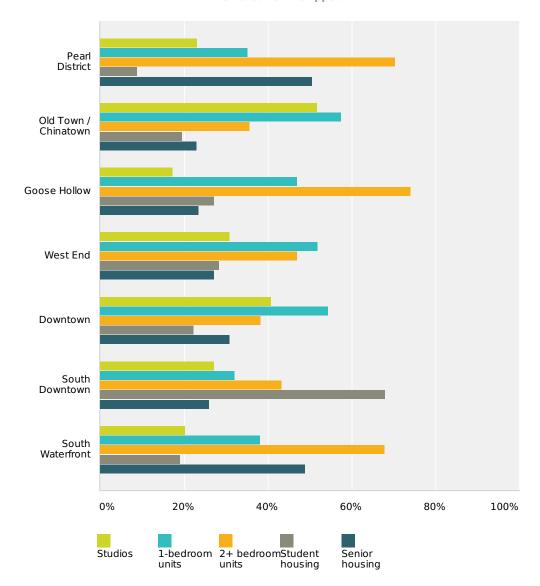
### Q1 Over the next 20 years, which types of housing do you feel will be most needed in each area? Select the two housing types for each area you feel are most important.

Answered: 94 Skipped: 7



|                         | Studios             | 1undefinedbedro<br>units | on2+ bedroom<br>units | Student<br>housing  | Senior<br>housing | Total<br>Respondents |
|-------------------------|---------------------|--------------------------|-----------------------|---------------------|-------------------|----------------------|
| Pearl District          | <b>23.08%</b> 21    | <b>35.16%</b> 32         | <b>70.33%</b> 64      | <b>8.79%</b><br>8   | <b>50.55%</b> 46  | 91                   |
| Old Town /<br>Chinatown | <b>51.72%</b><br>45 | <b>57.47%</b> 50         | <b>35.63%</b> 31      | <b>19.54%</b><br>17 | <b>22.99%</b> 20  | 87                   |
| Goose Hollow            | <b>17.28%</b>       | <b>46.91%</b><br>38      | <b>74.07%</b> 60      | <b>27.16%</b> 22    | <b>23.46%</b> 19  | 81                   |
| West End                | <b>30.86%</b> 25    | <b>51.85%</b> 42         | <b>46.91%</b><br>38   | <b>28.40%</b> 23    | <b>27.16%</b> 22  | 81                   |
| Downtown                | <b>40.74%</b> 33    | <b>54.32%</b><br>44      | <b>38.27%</b><br>31   | <b>22.22%</b><br>18 | <b>30.86%</b> 25  | 81                   |

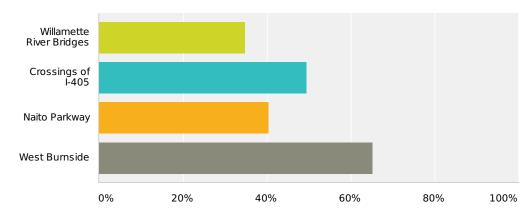
| South               | 27.16%           | 32.10%           | 43.21%           | 67.90%        | 25,93%              |    |
|---------------------|------------------|------------------|------------------|---------------|---------------------|----|
| Downtown            | 22               | 26               | 35               | 55            | 21                  | 81 |
| South<br>Waterfront | <b>20.24%</b> 17 | <b>38.10%</b> 32 | <b>67.86%</b> 57 | <b>19.05%</b> | <b>48.81%</b><br>41 | 84 |

Other (please specify) ( 19 )

| #  | Other (please specify)   | Date               |
|----|--|--------------------|
| 1  | SROs in Old Town, West End, Downtown, and South Downtown.  | 5/7/2013 6:11 PM   |
| 2  | Reasonably priced 3+ bedrooms in Pearl, SoWa, and Downtown are too rare if we want families to live here.  | 5/7/2013 5:02 PM   |
| 3  | Pretty interesting that staff did not include affordable housing on this list. I would pick affordable housing as the most importand for all districts.  | 4/30/2013 1:06 PM  |
| 4  | Affordable housing should be an option to check off.   | 4/29/2013 10:19 PM |
| 5  | As we work on this we need to consider innovative solutions to car ownership and housing. Could ther be a role for public facilities which permitted long term car storage for people who lived in the area and used transit, but still wanted access to a personal vehicle?   | 4/27/2013 9:46 PM  |
| 6  | Need some 3 bedroom units as well to try to attract families to the City. City schools will benefit if families w/students in public school could afford to move to the City.  | 4/12/2013 11:15 AM |
| 7  | I have no idea and I bet you don't either! I don't think this should be a regulatory issue.  | 4/11/2013 9:27 PM  |
| 8  | The choices aren't mutually exclusive. Student and senior housing could be studios, 1 or 2 bedroom.  | 4/11/2013 4:19 PM  |
| 9  | In general, there needs to be much more affordable, family friendly housing in the study area. There are very few 3 bedroom units. If you want families to stay, then you've got to have this.   | 4/11/2013 1:42 PM  |
| 10 | Goose Hollow needs to focus on keeping its historical housing base. No more high rise apartments as these are ruining the visual aesthetic their.  | 4/3/2013 5:45 PM   |
| 11 | Would like to see some congregate dining options in new houseing builtfor nieghborhood, not just residents.  | 3/29/2013 8:52 PM  |
| 12 | Without population projections at hand its hard to answer this question. We know households are both shrinking and aging. BUT we also know that more families are interested in living in highly urbanized areas. It has always been difficult to afford family sized housing in this area. Affordable housing of all types remains very tight and the supply of affordable for types of households needs to increase. | 3/23/2013 10:43 AM |
| 13 | Housing built should be demand based and not based on opinions on the perfect mix of unit types.   | 3/23/2013 9:10 AM  |
| 14 | No development   | 3/21/2013 8:26 PM  |
| 15 | Not sufficiently versed on the subject to have an opinion other than more housing in the central city would be beneficial.   | 3/20/2013 8:36 PM  |
| 16 | affordable housing in all types and areas is needed  | 3/14/2013 5:18 PM  |
| 17 | Moderate to Market, rental and condos  | 3/12/2013 10:55 AM |
| 18 | House holds with children should be funneled to areas that currently feature services/amenities required by families i.e. schools/daycare/kid play parks; and definetly out of traffic areas i.e. downtown/chinatown.  | 3/7/2013 11:42 AM  |
| 19 | Workforce housing is urgently needed in the Downtown, West End, Goose Hollow areas.  | 3/7/2013 11:37 AM  |

### Q2 Congestion relief or improved safety when entering or leaving the following areas (select 2):

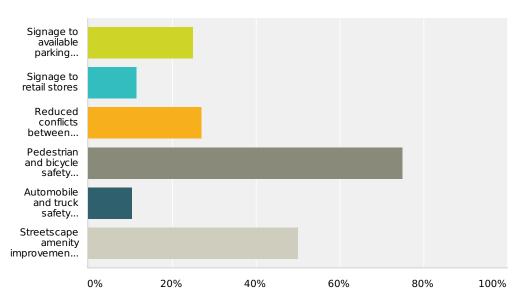
Answered: 89 Skipped: 12



| Answer Choices           | Responses        |
|--------------------------|------------------|
| Willamette River Bridges | <b>34.83%</b> 31 |
| Crossings of I-405       | <b>49.44%</b> 44 |
| Naito Parkway            | <b>40.45%</b> 36 |
| West Burnside            | <b>65.17%</b> 58 |
| Total Respondents: 89    |                  |

### Q3 Improved access to destinations through (select 2):

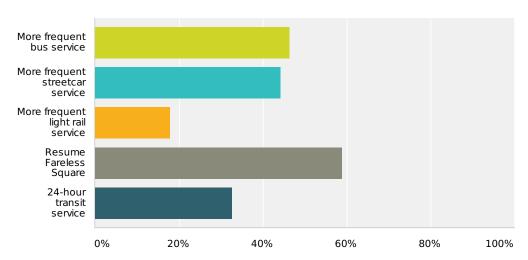
Answered: 96 Skipped: 5



| Answer Choices  | Responses |    |
|---|-----------|----|
| Signage to available parking spaces                             | 25%       | 24 |
| Signage to retail stores  | 11.46%    | 11 |
| Reduced conflicts between freight delivery and auto circulation | 27.08%    | 26 |
| Pedestrian and bicycle safety improvements                      | 75%       | 72 |
| Automobile and truck safety improvements                        | 10.42%    | 10 |
| Streetscape amenity improvements such as benches or lights      | 50%       | 48 |
| Total Respondents: 96   |           |    |

### Q4 Improved transit through (select 2):

Answered: 95 Skipped: 6



| Answer Choices                   | Responses |    |
|----------------------------------|-----------|----|
| More frequent bus service        | 46.32%    | 44 |
| More frequent streetcar service  | 44.21%    | 42 |
| More frequent light rail service | 17.89%    | 17 |
| Resume Fareless Square           | 58.95%    | 56 |
| 24-hour transit service          | 32.63%    | 31 |
| Total Respondents: 95            |           |    |

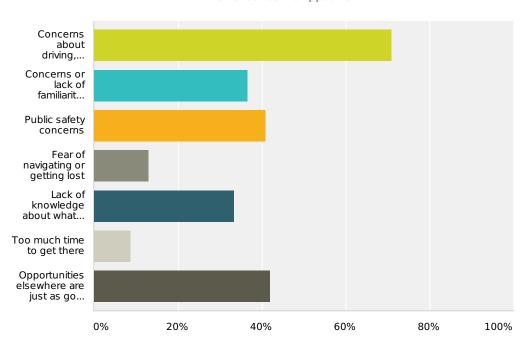
### Q5 Other?

Answered: 19 Skipped: 82

| #  | Responses  | Date               |
|----|--|--------------------|
| 1  | Get the cars out of the center city as much as possible. Raise parking rates!  | 5/7/2013 5:03 PM   |
| 2  | More service to airport  | 5/1/2013 4:38 PM   |
| 3  | Whatever you do, just make it all non-auto oriented. I'd love to see entire streets turned into non-automobile thoroughfares. And what about a dedicated lane for the streetcar? I can often drive to my destination faster than the streetcar can get me there.                     | 4/28/2013 12:04 PM |
| 4  | River transportation using Crater Lake Launches  | 4/26/2013 3:30 PM  |
| 5  | Improved transit through reduced fare cost   | 4/16/2013 11:33 AM |
| 6  | Congestion pricing for private vehicle trips in district during peak periods   | 4/12/2013 11:19 AM |
| 7  | consider taking cars off the transit mall; more pedestrian-only space.   | 4/11/2013 9:30 PM  |
| 8  | bike route improvement from west suburbs to downntown  | 4/9/2013 10:33 PM  |
| 9  | Safe, separated, comfortable bicycling facilities  | 4/9/2013 9:37 PM   |
| 10 | single occupancy vehicle should be discouraged from coming downtown  | 4/3/2013 5:48 PM   |
| 11 | North-South Bike Route on NW 9th & SW Park/9th from PSU to River serving West End and Pearl and collecting existing East-West bike routes  | 3/31/2013 8:08 PM  |
| 12 | Consider safety for women pedestrians at night   | 3/29/2013 8:54 PM  |
| 13 | Improve the walking options and environment.   | 3/29/2013 11:22 AM |
| 14 | Initiate a water shuttle option  | 3/27/2013 2:46 PM  |
| 15 | I fear 24 hour service is just a pipe dream. Fareless was great for tourists to get around without worrying how/what to pay, as well as for people moving around the core. While difficult to police, having to pay the same for a ride 12 block and 12 miles does't seem very fair! | 3/23/2013 10:45 AM |
| 16 | Pedestrian and bicycle safety improvements should not be combined. The improvements are often quite different.   | 3/23/2013 9:12 AM  |
| 17 | I-405 is a huge ped/bike barrier that the city has ignored with the exception of the Cap 405 effort and the Flanders Bridge idea. The city needs to stop making I-405 the boundary for planning and study areas. This practice retains I-405's status as a moat filled with cars.    | 3/20/2013 8:40 PM  |
| 18 | 4 - better pedestrian (non-bike) access and flow   | 3/14/2013 4:24 PM  |
| 19 | Bikes should pay the total cost of any amenities provided for there use.   | 3/7/2013 11:44 AM  |

# Q6 What are the biggest barriers preventing people from visiting the West Quadrant more frequently for shopping, dining, cultural and recreation opportunities? Select the three you feel are the most significant barriers.

