in the
images shown for activated sidewalks
— where do I ride my bike?? In traffic??

Building and Site Design Comments:

No round about — disaster idea
4th 4 way stop — timed crossing for
pedestrians

No stop lights — losing neighborhood feel

Pop-ups are great for events
activated sidewalks nice for visiting with
friends

Additional Comments:

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