Answered: 93 Skipped: 8



| Answer Choices  | Responses |    |
|---|-----------|----|
| Concerns about driving, traffic or parking                                    | 70.97%    | 66 |
| Concerns or lack of familiarity with using public transportation              | 36.56%    | 34 |
| Public safety concerns  | 40.86%    | 38 |
| Fear of navigating or getting lost  | 12.90%    | 12 |
| Lack of knowledge about what the area has to offer                            | 33.33%    | 31 |
| Too much time to get there  | 8.60%     | 8  |
| Opportunities elsewhere are just as good as those inside the<br>West Quadrant | 41.94%    | 39 |
| Total Respondents: 93   | 1         |    |

Total Nespondents. 93

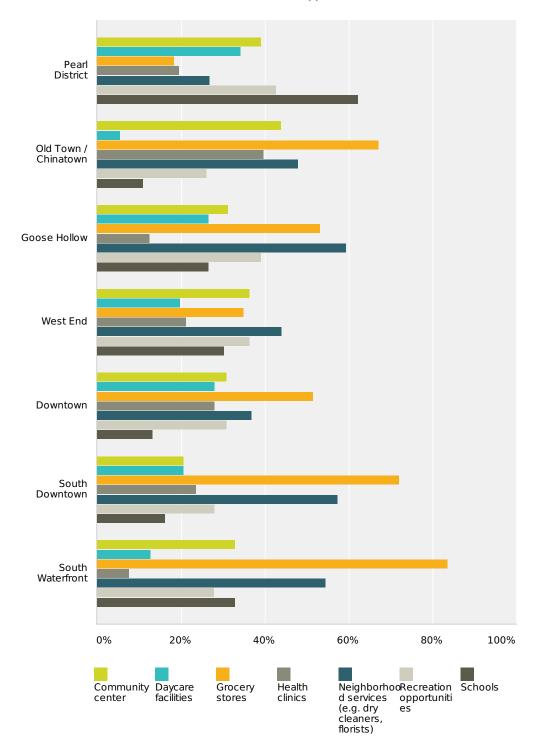
Other (please specify) (27)

| # | Other (please specify)                       | Date              |
|---|--|-------------------|
| 1 | Cost of babysitters! :) Kid friendly dining. | 5/10/2013 5:36 PM |
| 2 | Too many beggars!!                           | 5/8/2013 11:40 AM |

| #  | Other (please specify)   | Date               |
|----|--|--------------------|
| 3  | lack of late frequent service transit  | 4/29/2013 10:26 PM |
| 4  | These options don't reflect any of my concerns. Too many cars, too much pollution. Make downtown car free.   | 4/29/2013 10:23 PM |
| 5  | We need more public toilets.   | 4/28/2013 12:04 PM |
| 6  | We need to foster the concept of parking in the near suburbs and using transit to access the city  | 4/27/2013 9:51 PM  |
| 7  | homeless encampments, urine smell, and pandhandling  | 4/26/2013 1:55 PM  |
| 8  | dominance of surface parking and institutional uses (too few destinations)   | 4/26/2013 1:27 PM  |
| 9  | Fear of being injured by an auto while using downtown crosswalks   | 4/16/2013 11:34 AM |
| 10 | scary to bike there  | 4/15/2013 3:29 PM  |
| 11 | transit outside of district not good enough to get non-commuters to ride to the district   | 4/12/2013 11:20 AM |
| 12 | Concerns about safely biking to downtown with no protected bikeways  | 4/12/2013 8:19 AM  |
| 13 | There will always be parking/traffic concerns in a central city, so it's appropriate that this be a barrier to some people. A neighborhood can't do everything well; this one should prioritize transit/ped/bike comfort.  | 4/11/2013 9:33 PM  |
| 14 | Difficult/scary biking conditions  | 4/11/2013 3:48 PM  |
| 15 | Regarding night life/weekends, friends can't take transit because it shuts down before 2-3 am  | 4/3/2013 5:50 PM   |
| 16 | Domination of automobile on urban environment hampers pedestrian, transit and bike travel in part of city most ped, bike and transit oriented.   | 3/31/2013 8:10 PM  |
| 17 | I live in Pearl and when I have a busy day and lots of errands which involve the car, I head to places where I can park, frequently to East side of river on Broadway.   | 3/29/2013 8:57 PM  |
| 18 | The area needs to fill in and densify to bring 24-hour activity, with brings all kinds of options of things to do and a safer environment.   | 3/29/2013 11:24 AM |
| 19 | Lack of recreation opportunities, particularly along the river.  | 3/27/2013 2:47 PM  |
| 20 | Not easy to walk/bike to and from other nearby neighborhoods.  | 3/20/2013 8:43 PM  |
| 21 | being hassled by street people   | 3/14/2013 5:22 PM  |
| 22 | Homeless beggers and that you have to pay to park  | 3/12/2013 10:58 AM |
| 23 | PERCEIVED crime (vs. actual crime)   | 3/9/2013 11:48 AM  |
| 24 | Biggest issue is negative perception of street people  | 3/7/2013 2:09 PM   |
| 25 | Many retail, dining, and entertainment opportunities exist is very attractive locations east of the river. West Quadrant may struggle to compete with these "main streets", especially outside of 9-5 hours.   | 3/7/2013 11:56 AM  |
| 26 | Parking meters are still a nightmare to people from out of town. Parking patrols are irradic and rulles are difficult to follow i.e. no parking on nov. 3rd, etc i.e. soccer days; also, paying a fee to park in your own neighborhood that your taxes have paid for the road - while my taxes keep going up, my pay has remained the same since 2006. | 3/7/2013 11:48 AM  |
| 27 | Downtown parking is crucial. Reports are that during peak times, cultural clients have returned to their suburban homes without finding parking.   | 3/7/2013 11:42 AM  |

## Q7 As the West Quadrant grows and diversifies, what services should be a priority for development? Select the three services in each area you feel are most important.

Answered: 89 Skipped: 12



| Community center facilities Stores Grocery stores Grocery clinics Schools Clinics Grocery cleaners, Schools Total Responder Grocery stores Clinics Grocery cleaners, Schools Total Responder Grocery stores Grocery stores Clinics Schools Total Responder Grocery stores Clinics Schools Total Responder Grocery stores Clinics Schools Schools Recreation opportunities Grocery stores Clinics Schools Schools Recreation opportunities Grocery stores Clinics Schools Schools Recreation opportunities Grocery stores Schools Schools Recreation opportunities Grocery stores Schools School |
|---|
|---|

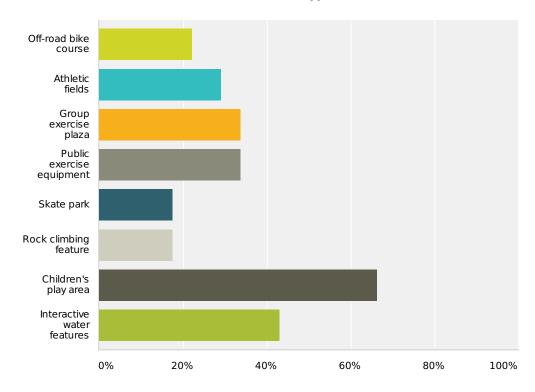
| Pearl<br>District          | <b>39.02%</b> 32    | <b>34.15%</b> 28    | <b>18.29%</b><br>15 | <b>19.51%</b><br>16 | <b>26.83%</b> 22    | <b>42.68%</b> 35    | <b>62.20%</b> 51 | 82 |
|----------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|------------------|----|
| Old Town<br>/<br>Chinatown | <b>43.84%</b> 32    | <b>5.48%</b> 4      | <b>67.12%</b> 49    | <b>39.73%</b> 29    | <b>47.95%</b><br>35 | <b>26.03%</b> 19    | <b>10.96%</b> 8  | 73 |
| Goose<br>Hollow            | <b>31.25%</b> 20    | <b>26.56%</b> 17    | <b>53.13%</b> 34    | <b>12.50%</b><br>8  | <b>59.38%</b><br>38 | <b>39.06%</b> 25    | <b>26.56%</b> 17 | 64 |
| West End                   | <b>36.36%</b> 24    | <b>19.70%</b><br>13 | <b>34.85%</b> 23    | <b>21.21%</b><br>14 | <b>43.94%</b> 29    | <b>36.36%</b> 24    | <b>30.30%</b> 20 | 66 |
| Downtown                   | <b>30.88%</b> 21    | <b>27.94%</b><br>19 | <b>51.47%</b><br>35 | <b>27.94%</b><br>19 | <b>36.76%</b> 25    | <b>30.88%</b> 21    | <b>13.24%</b> 9  | 68 |
| South<br>Downtown          | <b>20.59%</b><br>14 | <b>20.59%</b><br>14 | <b>72.06%</b><br>49 | <b>23.53%</b> 16    | <b>57.35%</b> 39    | <b>27.94%</b><br>19 | <b>16.18%</b> 11 | 68 |
| South<br>Waterfront        | <b>32.91%</b> 26    | <b>12.66%</b> 10    | <b>83.54%</b><br>66 | <b>7.59%</b><br>6   | <b>54.43%</b><br>43 | <b>27.85%</b> 22    | <b>32.91%</b> 26 | 79 |

Other (please specify) ( 12 )

| #  | Other (please specify)   | Date               |
|----|--|--------------------|
| 1  | Kid friendly dining.   | 5/10/2013 5:37 PM  |
| 2  | Access to affordable healthy food choices is a human rights issue.   | 5/7/2013 5:05 PM   |
| 3  | How does 'growing' create diversity? What is the cities plan to prevent gentrification?  | 4/29/2013 10:27 PM |
| 4  | Can we get Safeway out of the downtown area? They charge crazy prices to what they know is a captive audience. Bring in some competition to drive down their prices.   | 4/28/2013 12:09 PM |
| 5  | building use should be a private issue. make form-based requirements and be done with it.  | 4/11/2013 9:34 PM  |
| 6  | West End & Goose Hollow Portland Public School, K-8  | 4/6/2013 12:07 PM  |
| 7  | Nightlife in inner neighborhoods outside of Old Town, Portland currently is such an early night city, need more activity late into night for a more vibrant 24 hour city   | 3/31/2013 8:14 PM  |
| 8  | Make each area more amenable for residents and not just visitors.  | 3/29/2013 11:31 AM |
| 9  | community center- north and south would be good. Attracting users from a variety of soci-economic backgrounds in an area where most other services are subsidized would be good.                                   | 3/23/2013 10:45 AM |
| 10 | Aside from very few cases, the private market response to service demand should be sufficient.   | 3/23/2013 9:15 AM  |
| 11 | While South Waterfront is situated on the Willamette River and will someday have great recreational opportunities, these opportunities are currently quite limited   | 3/14/2013 5:26 PM  |
| 12 | Traffic congestion, bikes not following the rules and addititional fee's/taxes are our biggist concerns.  All the services above are provided within each district and are presently accessible by multiple means. | 3/7/2013 11:49 AM  |

Q8 While there are many parks in the West Quadrant, most of them cater to visitors or office workers. What recreational amenities would you like to see more of in the West Quadrant to meet the needs of many different types of users? Select the three you feel are most important.

Answered: 86 Skipped: 15



| Answer Choices             | Responses |    |
|----------------------------|-----------|----|
| Off-road bike course       | 22.09%    | 19 |
| Athletic fields            | 29.07%    | 25 |
| Group exercise plaza       | 33.72%    | 29 |
| Public exercise equipment  | 33.72%    | 29 |
| Skate park                 | 17.44%    | 15 |
| Rock climbing feature      | 17.44%    | 15 |
| Children's play area       | 66.28%    | 57 |
| Interactive water features | 43.02%    | 37 |
| Total Respondents: 86      | <u>'</u>  |    |

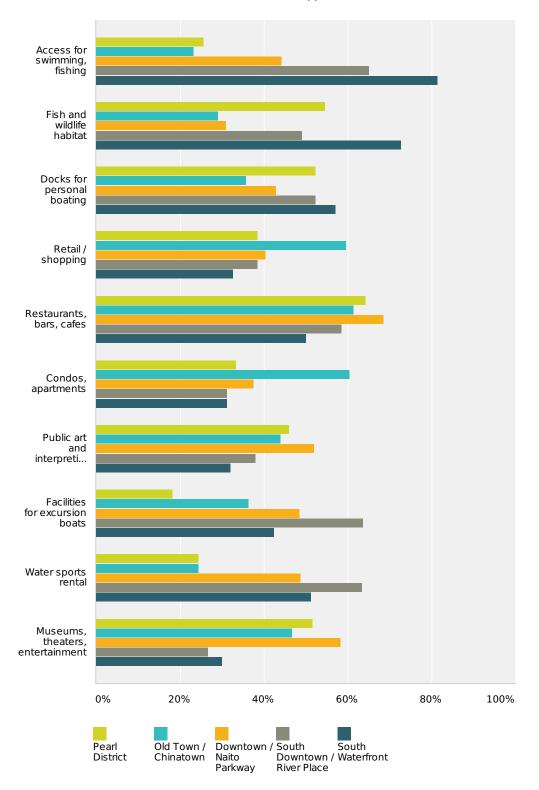
Other (please specify) (25)

| # | Other (please specify)  | Date              |
|---|---|-------------------|
| 1 | open areas for free ball tossing NOT an athletic field                | 5/10/2013 9:41 AM |
| 2 | Line the borders of the park with active uses (active storefronts)    | 5/9/2013 8:38 AM  |
| 3 | as a recent resident of S Downtown, play areas for <7 set are lacking | 5/6/2013 12:38 PM |

| #  | Other (please specify)   | Date               |
|----|--|--------------------|
| 4  | Waterfront parks   | 5/1/2013 4:42 PM   |
| 5  | Garden plots where residents can grow veggies & flowers  | 4/30/2013 12:47 PM |
| 6  | boating access or a marina. on water fuel  | 4/29/2013 6:03 AM  |
| 7  | A group exercise plaza would be great, but please don't charge us to use it. I've heard stories of people trying to use Jamison Square for group exercise only to be fined for not having a permit. What to squash our community spaces. | 4/28/2013 12:11 PM |
| 8  | The exercise features should be part of a designated walking trail system throughout the urban core  | 4/27/2013 10:01 PM |
| 9  | Human/electric powered boat marina   | 4/26/2013 3:32 PM  |
| 10 | swimming pool  | 4/9/2013 10:40 PM  |
| 11 | Pocket Parks   | 4/6/2013 12:08 PM  |
| 12 | beach/swimming area on Willamette near south downtown  | 4/3/2013 5:54 PM   |
| 13 | Dedicated fishing access from Esplanada and Tom Mcall Park, if the area is clean and enforced, only deseriable recreational fishermen and women will use it, Salmon, Steelhead, and Sturgen are a huge part of our history!              | 4/2/2013 3:26 PM   |
| 14 | Tennis courts  | 4/1/2013 7:07 PM   |
| 15 | Ice Rink   | 3/31/2013 8:16 PM  |
| 16 | It would be wonderful to cultivate family living in the West Quadrant. With enough services and housing, it can be terrific. Can there be more Ramona-type apts + the ammenities above?  | 3/29/2013 9:02 PM  |
| 17 | How about a nice place to sit and watch the world go by? We do not need to "program" every public space.   | 3/29/2013 11:32 AM |
| 18 | dog park   | 3/29/2013 8:31 AM  |
| 19 | Something that appeals to older adults who live downtown, not sure what that would be though.  | 3/23/2013 10:45 AM |
| 20 | Recreational facilities in the west quadrant are sufficient. City resources for recreational amenities should be focused elsewhere in the City.  | 3/23/2013 9:16 AM  |
| 21 | Sculpture park   | 3/15/2013 11:48 AM |
| 22 | greenspaces that promote passive recreation and some habitat value   | 3/14/2013 5:27 PM  |
| 23 | Maintain the parks we already have   | 3/7/2013 2:12 PM   |
| 24 | Neighborhood pocket parks that are not programmed but have a cafe on its edge.   | 3/7/2013 12:00 PM  |
| 25 | The city should not get into busines i.e. fitness or other - there are great inexpensive venues available.  NO NEW TAXES.  | 3/7/2013 11:51 AM  |

## Q9 What types of uses near the waterfront would bring you to the west side of the Willamette River? Select the three uses for each area you feel are most important.

Answered: 85 Skipped: 16



|  | Pearl District      | Old Town /<br>Chinatown | Downtown /<br>Naito Parkway | South<br>Downtown /<br>River Place | South<br>Waterfront | Total<br>Respondents |
|--|---------------------|-------------------------|-----------------------------|------------------------------------|---------------------|----------------------|
| Access for swimming, fishing           | <b>25.58%</b> 11    | <b>23.26%</b> 10        | <b>44.19%</b><br>19         | <b>65.12%</b> 28                   | <b>81.40%</b><br>35 | 43                   |
| Fish and<br>wildlife<br>habitat        | <b>54.55%</b> 30    | <b>29.09%</b><br>16     | <b>30.91%</b>               | <b>49.09%</b> 27                   | <b>72.73%</b><br>40 | 55                   |
| Docks for personal boating             | <b>52.38%</b> 22    | <b>35.71%</b> 15        | <b>42.86%</b><br>18         | <b>52.38%</b> 22                   | <b>57.14%</b> 24    | 42                   |
| Retail /<br>shopping                   | <b>38.46%</b> 20    | <b>59.62%</b> 31        | <b>40.38%</b> 21            | <b>38.46%</b> 20                   | <b>32.69%</b>       | 52                   |
| Restaurants,<br>bars, cafes            | <b>64.29%</b><br>45 | <b>61.43%</b> 43        | <b>68.57%</b><br>48         | <b>58.57%</b> 41                   | <b>50%</b> 35       | 70                   |
| Condos, apartments                     | <b>33.33%</b> 16    | <b>60.42%</b> 29        | <b>37.50%</b>               | <b>31.25%</b> 15                   | <b>31.25%</b> 15    | 48                   |
| Public art and interpretive displays   | <b>46%</b> 23       | <b>44%</b> 22           | <b>52%</b><br>26            | <b>38%</b><br>19                   | <b>32%</b><br>16    | 50                   |
| Facilities for excursion boats         | <b>18.18%</b> 6     | <b>36.36%</b> 12        | <b>48.48%</b><br>16         | <b>63.64%</b> 21                   | <b>42.42%</b><br>14 | 33                   |
| Water sports rental                    | <b>24.39%</b> 10    | <b>24.39%</b> 10        | <b>48.78%</b> 20            | <b>63.41%</b> 26                   | <b>51.22%</b> 21    | 41                   |
| Museums,<br>theaters,<br>entertainment | <b>51.67%</b> 31    | <b>46.67%</b><br>28     | <b>58.33%</b> 35            | <b>26.67%</b><br>16                | <b>30%</b><br>18    | 60                   |

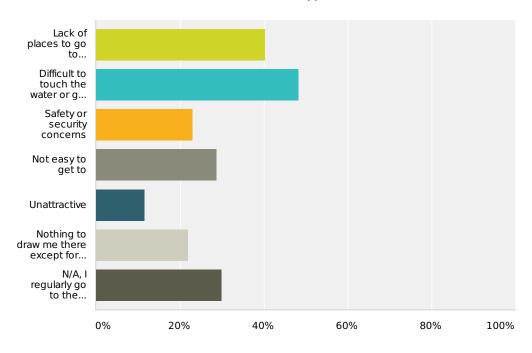
Other (please specify) ( 18 )

| #  | Other (please specify)   | Date               |
|----|--|--------------------|
| 1  | distinguish between paddling for wildlife area and motorized for other areas   | 5/10/2013 9:46 AM  |
| 2  | Uses at the river should be ABOUT the river, not internal focus  | 5/6/2013 12:42 PM  |
| 3  | More access to riverfront  | 5/1/2013 4:45 PM   |
| 4  | How about tearing down the I-5 and opening the East side of the river?   | 4/29/2013 10:30 PM |
| 5  | Foot ferries   | 4/26/2013 3:33 PM  |
| 6  | Trails and paths, parks  | 4/17/2013 8:17 PM  |
| 7  | AFFORDABLE housing near waterfront areas, mixed with market-priced housing   | 4/16/2013 12:27 PM |
| 8  | MAKE THE RIVER ACCESSIBLE! There is no human powered boat launch on the willamette   | 4/12/2013 8:22 AM  |
| 9  | Remove the homeless camps from waterfront area, creates tension and a barrier to tax paying, employed, mentally healthy citizens from utilizing the waterfront area  | 4/2/2013 3:31 PM   |
| 10 | We need a 24/7 active vibrant waterfront that people flock to for strolling, eating, shopping, exploring museums and historic vessels, with lots of residents in close proximity (esp. for out of season). We need Portland's Granville Island, a thriving waterfront public space attraction attracting thousands of people | 3/31/2013 8:25 PM  |
| 11 | Public gathering spacessafe place for walking to and being there during day and evening.   | 3/29/2013 9:06 PM  |
| 12 | better biking hiking trails - and what happened to Goose Hollow?   | 3/28/2013 6:02 PM  |
| 13 | Is it safe to swim or fish in the Willamette? If I felt more confident about water quality issues I would be more keen to support those types of uses. How about access to natural area with some intreptation to let people know how much urban nature there is?  | 3/23/2013 10:46 AM |

| #  | Other (please specify)  | Date               |
|----|---|--------------------|
| 14 | Keep the big events out of Tom McCall!  | 3/22/2013 4:43 PM  |
| 15 | Trails/pathways would be the most important to me. The Esplanade and Springwater demonstrate what brings people to the water in the greatest numbers. | 3/20/2013 8:53 PM  |
| 16 | Walking/bicycling trail (all neighborhoods)   | 3/15/2013 11:52 AM |
| 17 | Pearl is well developed-focus elsewhere   | 3/7/2013 2:16 PM   |
| 18 | NO NEW TAXES or FEES  | 3/7/2013 11:55 AM  |

## Q10 What keeps you from going to the waterfront along the west side of the Willamette River more often? Select the three you feel are the largest barriers.

Answered: 87 Skipped: 14



| Answer Choices  | Responses |    |
|---|-----------|----|
| Lack of places to go to (restaurants, shopping, entertainment)  | 40.23%    | 35 |
| Difficult to touch the water or get on or in the river  | 48.28%    | 42 |
| Safety or security concerns   | 22.99%    | 20 |
| Not easy to get to  | 28.74%    | 25 |
| Unattractive  | 11.49%    | 10 |
| Nothing to draw me there except for major events (Rose Festival, Cinco de Mayo, Blues Festival, etc.) | 21.84%    | 19 |
| N/A, I regularly go to the waterfront   | 29.89%    | 26 |

Total Respondents: 87

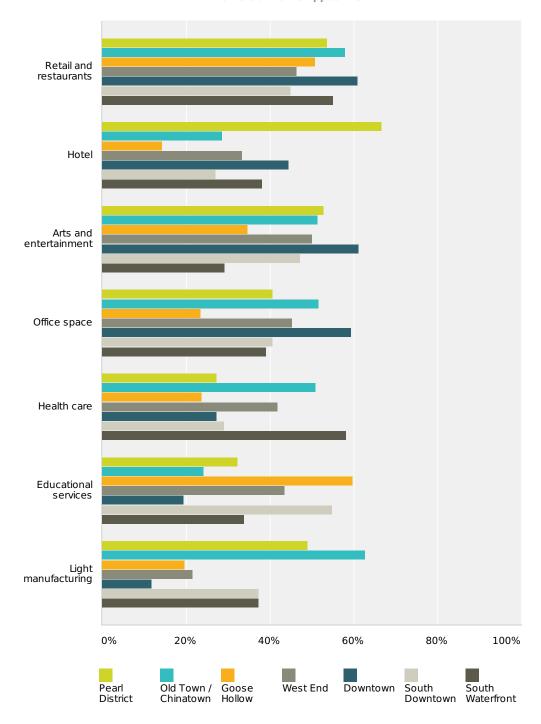
Other (please specify) (29)

| # | Other (please specify)   | Date              |
|---|--|-------------------|
| 1 | distinguish biking from strolling pathways, ease Natio crossing                        | 5/10/2013 9:46 AM |
| 2 | Difficult to cross Naito Parkway (both insufficient crossings and long signal timings) | 5/9/2013 8:40 AM  |
| 3 | Lack of bike paths, current paths too crowded with pedestrians                         | 5/8/2013 11:43 AM |
| 4 | the park is too uniform in design; historic elements should be played up               | 5/6/2013 12:42 PM |
| 5 | Need to get across the tracks  | 5/1/2013 4:45 PM  |

| #  | Other (please specify)  | Date               |
|----|---|--------------------|
| 6  | concept of an environmental ed facility housing a boat building school where cititzens can learn about boats, build a boat, but also learn critical information to understand the importance of the Willamette River watershed, study river ecology and have access to recreate on the river, appreciating its beauty and utility and the ennnn!  | 4/30/2013 4:45 PM  |
| 7  | Sometimes lack of info on what festivities are going on; sometimes wanting to avoid HUGE crowds connected with festivities!   | 4/30/2013 12:50 PM |
| 8  | Pollution from the I-5, noise of the I-5, blighted view from the I-5.   | 4/29/2013 10:30 PM |
| 9  | why not allow alcohol consumption by responsible adults/walking biking path needs to be wider   | 4/29/2013 10:30 PM |
| 10 | often crowded   | 4/26/2013 1:52 PM  |
| 11 | lower price-point dining would a draw, food carts, etc.   | 4/16/2013 12:27 PM |
| 12 | We work in old town and have a small sailboat at our shop and it is very difficult to launch by hand anywhere on the river without trespassing  | 4/12/2013 8:22 AM  |
| 13 | traffic noise   | 4/11/2013 8:31 PM  |
| 14 | Congested pathway, difficult to bike/walk, not enough space for both bikers and walkers   | 4/11/2013 3:50 PM  |
| 15 | Need a beach/swimming area!   | 4/3/2013 5:58 PM   |
| 16 | Homeless people and lack of fishing opportunity   | 4/2/2013 3:31 PM   |
| 17 | The current Waterfront Park has terrible access due to Naito Parkway being an oversized autocentric barrier. The park is too much dead space and needs programming, sketchy activity at night and day with open drug use, needs better natural surveillance and enforcement of laws. Locate waterfront restaurants in park to add activation at night and a steady income to maintain park. | 3/31/2013 8:25 PM  |
| 18 | I would consider going to Parks/Rec environmental/wildlife programming there. Consider a public riverfront covered space.   | 3/29/2013 9:06 PM  |
| 19 | Noise of the Eastbank Freeway. Ugly Marquam Bridge.   | 3/29/2013 11:35 AM |
| 20 | I don't think there are any barriers.   | 3/23/2013 9:18 AM  |
| 21 | Keep the big events out of Tom McCall!  | 3/22/2013 4:43 PM  |
| 22 | Too congested when events occur and need mixed use areas like biking lanes and walking lanes  | 3/21/2013 8:33 PM  |
| 23 | I do feel a strong connection to the waterfront via walking/biking along the multi-use trail  | 3/15/2013 11:52 AM |
| 24 | Lack of plentiful, affordable parking   | 3/15/2013 10:09 AM |
| 25 | I regularly go to the waterfront but in the southern portion, near South Waterfront and downtown. I do not always feel safe in the Old Town section of the waterfront due to many people living rough along the bank  | 3/14/2013 5:35 PM  |
| 26 | dull walk (must pass through S. Auditorium district); few attractions on path between Cultural District and river   | 3/9/2013 11:55 AM  |
| 27 | I feel the Waterfront programmed events (Rose Festival, Beer Fest, etc.) make it difficult to access for just general recreation. Then the grass is destroyed and inaccessible for most of the year. Is there an opportunity for smaller scale programmed events and dedicated lounging space.  | 3/7/2013 12:00 PM  |
| 28 | It's used all of the time - leave it alone!   | 3/7/2013 11:55 AM  |
| 29 | Dirty water   | 3/7/2013 11:45 AM  |

Q11 To maximize economic growth in the entire West Quadrant, which areas do you feel are most appropriate for encouraging the following types of commercial space? Select the three areas you feel are most appropriate for each type.

Answered: 76 Skipped: 25



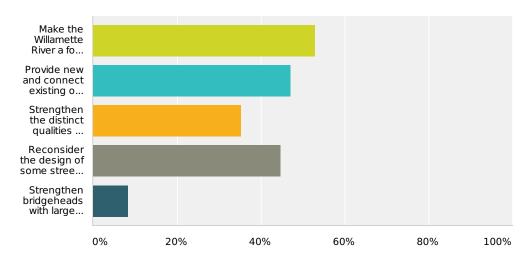
|                        | Pearl<br>District   | Old Town<br>/<br>Chinatown | Goose<br>Hollow  | West End         | Downtown            | South<br>Downtown   | South<br>Waterfront | Total<br>Respondents |
|------------------------|---------------------|----------------------------|------------------|------------------|---------------------|---------------------|---------------------|----------------------|
| Retail and restaurants | <b>53.62%</b> 37    | <b>57.97%</b><br>40        | <b>50.72%</b> 35 | <b>46.38%</b> 32 | <b>60.87%</b><br>42 | <b>44.93%</b><br>31 | <b>55.07%</b> 38    | 69                   |
| Hotel                  | <b>66.67%</b><br>42 | <b>28.57%</b><br>18        | <b>14.29%</b> 9  | <b>33.33%</b> 21 | <b>44.44%</b><br>28 | <b>26.98%</b>       | <b>38.10%</b> 24    | 63                   |
| Arts and entertainment | <b>52.78%</b>       | <b>51.39%</b><br>37        | <b>34.72%</b> 25 | <b>50%</b><br>36 | <b>61.11%</b> 44    | <b>47.22%</b><br>34 | <b>29.17%</b> 21    | 72                   |
| Office<br>space        | <b>40.63%</b> 26    | <b>51.56%</b> 33           | <b>23.44%</b> 15 | <b>45.31%</b> 29 | <b>59.38%</b><br>38 | <b>40.63%</b> 26    | <b>39.06%</b> 25    | 64                   |
| Health<br>care         | <b>27.27%</b> 15    | <b>50.91%</b> 28           | <b>23.64%</b> 13 | <b>41.82%</b> 23 | <b>27.27%</b> 15    | <b>29.09%</b><br>16 | <b>58.18%</b> 32    | 55                   |
| Educational services   | <b>32.26%</b> 20    | <b>24.19%</b> 15           | <b>59.68%</b> 37 | <b>43.55%</b> 27 | <b>19.35%</b>       | <b>54.84%</b><br>34 | <b>33.87%</b> 21    | 62                   |
| Light<br>manufacturing | <b>49.02%</b> 25    | <b>62.75%</b> 32           | <b>19.61%</b>    | <b>21.57%</b> 11 | <b>11.76%</b> 6     | <b>37.25%</b> 19    | <b>37.25%</b> 19    | 51                   |

Other (please specify) ( 12 )

| #  | Other (please specify)  | Date               |
|----|---|--------------------|
| 1  | None, allow economics to control what is needed and not government  | 5/8/2013 11:43 AM  |
| 2  | I don't understand this question  | 5/6/2013 9:50 AM   |
| 3  | Why do we need economic growth? Why can't we stay where we are and actually be sustainable?   | 4/29/2013 10:31 PM |
| 4  | Stop adding retail as if that's the solution to everything. We need jobs. Jobs for every resident who wants one. That will make us more resilient. Not more opportunities to spend money we don't have.   | 4/28/2013 12:15 PM |
| 5  | The focus should always be on creating areas with living, human scale streets   | 4/27/2013 10:15 PM |
| 6  | not a public issue - no need to micromanage this stuff  | 4/11/2013 9:37 PM  |
| 7  | grocery in South Waterfront and Old Town/Chinatown  | 4/11/2013 8:36 PM  |
| 8  | The Pearl needs a commercial dog park; there are so many dogs in the neighborhood the new park will soon be overwhelmed.  | 3/29/2013 9:15 PM  |
| 9  | High tech/design firms in Goose Hollow (think Allied Works)   | 3/28/2013 6:03 PM  |
| 10 | Other than promoting small scale manufactoring, I don't see a lack of any other types of commerical uses in the West Quandrant. I believe that small scale manufactoring is a good employment opportunity and has much less impact on other uses than previous types of Industrial Manufacturing. | 3/23/2013 10:46 AM |
| 11 | All areas of the West Quadrant are attractive enough for a variety of business types and do not warrant incentives. Incentives should be focused on other parts of the City.  | 3/23/2013 9:20 AM  |
| 12 | grocery stores  | 3/10/2013 7:03 PM  |

## Q12 How can the urban design character of the West Quadrant be enhanced? Select two priorities you feel are most important in the near term (next 5 years).

Answered: 85 Skipped: 16



| Answer Choices   | Responses |    |
|--|-----------|----|
| Make the Willamette River a focal point  | 52.94%    | 45 |
| Provide new and connect existing open spaces                                   | 47.06%    | 40 |
| Strengthen the distinct qualities of the different districts                   | 35.29%    | 30 |
| Reconsider the design of some streets to increase the diversity of experiences | 44.71%    | 38 |
| Strengthen bridgeheads with larger buildings                                   | 8.24%     | 7  |

Total Respondents: 85

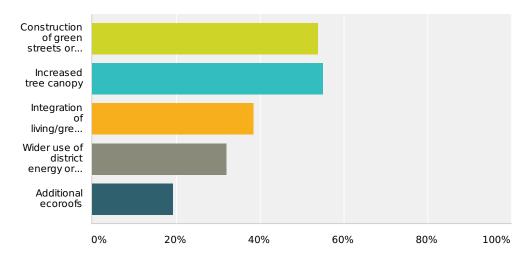
Other (please specify) ( 20 )

| #  | Other (please specify)  | Date               |
|----|---|--------------------|
| 1  | Focus on 2-way streets that enable commerce to return (12th, 11th, 10th, broadway, 4th, 3rd)  | 5/9/2013 8:43 AM   |
| 2  | Re-prioritize pedestrians, bikes, and transit access over autos downtown. It works.   | 5/7/2013 5:10 PM   |
| 3  | river should be a focal point, access to it for all levels of partcipants only increasing the stewardship of the public!                          | 4/30/2013 5:01 PM  |
| 4  | Maintain historic buildings!!!  | 4/30/2013 12:57 PM |
| 5  | Get rid of all the cars downtown.   | 4/29/2013 10:34 PM |
| 6  | make use of roads safer and more pleasant for nonmotorized modes  | 4/16/2013 12:31 PM |
| 7  | Make the river accessible   | 4/12/2013 8:23 AM  |
| 8  | expand park blocks, love the idea of N. park blocks evolving into a campus  | 4/3/2013 6:02 PM   |
| 9  | Reduce on-street parking  | 4/3/2013 12:00 AM  |
| 10 | Evict the drug addict squatter boats from the docks on east side of river, very ugly, unsafe, and prevents legitimate boating and recreation uses | 4/2/2013 3:34 PM   |
| 11 | Lower taxes to keep business interested in locating in it   | 4/1/2013 7:12 PM   |
| 12 | Tame Burnside and Naito Parkway to be better for pedestrians and cyclists   | 3/31/2013 8:30 PM  |

| #  | Other (please specify)   | Date               |
|----|--|--------------------|
| 13 | Work on bus mall in Old Town/China Town. Consider # of social services in OTCT; out of balance compared to other neighborhoods? Improve pedestrian crossings of W. Burnside, Naito Parkway.  | 3/29/2013 9:20 PM  |
| 14 | Cover the I-405 and develop with low-rise housing with an occasional park over the freeway.  | 3/29/2013 11:39 AM |
| 15 | Take back Tom McCall park  | 3/22/2013 4:45 PM  |
| 16 | Mitigate the negative aesthetic, safety, and bike/ped impacts related to I-405.  | 3/20/2013 9:04 PM  |
| 17 | Increase availability of well-integrated, mixed-use parking options  | 3/15/2013 10:11 AM |
| 18 | improve connection between downtown neighborhoods (e.g., retail freeway caps across I405; "street-taming" measures to make crossing Burnside easier, quicker, and more pleasant  | 3/9/2013 12:00 PM  |
| 19 | Support and enhance the distinctive character and the variety of 1857-1970 architecture.   | 3/7/2013 12:05 PM  |
| 20 | Enhance the existing attributes of each area. Let traffic flow, provide alternative means so trucks and other vehicles can bypass portland. i.e. a west side freeway from donald to hillsboro tthru west hills and accross to i-5 on a new bridge west of vancouver! | 3/7/2013 12:01 PM  |

## Q13 What kinds of green system improvements would you like to see in the West Quadrant? Select the two you feel are most important.

Answered: 78 Skipped: 23



| Answer Choices   | Responses |    |
|--|-----------|----|
| Construction of green streets or stormwater infrastructure | 53.85%    | 42 |
| Increased tree canopy                                      | 55.13%    | 43 |
| Integration of living/green walls into buildings           | 38.46%    | 30 |
| Wider use of district energy or utility sharing            | 32.05%    | 25 |
| Additional ecoroofs  | 19.23%    | 15 |

Total Respondents: 78

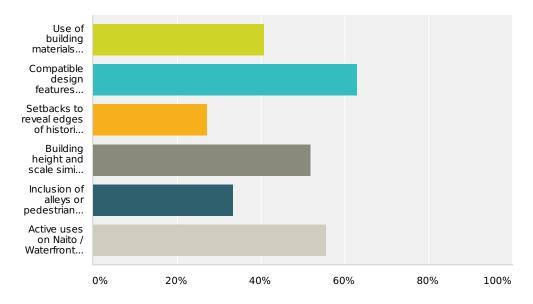
Other (please specify) ( 20 )

| #  | Other (please specify)  | Date               |
|----|---|--------------------|
| 1  | Existing commercial space energy use reduction programs   | 5/7/2013 5:10 PM   |
| 2  | Landscape North Park Blocks (like South Park Blocks)  | 5/1/2013 4:50 PM   |
| 3  | How about save and adaptively reuse existing historic buildings?  | 4/30/2013 1:11 PM  |
| 4  | solar panels on all tall building roofs; use "bird friendly" designs for buildings - especially tall ones (no night lighting, "screening" on glass to discourage bird strikes on windows, etc.; get details from Audubon Society of Portland) | 4/30/2013 12:57 PM |
| 5  | These are good options, but green streets are streets without cars. If that isn't an option, you're just engaging in greenwashing.  | 4/29/2013 10:34 PM |
| 6  | Minimize car circulation by creating local quadrants which can't be crossed without going around  | 4/27/2013 10:19 PM |
| 7  | Green water transportation  | 4/26/2013 3:34 PM  |
| 8  | remove automobile access  | 4/15/2013 3:32 PM  |
| 9  | more light through smaller buildings  | 4/11/2013 4:07 PM  |
| 10 | Prudent use of public funds- less "Empire Building"   | 4/1/2013 7:12 PM   |
| 11 | replacement of parking lots with mixed use buildings  | 3/31/2013 8:30 PM  |
| 12 | Appreciate greening of city, but not sure what is most effective, cost-effective.   | 3/29/2013 9:20 PM  |

| #  | Other (please specify)  | Date               |
|----|---|--------------------|
| 13 | Wider sidewalks please (with landscape/trees)   | 3/28/2013 6:04 PM  |
| 14 | In other words, systemic not individual, improvements   | 3/23/2013 10:46 AM |
| 15 | more solar energy   | 3/21/2013 8:36 PM  |
| 16 | Define green streets as being bike/ped friendly, not just fish friendly (as much as I like fish!).  | 3/20/2013 9:04 PM  |
| 17 | pocket parks (including pop-up parks on vacant lots)  | 3/9/2013 12:00 PM  |
| 18 | Hard to understand this planning-ese language   | 3/7/2013 2:18 PM   |
| 19 | Increased renovation and adaptive reuse of existing buildings.  | 3/7/2013 12:05 PM  |
| 20 | How about improved traffic flow, elimination of expensive and congestive integration of bikes and cars - place bikes on side walks? make bikes pay there own way. | 3/7/2013 12:01 PM  |

### Q14 Skidmore / Old Town Historic District: Select the three you feel are most important.

Answered: 81 Skipped: 20



| Answer Choices   | Responses |    |
|--|-----------|----|
| Use of building materials similar to existing structures (e.g., bricks and cast iron)      | 40.74%    | 33 |
| Compatible design features (e.g., recessed windows, tall floor-to-floor heights, cornices) | 62.96%    | 51 |
| Setbacks to reveal edges of historic properties  | 27.16%    | 22 |
| Building height and scale similar to existing structures                                   | 51.85%    | 42 |
| Inclusion of alleys or pedestrian passageways between buildings                            | 33.33%    | 27 |
| Active uses on Naito / Waterfront Park frontage  | 55.56%    | 45 |

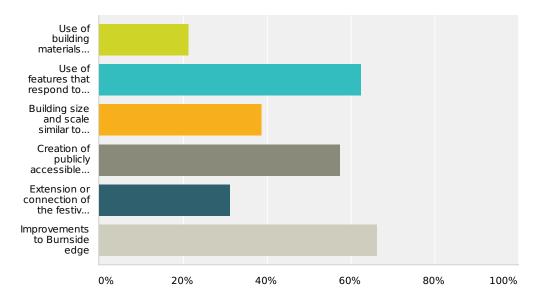
Total Respondents: 81

Other (please specify) (8)

| # | Other (please specify)  | Date               |
|---|---|--------------------|
| 1 | Not sure what you mean regarding setbacks.  | 5/6/2013 9:55 AM   |
| 2 | Get rid of surface parking lots!!!  | 5/2/2013 10:01 AM  |
| 3 | multiuse development with groundfloor retail  | 4/29/2013 10:36 PM |
| 4 | Maintain diverse building appearance at street level, even if single building; maximize use of space, even if building height/scale not consistent w/neighboring buildings (it's basically downtown, scale expected to be intense)  | 4/12/2013 11:45 AM |
| 5 | Compatible design should include BOTH materials and architectural elements  | 3/23/2013 10:46 AM |
| 6 | Historic nature should be identifiable through existing historic buildings and features and not by development that gives the appearance of being historic. What architects may consider incompatible new development helps emphasize historic buildings by their contrast and should be supported. | 3/23/2013 9:24 AM  |
| 7 | Increase height allowances so developers can build!   | 3/11/2013 10:51 AM |
| 8 | Gat to get them developed is the priority. Preservation rules too restrictive   | 3/7/2013 2:22 PM   |

### Q15 New Chinatown / Japantown Historic District: Select the three you feel are most important.

Answered: 80 Skipped: 21



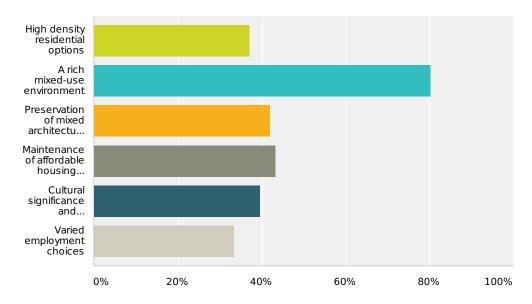
| Responses |  |
|-----------|--|
| 21.25%    | 17   |
| 62.50%    | 50   |
| 38.75%    | 31   |
| 57.50%    | 46   |
| 31.25%    | 25   |
| 66.25%    | 53   |
|           | 21.25%<br>62.50%<br>38.75%<br>57.50%<br>31.25% |

Other (please specify) ( 10 )

| #  | Other (please specify)  | Date               |
|----|---|--------------------|
| 1  | signage? i've never heard of Japantown  | 5/7/2013 5:12 PM   |
| 2  | Get rid of surface parking lots!!   | 5/2/2013 10:01 AM  |
| 3  | (I don't understand "extension or connection of the festival streets" - ??)   | 4/30/2013 12:59 PM |
| 4  | Extend sidewalks, remove lanes for cars.  | 4/29/2013 10:35 PM |
| 5  | Don't wish to see "fake" ethnic district; need authentic anchor activities, businesses, cultural entities.  | 3/29/2013 9:22 PM  |
| 6  | Historic nature should be identifiable through existing historic buildings and features and not by development that gives the appearance of being historic. What architects may consider incompatible new development helps emphasize historic buildings by their contrast and should be supported. | 3/23/2013 9:24 AM  |
| 7  | Clean it up! street scapes  | 3/12/2013 9:07 AM  |
| 8  | Increase height allowances so developers can build!   | 3/11/2013 10:51 AM |
| 9  | Find ways to encourage development  | 3/7/2013 2:22 PM   |
| 10 | USE of the festival streets   | 3/7/2013 1:44 PM   |

## Q16 What characteristics do you feel are most important for the West End over the next 20 years? Select the three you feel are most important.

Answered: 81 Skipped: 20



| Answer Choices                                      | Responses |    |
|---|-----------|----|
| High density residential options                    | 37.04%    | 30 |
| A rich mixed-use environment                        | 80.25%    | 65 |
| Preservation of mixed architectural styles and ages | 41.98%    | 34 |
| Maintenance of affordable housing options           | 43.21%    | 35 |
| Cultural significance and entertainment choices     | 39.51%    | 32 |
| Varied employment choices                           | 33.33%    | 27 |

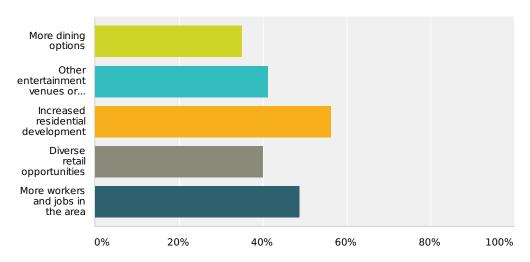
Total Respondents: 81

Other (please specify) (8)

| # | Other (please specify)  | Date               |
|---|---|--------------------|
| 1 | Deal with the negative impacts of 405it's a nightmare.                        | 5/7/2013 5:13 PM   |
| 2 | Play structures for children in one of the the South Park blocks              | 5/5/2013 9:30 PM   |
| 3 | Get rid of surface parking lots!!   | 5/2/2013 10:02 AM  |
| 4 | Water transportation  | 4/26/2013 3:36 PM  |
| 5 | all 6 are essential   | 4/3/2013 6:05 PM   |
| 6 | Creation of affordable and integrated mixed-use parking options               | 3/15/2013 10:13 AM |
| 7 | Livability in the residential areas   | 3/7/2013 12:19 PM  |
| 8 | It has a nice mix now and great access to downtown - maintain that connection | 3/7/2013 12:08 PM  |

Q17 The area around Jeld-Wen Field in Goose Hollow draws many people for large events, but the area doesn't have a lot of activity at other times. What would make the area more exciting or appealing? Select the two you feel are most important.

Answered: 80 Skipped: 21



| Answer Choices                           | Responses |    |
|--|-----------|----|
| More dining options                      | 35%       | 28 |
| Other entertainment venues or activities | 41.25%    | 33 |
| Increased residential development        | 56.25%    | 45 |
| Diverse retail opportunities             | 40%       | 32 |
| More workers and jobs in the area        | 48.75%    | 39 |

Total Respondents: 80

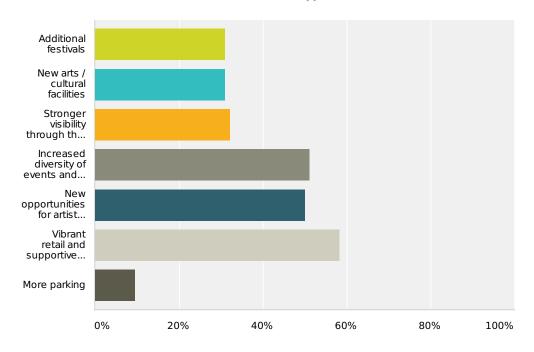
Other (please specify) (13)

| # | Other (please specify)   | Date               |
|---|--|--------------------|
| 1 | Activating Burnside through traffic calming and on-street parking and improving pedestrian connections over the I-405 to the west end.             | 5/9/2013 8:45 AM   |
| 2 | Get rid of surface parking lots!!  | 5/2/2013 10:02 AM  |
| 3 | not handing paulson more money to reduce the uses of jeld wen field further  | 4/29/2013 10:38 PM |
| 4 | Get rid of the cars, tear down 405 so Goose Hollow isn't cut off from rest of city.  | 4/29/2013 10:38 PM |
| 5 | another nearby mid-sizeed grocery  | 4/16/2013 12:36 PM |
| 6 | Major transit transfer area on NW 18th by JeldWen MAX station w/improved transit access along NW 18th/19th to/from NW 21st/23rd, Con-way, N. Pearl | 4/12/2013 11:48 AM |
| 7 | Use indoor Jeld-Wen concourses for public market space, event space  | 4/1/2013 7:14 PM   |
| 8 | all of the above.  | 3/29/2013 9:24 PM  |
| 9 | No brainer: build it and they (dining, retail, etc.) will come   | 3/28/2013 6:05 PM  |

| ·  |  |                    |
|----|--|--------------------|
| #  | Other (please specify)   | Date               |
| 10 | Not sure there is actually anything wrong with there being a less active area in the downtown core. I frequently walk in these areaduring the day because it is a bit quieter than other areas | 3/23/2013 10:47 AM |
| 11 | available parking is also an issue   | 3/14/2013 5:43 PM  |
| 12 | easier accessability. Max messes things up, parking  | 3/12/2013 9:08 AM  |
| 13 | I disagree, it has a great deal of living units and one of the most used facilities in portland - the MAC!<br>No change of use required. add retail on 19th near Volvo dealership              | 3/7/2013 12:08 PM  |

# Q18 Downtown's Cultural District is the regional center for art and culture and attracts a broad array of visitors. How can the Cultural District's identity be reinforced? Select the three you feel are most important.

Answered: 84 Skipped: 17



| Answer Choices  | Responses |    |
|---|-----------|----|
| Additional festivals  | 30.95%    | 26 |
| New arts / cultural facilities  | 30.95%    | 26 |
| Stronger visibility through the use of distinctive signage and gateways | 32.14%    | 27 |
| Increased diversity of events and exhibits                              | 51.19%    | 43 |
| New opportunities for artist spaces and housing                         | 50%       | 42 |
| Vibrant retail and supportive dining options                            | 58.33%    | 49 |
| More parking  | 9.52%     | 8  |

Total Respondents: 84

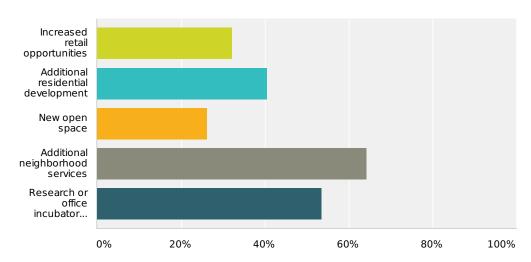
Other (please specify) (14)

| # | Other (please specify)  | Date               |
|---|---|--------------------|
| 1 | More activities for families with young children (under 10)   | 5/10/2013 5:40 PM  |
| 2 | Get rid of surface parking lots!!   | 5/2/2013 10:03 AM  |
| 3 | MORE parking? Is that a joke?   | 4/29/2013 10:41 PM |
| 4 | less parking more street seats, transit, and bike ped improvements  | 4/29/2013 10:40 PM |
| 5 | Fewer automobiles. I think that would encourage people to take their time and stay longer in the area to enjoy, not hurry off when their parking expires. | 4/28/2013 12:19 PM |

| West quadrant survey |   |                    |
|----------------------|---|--------------------|
| #                    | Other (please specify)  | Date               |
| 6                    | make the routes alongside the Parks Blocks more usefulright now it's a dark deadscape of large building faces with little on-street use for visitors, i.e. shops, etc.  | 4/16/2013 12:38 PM |
| 7                    | Better transit service from other areas of City/region to improve access to downtown amenities w/out building more parking  | 4/12/2013 11:50 AM |
| 8                    | Less Parking  | 3/31/2013 8:34 PM  |
| 9                    | More identifiable parking, but not necessarily more parking.  | 3/23/2013 9:26 AM  |
| 10                   | NO more parking - we need to encourage the use of transit, walking and biking to get in and out.  | 3/20/2013 9:11 PM  |
| 11                   | Enhance S. Park Blocks as district's focal point: remove the 90 SPB parking spaces added in 2007; move Columbia & Park loo to the outside edge of the park (i.e., relocate away from the central pathway that's otherwise reserved for monuments, flower beds, and public art); reduce in-park signage to necessary minimum | 3/9/2013 12:15 PM  |
| 12                   | Locals and visitors are put off by street people. Needs addressing  | 3/7/2013 2:24 PM   |
| 13                   | Emphasize the architecture of the area as a key component of district identity.   | 3/7/2013 12:15 PM  |
| 14                   | More inexpensive parking options  | 3/7/2013 12:11 PM  |

Q19 Portland State University's growing enrollment, campus development and student population is increasing activity in the South Downtown. What do you hope PSU's growth will bring to the area in the future? Select the two you feel are most important.

Answered: 84 Skipped: 17



| Answer Choices                     | Responses       |    |
|------------------------------------|-----------------|----|
| Increased retail opportunities     | <b>32.14%</b>   | 27 |
| Additional residential development | <b>40.48%</b>   | 34 |
| New open space                     | <b>26.19%</b> 2 | 22 |
| Additional neighborhood services   | <b>64.29%</b> 5 | 54 |
| Research or office incubator space | <b>53.57%</b> 4 | 45 |

Total Respondents: 84

Other (please specify) (8)

| # | Other (please specify)  | Date               |
|---|---|--------------------|
| 1 | Get rid of surface parking lots!!   | 5/2/2013 10:03 AM  |
| 2 | How about a more radically intelligent populace? Do you see education as anything other than a means to make money?   | 4/29/2013 10:41 PM |
| 3 | When I moved here I was most disappointed at how (even near campus) everything shuts down after 6pm. There is nowhere to study/hang out at midnight or 2 am. Other universities have this!  | 4/3/2013 6:09 PM   |
| 4 | Amazing how few retail and dining establishments there are around PSU given its student numbers, as an alumni of PSU, the school could definitely use more retail and restaurants concentrated on one main street next to campus                    | 3/31/2013 8:34 PM  |
| 5 | more evening activity   | 3/22/2013 5:10 PM  |
| 6 | programs that promote interaction between the university and the city. i.e. events, classes or lectures that are open to the public. more internships for students at local businesses  | 3/14/2013 5:45 PM  |
| 7 | In order to enhance age and income diversity downtown and avoid concentration effects, I would like to see student housing integrated into the entire downtown neighborhood rather than being concentrated in areas immediately adjacent to campus. | 3/9/2013 12:15 PM  |

| # | Other (please specify)  | Date              |
|---|---|-------------------|
| 8 | Business's require assistance in relocation from area as PSU grows. Typically additional college supportive retail springs up as college developes. | 3/7/2013 12:11 PM |

## Q20 Where is your favorite place (e.g., business, park, street) in the West Quadrant? Why is it your favorite place?

Answered: 72 Skipped: 29

| #  | Responses   | Date               |
|----|---|--------------------|
| 1  | Pioneer Square. Portland's living room! Place to be in community.   | 5/10/2013 5:41 PM  |
| 2  | 11th and 10th street car lines. I walk along it most when the street car is late, I'm most aware of retail opportunities there. There are good grocery shopping and coffee seating within a block. and entertinament and matting space. My life works along a transit corridor.   | 5/10/2013 10:06 AM |
| 3  | Director Park on a sunny day.   | 5/9/2013 8:52 AM   |
| 4  | Pioneer Square. Diversity and proximity to food choices, entertainment options, people watching   | 5/8/2013 11:49 AM  |
| 5  | South Park BlocksBig trees, historic context, lined with lovely/interesting buildings.  | 5/7/2013 6:22 PM   |
| 6  | The parks! From The Fields to Source Fountain, they are the spine of our city and we need to maintain them, the Halprin Sequence in particular.   | 5/7/2013 5:18 PM   |
| 7  | South Park blocks   | 5/6/2013 12:50 PM  |
| 8  | White Stag Block - great re-activation of historic building, constant activity blending education and culture. Good design.   | 5/6/2013 10:12 AM  |
| 9  | Teacher Fountain  | 5/5/2013 9:30 PM   |
| 10 | Pettygrove Park. Very different kind of place.  | 5/2/2013 10:05 AM  |
| 11 | Farmers market at PSU   | 5/1/2013 9:50 PM   |
| 12 | South Park Blocks - beautiful landscape, lots of culture, farmers market  | 5/1/2013 5:05 PM   |
| 13 | The Arts & Entertainment District surrounding the Park Blocks   | 5/1/2013 3:54 PM   |
| 14 | Pearl District. I live here, and enjoy the diversity of old and new buildings a well as the shopping and dining opportunities.  | 5/1/2013 12:24 PM  |
| 15 | Jamison square because of attractive user focused design.   | 5/1/2013 11:04 AM  |
| 16 | waterfront park, jamison square, pioneer courthouse square  | 4/30/2013 5:07 PM  |
| 17 | The walkway between the 2 Portland Art Museum buildings. It's well designed, has great art work, has great views east & west (both with vegetation), can be used for mini-concerts and receptions; extends the "cultural district" feeling to the west; access to outdoor dining; used by all ages (including lots of children); a "safe" feeling place to walk through after sunset. | 4/30/2013 1:15 PM  |
| 18 | crystal ballroom, fun place to see music  | 4/29/2013 10:44 PM |
| 19 | Parks, because people can't drive their cars in parks.  | 4/29/2013 10:42 PM |
| 20 | The Park Blocks - It feels nice to be among all of those large trees.   | 4/29/2013 12:51 PM |
| 21 | Waterfront Park. I love walking and biking on the 3 mile loop (Steel to Hawthorne Bridges) as well as biking to the Freemont Bridge and to Oaks Bottom. I really enjoy the events and activities in the Waterfront Park. I use the waterfront park at least 2 times a week. I like biking all over downtown and like seeing more bike-only lanes and pedestiran access.               | 4/29/2013 9:36 AM  |
| 22 | Tanner Springs because it's quiet and green.  | 4/28/2013 12:20 PM |
| 23 | Director Square. It is a human scale space and is not dominated by the automobile.  | 4/27/2013 10:33 PM |
| 24 | The fountain by the WTC   | 4/26/2013 3:38 PM  |
| 25 | Goose Hollow lt feels like a real neighborhood and has great views.   | 4/26/2013 3:13 PM  |
| 26 | South Park Blocks. They're active, alive, adjacent places that are enriching and largely welcoming could be more so.  | 4/26/2013 2:49 PM  |

| #  | Responses   | Date               |
|----|---|--------------------|
| 27 | Waterfront Park. Pleasurable being next to the river for running, cycling and hanging out.  | 4/18/2013 5:44 PM  |
| 28 | Tanner Springs Park, because it is a creative, organic open space in the midst of great places to hang out.   | 4/17/2013 8:25 PM  |
| 29 | The Pearl. It shows the most promise as a mixed use community, combining housing with entertainment and recreation, though it needs to do more to promote mixed-income and family dwelling and use of the neighborhood. Smaller more neighborhood-specific schools are one approach.  | 4/16/2013 12:46 PM |
| 30 | park blocks   | 4/15/2013 3:35 PM  |
| 31 | The riverfront in the Pearl District because of the combination of working riverfront and habitat (i.e., not a manicured park, no lawn, no landscaping). We need more natural areas integrated into the cityscape.  | 4/12/2013 12:05 PM |
| 32 | 6th Ave between Madison and Main. Leafy, open, but active part of City. Nice artwork, wide sidewalks.   | 4/11/2013 8:51 PM  |
| 33 | Library   | 4/11/2013 8:02 PM  |
| 34 | Ira Keller Fountain; Tanner Springs Park. Both are beautiful public spaces that are more organic and green than paved (like Director Park) and although they are very landscaped, still make you feel like you have a natural escape from the concrete of the city.   | 4/11/2013 4:46 PM  |
| 35 | Powells / Jaimson Park.   | 4/11/2013 4:16 PM  |
| 36 | Waterfront  | 4/11/2013 3:39 PM  |
| 37 | The South Park Blocks, particularly when the PSU farmer's market is up and running. It's green and humming with people: singles, families, young, and old. I wish the city always had the vibrancy on display on Saturday mornings.   | 4/11/2013 2:34 PM  |
| 38 | Goose Hallow Inn Dense neighborhood of historic buildings, large trees, outside seating, MAX line, access to Washington Park  | 4/9/2013 11:06 PM  |
| 39 | I love the pocket parks: Tanner springs, director's park, etc. They serve as an oasis, are easy to bike or walk to, and make the city feel more human.  | 4/9/2013 9:45 PM   |
| 40 | I tend to circle around couch a lot due to preferred stores that frequent. Also I usually walk along the south park blocks to around Yamhill then switch to 10th. The eye sore next to Nordstrom needs to be built. Start fining the owner for abandoning a large skyscraper project in the middle of the city, this is ridiculous. | 4/3/2013 6:21 PM   |
| 41 | Skidmore Fountain. Human-scaled, intimate, space with historic authenticity   | 4/3/2013 10:29 AM  |
| 42 | Pioneer Courthouse Square   | 4/3/2013 12:08 AM  |
| 43 | Waterfront Park. Great place to get out of the office and into the sun for lunch.   | 4/2/2013 3:45 PM   |
| 44 | The courtyards of the Portland Art Museum. It is unexpected, a path to where I want to go, and beauty in the middle of the city   | 4/1/2013 7:19 PM   |
| 45 | Brewery Blocks: most vibrant, pedestrian oriented, among most 24/7 part of city, active groundfloors, concentrated retail, mixed use, tame streets (Couch St), strong anchors (Powells, Armory, Whole Foods), and best of all: no dead urban space  | 3/31/2013 8:49 PM  |
| 46 | The Wednesday farmers' market on the South Park Blocks. Great food, vibrant gathering of people.  | 3/29/2013 9:32 PM  |
| 47 | Sidewalk cafes in the Pearl like Lovejoy Bakery. Sitting outside on a nice day to enjoy coffee and reading.   | 3/29/2013 8:42 AM  |
| 48 | Southpark Blocks - I love the massive tree coverage and the number of retail shops and grocery stores available.  | 3/29/2013 8:41 AM  |
| 49 | Washington Park and trail system in it. I feel it is extremely important for cities to have green space and recreational opportunities for the population to enjoy.   | 3/29/2013 8:28 AM  |
| 50 | The Goose Hollow flats - some great restaurants, the Deluxe, Artists Rep, Scottish Rite, design firms and dining/retail/artists around Jefferson High School. Perhaps the most desirable, underdeveloped cityscape on the entire West Coast of the US.  | 3/28/2013 6:12 PM  |
|    | Broadway. Retail and Restaurants.   | 3/25/2013 11:05 AM |

| #  | Responses   | Date               |
|----|---|--------------------|
| 52 | I like the Halprin blocks. Aside from the busy-ness of the Keller fountain, they are hidden gem, quiet oasis in the middle of bustling activity. While activating places is great- it is also nice to have places that are more contemplative- life and work is really busy and having places that are less busy help create balance. | 3/23/2013 10:48 AM |
| 53 | Transit mall. The constant turnover of people leaving and arriving downtown is exciting to be a part of.  | 3/23/2013 9:28 AM  |
| 54 | Tanner Springs, but I don't get to go very often.   | 3/22/2013 5:32 PM  |
| 55 | Central Library!  | 3/22/2013 5:14 PM  |
| 56 | Director Square - great mix of public and private space - well designed   | 3/22/2013 4:51 PM  |
| 57 | Waterfront Park   | 3/21/2013 10:56 PM |
| 58 | Park Blocks because: traffic is calmed, walking/biking is civilized, the Elms, and the entertainment and cultural opportunities.  | 3/20/2013 9:41 PM  |
| 59 | Waterfront Park - but NOT during festivals. Or Skidmore Fountain. Both give one the sense of being in a unique, human-scale place.  | 3/15/2013 12:04 PM |
| 60 | South Park Blocks - great mix of open spaces, cultural \ venue options, retail and dining options.  | 3/15/2013 10:25 AM |
| 61 | The Willamette Greenway which (it is hoped) will eventually link pedestrians and bicyclists to the entire inner city. I love being able to see bald eagles and great blue herons a few blocks from my home.   | 3/14/2013 5:51 PM  |
| 62 | Directors Park - unexpected open space in the middle of downtownwe need more of these types of spaces that can be adapted to a variety of activities  | 3/14/2013 5:08 PM  |
| 63 | starkrestaurants  | 3/12/2013 9:09 AM  |
| 64 | Director Park. Scale, use of materials- though, there are some improvements needes with lighting and programing   | 3/11/2013 10:53 AM |
| 65 | South Park Blocks: quiet, well-maintained, simple in design, comfortable benches, close to restaurants and shopping. Director Park: diversified programming, chairs & tables, WiFi.   | 3/10/2013 10:36 AM |
| 66 | South Park Blocks and Director Square - great urban public spaces with lots of tourists, students, residents, visitors playing and promenading.   | 3/7/2013 2:43 PM   |
| 67 | The area in and around Pioneer Courthouse Square, It shouts that this is a REAL city with stores, work places, transportation. It is so NOT like most of America  | 3/7/2013 2:33 PM   |
| 68 | The Park Blocks through PSU with its diversity of cultures, events, farmers market, tree canopy, and transit access   | 3/7/2013 2:01 PM   |
| 69 | South Park Blocks   | 3/7/2013 12:26 PM  |
| 70 | Water front can be quiet and nice, and yet vibrant at other times. Its a nice mix and place to be yourself, by yourself, for yourself!  | 3/7/2013 12:16 PM  |
| 71 | The Pearl District between Couch and Glisan, Park and 12th. I love it because of all the diverse options for dining, shopping, and office space. Its always busy, and safe.   | 3/7/2013 11:53 AM  |
| 72 | South Park Blocks - always active, always people out, lots of places to grab a coffee or snack and hang out under the trees - when the homeless folks haven't taken over  | 3/6/2013 10:59 AM  |

## Q21 When visiting another city's downtown area, have you ever seen anything and thought, "Portland needs one of those" or "Portland should do that"? What did you see?

Answered: 63 Skipped: 38

| #  | Responses  | Date               |
|----|--|--------------------|
| 1  | More street food but we are doing great there. Additional types of transportation but we are also doing great there. Just need motorcycle taxis!   | 5/10/2013 5:41 PM  |
| 2  | tours, great for visitors and amazing reminder for residents. Provide a great mixture for residents to meet visitors and learn from others by their reactions to our home. Easy kayak rentals from where you are river walking.  | 5/10/2013 10:06 AM |
| 3  | Learn from Toronto's ability to make 2-way street network lead to the best performing store frontages in North America.  | 5/9/2013 8:52 AM   |
| 4  | Pedestrian only streets. Chicago's standardized newspaper boxes are a nice touch.  | 5/8/2013 11:49 AM  |
| 5  | When I lived in New Orleans, I appreciated the flexibility of Bourbon Street. It was truly a festival street. open access in the mornings for deliveries, but by evening, was overtaken by pedestrians and made impassable for vehicular traffic. I would like to see this along the park blocks.  | 5/7/2013 5:18 PM   |
| 6  | Walk on ferries, per Baltimore, Vancouver BC, etc. Serving: Saturday Market, RiverPlace, OMSI,   | 5/6/2013 12:50 PM  |
| 7  | Compatible infill, such as in SoHo, New York City. And very few homeless people begging.   | 5/6/2013 10:12 AM  |
| 8  | Play structures for children in one of the South Park blocks.  | 5/5/2013 9:30 PM   |
| 9  | I think 405 should be capped and the area above it developed into a mix of parks and public institutions.  | 5/1/2013 9:50 PM   |
| 10 | Some other cities' parks don't seem to be overrun with homeless like our north waterfront. The benches get monopolized by large camping groups that are intimidating.  | 5/1/2013 5:05 PM   |
| 11 | Portland desperately needs a real Aquarium on the waterfront - whether nonprofit or for-profit. It's almost an embarrassment that, as a major Coastal/River city, we do not have one anchoring a more active riverfront district. Virtually every other city in our class has, and the new, tiny private one in Milwaukie is dismal.   | 5/1/2013 3:54 PM   |
| 12 | Seattles sculpture park  | 5/1/2013 12:24 PM  |
| 13 | yes, access to the river for recreation, environmental education   | 4/30/2013 5:07 PM  |
| 14 | Some cities have made better use of their historic railroad stations (retail, restaurants, etc.); we could do more with that. Take a page from Frankfurt (Germany) which has greatly expanded its walking streets, esp. in the historic districts. And its churches (in those districts) stay open during the day (even the Protestant ones), with information about their history, maps showing where other nearby churches are, and what their open hours are. Great for visitors & residents. | 4/30/2013 1:15 PM  |
| 15 | separated wide bike and pedestrian paths in stanley park like in vancouver bc. No cars at all in the transit mall.   | 4/29/2013 10:44 PM |
| 16 | Yes, Portland needs car-free streets like Europe and physically seperated bikeways like NYC and Chicago.   | 4/29/2013 10:42 PM |
| 17 | Portland needs gondolas (Venice). Or, ways for downtown people to easily rent a boat or kayak to ride around for an hour or so. With improved water quality in the Willamette River, Portland needs some swimming beaches that encourage people to swim in the river! I would like to see more public access to PSU (it seems like access is only available to students for athletics and library studies).  | 4/29/2013 9:36 AM  |
| 18 | small area mapping signs on street. It let's me know where I'm at and where I could go if I'm not familiar with the area. Garbage cans and public toilets!   | 4/29/2013 6:10 AM  |
| 19 | I don't often travel to other cities.  | 4/28/2013 12:20 PM |

| #  | Responses  | Date               |
|----|--|--------------------|
| 20 | Bike share on a massive scale (Montreal). Access to the river(San Antonio). Turn Centenial Mill into Fanuiel Square (Boston)   | 4/27/2013 10:33 PM |
| 21 | Water transportation every else that has navigable water   | 4/26/2013 3:38 PM  |
| 22 | Fewer homeless encampments, less panhandling, less smell of urine  | 4/26/2013 3:13 PM  |
| 23 | light rail transit goes underground through the central city in nearly every interesting and livable city.   | 4/26/2013 2:49 PM  |
| 24 | covered outdoor performance space in Waterfront Park, or something that can provide more cover than temporary tents.   | 4/18/2013 5:44 PM  |
| 25 | Portland needs fewer parking lots. They create barriers that retard liveliness and development. We have too much parking and manage it poorly. Food carts are great for improving the situation but more needs to be done. Also, don't try to invest a ton of money in getting big business downtown. If downtown is a great place to be, big companies will come there of their own accord. It's a waste of scarce funds.   | 4/17/2013 8:25 PM  |
| 26 | Vancouver BC has much better access along it's water fronts. I know this is a Westside survey, but the Esplanade is part of the riversape, and it and the westside waterfront path form a loopthey are really one facility. Please please please help us toward a future when the land adjacent to the east bank waterfront is reclaimed from the horrible interstate that divides the adjacent neighborhoods from the city's waterfront. THIS will make downtown and it's waterfront a true showpiece for Portland, setting it apart from all other American cities.  | 4/16/2013 12:46 PM |
| 27 | dedicated pedestrian and bike streets (like Ankeny, or Times Square)   | 4/15/2013 3:35 PM  |
| 28 | Daylighting historic creeks/streams through the downtown area  | 4/12/2013 12:05 PM |
| 29 | Pedestrian retail zone.  | 4/11/2013 8:51 PM  |
| 30 | Parklets. Access to swimming in the river, or a floating restaurant (We have a waterfront - let's play!)   | 4/11/2013 4:46 PM  |
| 31 | Bike share, but that's already coming. Honestly, I think we've got it all we need to just sit back and let things happen. The west side is already good. Fix a few things like Burnside being 2-way and let development happen naturally.  | 4/11/2013 4:16 PM  |
| 32 | Yes, a place where a child can walk to school, or to a friends house down the street, safely and enjoyably. This is possible in a downtown, and it should be our litmus test for livability. If we don't see all generations intermingling on a daily basis, the area isn't as healthy as it could be.   | 4/11/2013 2:34 PM  |
| 33 | newspaper condos; round sign/bulletin poles;   | 4/9/2013 11:06 PM  |
| 34 | "Green lanes" in Spain; separated cycling facilities through the central city, on main arteries.   | 4/9/2013 9:45 PM   |
| 35 | A united gay district. Portland is one of the few cities without a centralized community.  | 4/3/2013 6:21 PM   |
| 36 | More urban waterfront with buildings/activities at the river   | 4/3/2013 10:29 AM  |
| 37 | Pedestrian crossings where lights are red for all auto traffic in all directions and pedestrians can cross in any direction, including diagonally.   | 4/3/2013 12:08 AM  |
| 38 | People congregate in Sunny outdoor spaces. Pay attention to where the sun goes from Noon on and help businesses to create street cafes.  | 4/1/2013 7:19 PM   |
| 39 | -Granville Island, we need a thriving vibrant active waterfront destination that people flock to and gather in to eat, people watch, shop, hang out, etc. We should not be afraid to have commerce at the waters edgeMaritime and River Museum: comprehensive museum covering maritime history, cultural history of the river, historic vessels, ecology of river, etc. Centrally locatedTwo way Cycle Track along eastside of Naito Parkway for the length of the street from RiverPlace to RiverScape -Make Broadway Two-Way to become the main street of downtown, (shift bike lane over to SW Park/9th (Park Blocks) as part of a more direct Pearl-WestEnd-PSU bikeway via NW 9th/SW Park/SW9th) -Streetcar Signal Priority to speed up service -Vancouver BC Waterfront-like Separated Bike and Ped Paths for Tom McCall Waterfront Park | 3/31/2013 8:49 PM  |
| 40 | I have heard that Vancouver, BC has figured out how to enable high density living and amenties for families with children.   | 3/29/2013 9:32 PM  |
| 41 | We need more density. I have been living and working in Washington DC for a year. It is 2 1/2 times more dense than Portland so there is more vibrancy and activity. We must continue to raise the density while maintaining a feeling of a green city with good walking and transit options.  | 3/29/2013 12:18 PM |
| 42 | A bike share would be awesome.   | 3/29/2013 8:42 AM  |

| #  | Responses   | Date               |
|----|---|--------------------|
| 43 | Portland doesn't do a good job of maximizing the area around Jeld-Wen field. It's a fairly sleepy neighborhood except when a game is going on. We need more retail and more live/work options in the neighborhood   | 3/29/2013 8:41 AM  |
| 44 | Yes - the Marais in Paris (particularly as a model for Goose Hollow), or the Docklands outside of London. (Get on the plane if you haven't seen these areas lately.)  | 3/28/2013 6:12 PM  |
| 45 | I am always amazed how I focus on the rivers and waterways when visiting other cities and am amazed that I do not use our Willamette in the same fashion. It so isolated and difficult to visit.  | 3/25/2013 11:05 AM |
| 46 | Vancouver BC put affordable housing adjacent to a public plazawhile the other three parcels facing the park were market rate. When all the housing is high rise, than affordable hi-rise doesn't visually look different from market rate and providing access (both views and actual physical proximity) is a great asset for residents.   | 3/23/2013 10:48 AM |
| 47 | fun lights. Mini-grocers, especially down near Keller Fountain. Public art near some of the boring buildings  | 3/22/2013 5:32 PM  |
| 48 | Better bicycle facilities like NYC, Chicago and Mpls. We are falling behind because our downtown is not as accessible to all types of cyclists.   | 3/22/2013 4:51 PM  |
| 49 | More spaces with closed off streets for pedestrian only areas running east and west.  | 3/21/2013 10:56 PM |
| 50 | Michigan Avenue, Chicago. Wide wonderful sidewalks that make walking a pleasure even with loads of traffic (and Chicago drivers!), great architecture, and wonderful open space with Millenium Park and the open spaces/museums near the waterfront.  | 3/20/2013 9:41 PM  |
| 51 | A sculpture park like the one in Seattle (or, on a grander scale, Oslo, Norway)   | 3/15/2013 12:04 PM |
| 52 | Year round waterfront attraction. Spokane has carousel and ice skating; Seattle has ferris wheel, onwater dining options, water activities; Baltimore (inner harbor) has a water taxi that takes you all over the harbor - Portland could do the same thing with drop off points from Lake Oswego to Eastside Industrial to Pearl District, etc.  | 3/15/2013 10:25 AM |
| 53 | One. A much larger greenway setback would open up the river! The current trails are too narrow for the ever-increasing number of users. Two. Consider increased setbacks for buildings from the sidewalk. Vancouver, BC does this in there very dense area located next to Stanley park and the front yards and large trees along the pedestrian level almost make the high rise apartments disappear because you are only aware of the welcoming street level.   | 3/14/2013 5:51 PM  |
| 54 | Better river and harbor activities, connection to downtown and entertainment districts Outdoor all-weather assembly and festival spaces   | 3/14/2013 5:08 PM  |
| 55 | Readable signs for cars indicating places of interest   | 3/12/2013 9:09 AM  |
| 56 | I love the Bryant Park Model. Note that there is grass there, its not all paved.  | 3/11/2013 10:53 AM |
| 57 | Divided paths along waterfront in Vancouver BC: Markings and grade changes create separate lanes for pedestrians, cyclists, skatersWoodward's Building on East Hastings in Vancouver BC. Includes a wide range of incomes, uses, and housing types, all in the same complex: income-qualified housing, high-end condos, university programs, multiple retail and office usesI-670 freeway cap in Columbus, Ohio: Rather than greenspace/parkland, contains retail storerooms and restaurants. If built on Morrison across I-405 would extend Morrison as continuous East-West shopping corridor all the way from the Willamette to Jeld-Wen Field, enhancing the river-to-city connection'Les Bouquinistes' in Paris: An array of small stalls along the banks of the Seine that sell used books, magazines, prints, ephemera. In Portland, I picture stalls installed around the perimeter of surface parking lots (on the model of current downtown food cart pods) or along the path in Waterfront Park (on the Parisian model). If set up in parking lots, different pods could specialize in different types of used merchandise (e.g., art prints, books, jewelry)At transit stops (in addition to benches), desk-like platforms (standing height) that people could use to support their smartphones, laptops, tabletsVarious Asian food courts, (e.g., Aberdeen Centre in Richmond, BC): Large indoor fast food courts with multiple vendors of Asian street food specialtiesUrban Uwajimaya supermarket plus food vendors in International District, Seattle. Portland needs an Asian food court or supermarket (H-Mart; FuBonn; Uwajimaya) to catalyze Chinatown redevelopmentReclaimed public space under bridges (e.g., Riverside Arts Market, Jacksonville): Portland's Saturday Market redesign missed a great opportunity when it relinquished the space under the Burnside Bridge to parking. The whole Saturday Market-MAX Station complex would be far more successfully integrated if the under-the-bridge space were reclaimed for market use (as similar spaces have been in | 3/10/2013 10:36 AM |

| #  | Responses  | Date              |
|----|--|-------------------|
| 58 | Just the reverse: Portland has what other cities destroyed long ago. Central Portland's architecture and distinctive neighborhoods make it a stand out and unique city that has not become homogenized as so many other cities have become. I hope we can preserve that. Capping sections of I405 would be a major accomplishment to reconnect parts of the downtown residential areas. This has been done in other cities once divided by freeways. | 3/7/2013 2:43 PM  |
| 59 | Portland seems gloomy at night. We are a water city and our bridges should be lit and some new thought to lighting other than the old concept lamp posts   | 3/7/2013 2:33 PM  |
| 60 | A Great retail street with a variety of owner operated shops and venues that provide local flavor, business opportunities, and shopping variety differentiated from national brands. This will require more flexibility in zoning and building code requirements, waived or reduced SDC's, support of a downtown parking plan focused more on visitors by having retail help provide affordable parking to its clients.                              | 3/7/2013 2:01 PM  |
| 61 | Constant celebration of the area's architecture - like the daily architecture specific tours in Chicago.   | 3/7/2013 12:26 PM |
| 62 | Diversity is important, but so is a population that is educated and working i.e actual doing something that is of benifit to mankind. Most important that we draw people into the city that are not Weird; but are people that will participat in city activities that are supportive of one another and have the respect of one another and the associated property.  | 3/7/2013 12:16 PM |
| 63 | I love the parks in places like San Francisco where people congregate for things like yoga and martial arts. Makes it feel like a community!   | 3/7/2013 11:53 AM |

### Q22 If you read the Central City 2035 West Quadrant Reader, what did you find most interesting or exciting? Why?

Answered: 33 Skipped: 68

| #  | Responses  | Date               |
|----|--|--------------------|
| 1  | Great job.   | 5/10/2013 5:41 PM  |
| 2  | Its been 2 months now but history was interesting, change in stats, sophisticated perception of what citizens should know. I credit staff who put it together.   | 5/10/2013 10:06 AM |
| 3  | Don't read itwhat is it?   | 5/7/2013 5:18 PM   |
| 4  | I read it, but don't recall a lot specifically other than I've been impressed with the thoughtfulness of the process. I'm grateful that there seems to be acknowledgement of the value of preserving historic buildings, but there needs to be a more holistic vision for the historic districts and compatibility of infill. There also needs to be real leadership to move past the talking to action. | 5/6/2013 10:12 AM  |
| 5  | General insight into the city's west quadrant planning process.  | 5/5/2013 9:30 PM   |
| 6  | Discussion of connecting Pearl district to the river.  | 5/1/2013 11:04 AM  |
| 7  | that finally the river and access to it is garnering wide support  | 4/30/2013 5:07 PM  |
| 8  | Haven't read it yet.   | 4/30/2013 1:15 PM  |
| 9  | Not familiar.  | 4/29/2013 10:42 PM |
| 10 | I liked all of the maps and the discussions about opportunities for the specific districts. It would be fun to match the West Quadrant Now map on page 4 to a West Quadrant Plan 2035 map (by 2015). I enjoyed reading about the changes in economics from 1990 to present and would like to see a comparison form 2000 to 2015.   | 4/29/2013 9:36 AM  |
| 11 | NA   | 4/28/2013 12:20 PM |
| 12 | Not much. I see little interest in going "outside the box" expressed there. Pleas for more accessible open space, safer streets, agglomeration economies, and a better jobs/housing balance aren't game changers and are, if you'll pardon me, a bit stodgy.   | 4/26/2013 2:49 PM  |
| 13 | unusual format made it slightly more interesting.  | 4/18/2013 5:44 PM  |
| 14 | I haven't, sorry.  | 4/17/2013 8:25 PM  |
| 15 | n/a  | 4/16/2013 12:46 PM |
| 16 | I haven't seen it yet  | 4/12/2013 12:05 PM |
| 17 | The prospect of a much larger greenway network   | 4/11/2013 2:34 PM  |
| 18 | Desire to mix residential, retail and office space. Encouragement of people to live where they work and play.  | 4/1/2013 7:19 PM   |
| 19 | n/a.   | 3/29/2013 9:32 PM  |
| 20 | I love that Portland is a city that actively looks at these things realizing the city is a living-breathing thing. The most exciting to me is that any growth plans are focused in moving us forward in a sustainable way. That green plans are included from the outset.  | 3/29/2013 8:41 AM  |
| 21 | Development of additional open spaces, and exploring new ways to tie together the central city, PSU, GHollow, NW and the Pearl.  | 3/28/2013 6:12 PM  |
| 22 | Did not read.  | 3/25/2013 11:05 AM |
| 23 | The big idea of a bicycle/pedestrian off-street connection through the West Quadrant.  | 3/22/2013 4:51 PM  |
| 24 | The urban design concept. It's on the mark. Great general idea upon which to develop more detailed concepts and implementation strategies.   | 3/20/2013 9:41 PM  |

| #  | Responses  | Date               |
|----|--|--------------------|
| 25 | The clear connection drawn between ecoomic prosperity and a place that is connected to its natural context and cultural history.   | 3/15/2013 12:04 PM |
| 26 | The development \ massing map outlining density opportunities. Made me think about 1) what is the right mix of this potential density - between office, retail, residential, employers \ light industrial; and 2) how do we set the "ideal mix" and then incentive it correctly so we obtain the right mix. In short, how do we say "the ideal ratio between jobs \ housing \ retail is X" and then put the right incentives in place to support that outcome.   | 3/15/2013 10:25 AM |
| 27 | A consensus on making the Willamette River a major focus.  | 3/14/2013 5:51 PM  |
| 28 | Complexity and diversity of activities in area as a whole Creating a comprehensive plan for the entire area is very challenging We really need to "connect the dots" to create a truly modern and humane city "that works"   | 3/14/2013 5:08 PM  |
| 29 | In particular, I'm very encouraged that the stated goals include:bridging barriers across freeway (West End-Goose Hollow)preservation of affordable housingenhanced connection to the river improvement of West Burnsidegreater attention to edge transitionsI-405 Freeway/barrier crossing improvementimplementation of Park Avenue Vision plan   | 3/10/2013 10:36 AM |
| 30 | Recognizing that different neighborhoods exist in the Central City and serve different purposes has been incorporated into the reader. The residential/mixed use neighborhoods such as the West End are important to preserve since their residents add 24/7 activity on the central city streets which is important to the economic viability of downtown. Also the historic architectural fabric of the West End, Old Town and Chinatown was incorporated into the reader as worthy of preservation. That is exciting. | 3/7/2013 2:43 PM   |
| 31 | Like the holistic approach to neighborhood planning.   | 3/7/2013 2:33 PM   |
| 32 | Acknowledgement that there needs to be revitalization in Old Town and Chinatown. It's pretty obvious that this need sot happen, yet actions taken to help these areas have been minimal.   | 3/7/2013 12:26 PM  |
| 33 | I did, All I thought of was how much in added taxes all of this will add - a bigger government; more intensive requirements on building/property owners to comply with city requirements i.e. a permit being required to paint your house??? plant a tree in the front yard??? how about installing a play structure.  | 3/7/2013 12:16 PM  |

## Q23 Are there any additional comments you would like to provide to the City of Portland staff as we work on planning for the West Quadrant of the Central City?

Answered: 56 Skipped: 45

| #  | Responses   | Date               |
|----|---|--------------------|
| 1  | Thank you, great work.  | 5/10/2013 5:41 PM  |
| 2  | Choices are difficult in a survey. I realize I need more reasons to get off my transit corridor to attractants in other neighborhoods. I'm most looking forward to Lincoln and PSU combining efforts for the future of education. We'll need an elementary school soon. I want open play areas like Fields park near them. I think we need a use-survey of the child's park in south South Park Bocks because I don't think its being used and needs redevelopment to serve needs.  | 5/10/2013 10:06 AM |
| 3  | Bring Pearl District zoning to the rest of the West Quadrant. Prioritize pedestrians through 2-way streets and stop signs over 1-way streets and streetlights. Improve bridgeheads by eliminating connecting ramps to Naito, thereby winning the development space from eliminating the ramps, and also reduced vehicular traffic on Naito and improved connectivity to waterfront from the rest of the West Quadrant. Activate Burnside Pedestrian environment through on-street parking (initially during off-peak hours to test) and later through widened sidewalks and permanent on-street parking. All crosswalks should be painted and striped (no excuse not to). | 5/9/2013 8:52 AM   |
| 4  | The emphasis should be on the experience of the pedestrian, and conflicts with autos should be limited.   | 5/7/2013 6:22 PM   |
| 5  | Please focus on maintaining diversity affordable housing is important in this regard.   | 5/7/2013 5:18 PM   |
| 6  | As wonderful as Waterfront Park is, it is a barrier to accesing the river. Use historic interepretation, unique east-west paths to bring people to its edge. The Saturday Market pavilion is a great start and example, as is Salmon Springs fountain.  | 5/6/2013 12:50 PM  |
| 7  | Investing in SEISMIC upgrades is critical to preserving neighborhood character AND public safety!   | 5/6/2013 10:12 AM  |
| 8  | The city needs affordable housing but it needs to be spread throughout the west and north east and southeast quadrants. Too much in a single neighborhood begins to impact the tone of the neighborhood.  | 5/5/2013 9:30 PM   |
| 9  | Be careful NOT to divide the central city up into so many tiny subdistricts. It only fractures the place and doesn't make it more effective. Further, it encourages people to fracture their interests when the central city is a unique district for not just Portland but the whole PNW.  | 5/2/2013 10:05 AM  |
| 10 | Again, capping 405 would greatly increase connectivity across the city.   | 5/1/2013 9:50 PM   |
| 11 | A continuation of the waterfront bikeway north of the horse stables would be a big asset.   | 5/1/2013 5:05 PM   |
| 12 | We've talked for 20 years about eh need for a new, mid-sized performance space in the city of 1,500 to 2,000 seats. The Keller and Schnitz are too big, and the Newmark too small. If we do not build one soon, a western suburb will, and downtown will lose a number of significant arts performances to them.  | 5/1/2013 3:54 PM   |
| 13 | New Building hight limits and open space bordering the river.   | 5/1/2013 11:04 AM  |
| 14 | engage your citizenry in the natural resources within this quadrant, makes them appreciate the environment and be better citizens as workers and players in the city  | 4/30/2013 5:07 PM  |
| 15 | Farmers markets are very important - encourage their continuing existence. Note - I should have mentioned this in "what can we do to be greener" - but consider establishing compost-collection stations. I have having to chuck compostable materials down the garbage disposal, or worse yet, into the garbage.   | 4/30/2013 1:15 PM  |
| 16 | Metered parking is not widespread enough, is underpriced, and ends too early in the evening making it very difficult at times to find on street pricing. Higher rates would improve access to businesses in the central city.   | 4/29/2013 10:44 PM |
| 17 | Get rid of the damn cars that pollute our city and make walking in the street deadly.   | 4/29/2013 10:42 PM |

| #  | Responses   | Date               |
|----|---|--------------------|
| 18 | High density housing (as in tall buildings) is important for being able to maintain other open spaces. Maintaining the tree canapy and landscaping keeps down noise and air pollution. I feel that affordable housing is good for downtown as it keeps a diverse mix of people in the area. I would like to see access to US 26 moved away from Clay St.  | 4/29/2013 9:36 AM  |
| 19 | Reduce automobiles and increase jobs. Real jobs that pay a living wage. We need to focus on resilience.   | 4/28/2013 12:20 PM |
| 20 | Always consider the human scale of the plan. We want a city where it always feels comfortable to be out and about, and not in a car.  | 4/27/2013 10:33 PM |
| 21 | The Pearl District was developed almost exclusively with low to mid rise condos/apts. This creates a lovely scale and feeling to the neighborhood. As places like Goose Hollow are developed, please keep this in mind (instead of allowing a sea of point towers, as the current zoning would allow.)  | 4/26/2013 3:13 PM  |
| 22 | Please consider those who don't have money and power and the ability to represent needs of lower income and disadvantaged people.   | 4/18/2013 5:44 PM  |
| 23 | Think outside the box. All the options in the survey felt safe and boring to me typical of current thinking, not innovative. And work on improving the safety and attractiveness of Old Town/Burnside. That area really turns me off because it is crowded, dirty, and feels unsafe.  | 4/17/2013 8:25 PM  |
| 24 | transportation is a crucial matter, and if more people are to live, visit, and use the amenities of the West Quadrant, you'll have to figure out how they're going to get down there, and how they're going to move aroundsafely, comfortably, pleasantlyonce they get there. Since you cannot grow auto access to and in the West Quadrant, promote major shifts in planning and policies that get people into and around those neighborhoods without getting into an auto.  | 4/16/2013 12:46 PM |
| 25 | cars are a waste of space, make neighborhoods less vibrant  | 4/15/2013 3:35 PM  |
| 26 | More green streets including daylighting historic waterways and installing living walls. Maximum speed limit of 20mph district-wide, with 15mph limit on all bike boulevards/all roads w/sharrows (like NW Marshall), excepting limited access highways. More pedestrian/bicycle only streets. Road diets, curb extensions, safer pedestrian crossings, more pedestrian safety enforcement missions. Frequent service transit interconnecting all West Quadrant neighborhoods and major transit transfer points/stations within and nearby Frequent transit service along NW 18th/19th. More streetcar service, even if it means higher taxes on properties within District. Integration of wilderness (literally) into City, along some City streets, including safe wildlife migration/river access pathways/trails through City. | 4/12/2013 12:05 PM |
| 27 | restore the 12 foot sidewalk width for sidewalks that were reduced to 8 feet during the 60s   | 4/11/2013 8:02 PM  |
| 28 | Connect the park spaces with greenways - traffic restricted, tree-lined streets that would attract visitors and residents to explore the gems of the city in a low-stress, beautiful way by bike or walk.   | 4/11/2013 4:46 PM  |
| 29 | Schools, schools, schools! Particularly elementary schools with walkable streets connecting them to the neighborhood. Schools can be the center of a community, functioning as an educational facility, community center, and active green space, all in one. Schools, a sense of safety, and green spaces will draw more families downtown. Without this, it's a lost cause to get young families to move here or stay once their kids hit 5 years old.  | 4/11/2013 2:34 PM  |
| 30 | the southern end of the West End is very different than the northern end, the south end does not need any more 'affordable housing' it needs more retail, restaurants and market-rate housing   | 4/9/2013 11:06 PM  |
| 31 | The central library is terrible compared to other cities. I realize it provides useful services to homeless but it is dirty and the bathrooms are disgusting. There are no "cubby holes" available to study in either. Its beautiful on the outside but is lacking on the inside. Would love to see money invested to restore it and improve janitorial services, and/or provide shower/restroom services nearby to discourage homeless. Needles on bathroom floors scare away people!  | 4/3/2013 6:21 PM   |
| 32 | We need more housing options for people in the middlepeople who are not rich enough to buy condos and not poor enough to live in subsidized housing.  | 4/3/2013 12:08 AM  |
| 33 | Bring back fishing opportunity!!! People fishing pay for parking, food, amenities, etc. With dedicated areas, enforcement, maintenance, and proper facilities such as trash cans, a desirable fishing population can be attracted. The new Oregon City fishing platform is an example of a good idea gone wrong. And do something about the homeless population mooring junk boats on the esplanade and utilizing the park for camping. The city should not provide a haven for drug addicts when it infringes on the rights and security of other people.  | 4/2/2013 3:45 PM   |
| 34 | Please use public money wisely and let the private sector take on more costs. Use direct lines for pedestrian paths- they make them for themselves if you don't.  | 4/1/2013 7:19 PM   |

| #  | Responses  | Date               |
|----|--|--------------------|
| 35 | Include NW Portland, amazed that Northwest is not included in the Central City Quadrants   | 3/31/2013 8:49 PM  |
| 36 | I appreciate the opportunity to provide input. Thanks to the hardworking staff and advisors who are tackling this work at close range. In filling this out, I realize I need to get out and do some closer rscrutiny of other areas of the West Quadrant outside my immediated neighborhood!   | 3/29/2013 9:32 PM  |
| 37 | Rather than focus on outlying portions of the Central City such as South Waterfront, inner Eastside, or even Lloyd Center, we should focus on filling in all of the empty zones of Downtown and move out from there. We need density and people-activity. Fill in the parking lots. They simply KILL the urban pedestrian experience. Make sure that windows are not blank or covered up. Put eyes on the street. Allow pedestrians to see inside shops and restaurants. Discourage dead zones.  | 3/29/2013 12:18 PM |
| 38 | My biggest overall reco is to get a grocery store in Goose Hollow.   | 3/29/2013 8:41 AM  |
| 39 | The city seems to be moving into high density which scares me a little bit because of the large increase in population it will bring. I'm fairly new to Portland and the thing that attracted me to this city is that it isn't intimidating like most big cities can be. It feels more like a large town and there is still a strong since of community in the different hamlets and sections of the town. Green space and hiking and biking trails are so important to the people who live here and of course the transportation system. It is such a liveable city and I hope that any city planning and development in the future will not distract from "The city of neighborhoods" feel that it presently has. Portland has a charm that can easily disappear if the wrong kind of development takes place here and that would be a shame.  | 3/29/2013 8:28 AM  |
| 40 | Please stop front-loading Goose Hollow with public services (homeless shelters, outreach clinics, low cost housing projects, etc.) You are going to tank this neighborhood before it ever has a chance to get off the ground. Development first, then services, for ALL residents.   | 3/28/2013 6:12 PM  |
| 41 | Focus on the river access.   | 3/25/2013 11:05 AM |
| 42 | Safety crossing 4th and 6th given the freeway exits there-increasing pedestrian signalling possibly or more signage to increase driver awareness, maybe as they exit the freeway? Entering Walking Zone-Use Caution/Slow Down. Answering these questions about such a large area at once has been difficultThe initial question about housing (what will be needed) is hard to answer without some more info, while what would be desirable to encourage is easier to answer since it would be based on opinion.   | 3/23/2013 10:48 AM |
| 43 | There is a strong need for improved active transportation connections between South Downtown (PSU) and the Hawthorne Bridge and South Waterfront (PMLR bridge). Retail in South Downtown is dispersed. Stronger retail corridors are needed.   | 3/22/2013 5:14 PM  |
| 44 | Need to take back Tom McCall park to facilitate development along Naito. This great amenity is walled off in the summer decreasing the development potential of Naito!   | 3/22/2013 4:51 PM  |
| 45 | the whole waterfront needs to be connected with walking and bike paths. The Stanley Park area in B.C. is a good model  | 3/22/2013 9:28 AM  |
| 46 | Make it people friendly and easier to move around. Transportation connecting Lake Oswego to Southwater front/downtownMAX trains  | 3/21/2013 10:56 PM |
| 47 | As I've harped on throughout this survey, I-405 shouldn't continue as a study and planning area boundary. This has led to it remaining as a significant barrier. As a SW resident who doesn't live in the central city, getting in/out every day on one of the city's supposedly "preferred" modes (bike), I know firsthand that the conditions have consistently remained terrible for 30 years. The river has received all the attention, and the city has made great strides in improving access across it. It's time to deal with I-405! When participating in the 2003 open houses for the 5th/6th transit malls, I asked what would be done about the freeway-style 6th Avenue as it crosses I-405 into the pedestrian/transit-friendly we wanted to create. I was told "It's outside the study area." Great! As a result, the ped/bike environment just a block south of a LRT platform is far from being what's claimed in the Central City 2035 Concept Plan, which states "the Central City is recognized as one of the most walkable urban centers in North America." The Central City needs to be truely connected to all of its surrounding neighborhoods - east and west. This major criticism aside, I like the concepts and direction we're starting with. | 3/20/2013 9:41 PM  |
| 48 | Consider adding Ross Island to the West Quadrant study area  | 3/14/2013 5:51 PM  |
| 49 | District borders unclear for memaybe landmarks might help describe and locate in future efforts. I think Portland needs less visioning and more "doable" plans that make people feel good about things improving and changing in their lifetimes. Portland should stop reading their own PR and realize that there are many things about the central city that are not that great compared to other mid-size regional metro centers.   | 3/14/2013 5:08 PM  |
| 50 | Need more housing downtown to become vital   | 3/12/2013 9:09 AM  |

| #  | Responses  | Date               |
|----|--|--------------------|
| 51 | Devise ways to further connect the various subdistricts that make up the central city, reducing existing impediments to a fully-integrated, united, walkable central city. Use freeway caps to reconnect the River, Downtown, the West End, and Goose Hollow. Use bold re-design and taming of Burnside to reconnect the West End with the Pearl District and reconnect Downtown with OT/CT. Resurrect Fareless Square in order to support and enhance the pedestrian/transit connections that contribute a a lively and unified central cityAdopt housing policies that avoid residential segregation or concentration by age, income, or disability status. Encourage siting of future housing that disperses age, income, and ability groups throughout downtown, thus maximizing the likelihood of mixing and interaction and avoid ghettoization, marginalization, and stigmatization. In particular, encourage mutifamily development that mixes social and economic groups within the same building or complex. | 3/10/2013 10:36 AM |
| 52 | It will be important to preserve the livability of the central city residential areas which will not be easy. Increasing density of the central city needs to happen, but this development should not mean sacrificing livability. Livability and economic viability can operate together by concentrating the high-rise developments in the core downtown area (east of the park blocks and in the eastside industrial areas), in the South Waterfront, River District of the Pearl, and Lloyd District and by putting mid-rise, dense developments in the surrounding existing residential areas as a step down to single family residential neighborhoods. Maintaining architecturally-interesting old buildings among these newer developments will keep the central city an aesthetically interesting city to live in, shop in and visit.   | 3/7/2013 2:43 PM   |
| 53 | Development is all about USE and people interaction. I have lived and worked here for 38 years and am saddened to see a large part of the DT core not attractive to my fellow citizens and visitors because of the social issues which play out here. I would spend half of the development \$\$ looking at this. Friends recently visiting from London and Minnesota described it as being "smelly, dirty and a bit frightening" (This from just traversing the shops and restaurants withing this core during daylight hours.  | 3/7/2013 2:33 PM   |
| 54 | The most interesting parts of cities are areas that grew naturally and organically over time, allowing the district to find its own themes and character. Trying to "make something happen" can be artificial and too prescriptive, with little sustainable success. The Pearl with its ExD zoning gave flexibility to allow changes to respond to market conditions. Let development be taller and give the city some excellence in architecture. Developing Workforce housing is critical to a successful development of all the plans stated attributes.  | 3/7/2013 2:01 PM   |
| 55 | The quadrant already contains a wonderful mix of buildings from Portland's earliest days to the present. The City should work to support and enhance this existing and interesting character and spend less energy on supporting new buildings or faddish activities. Show more support for what we already have first - plain and simple. It's culturally enhancing, civic minded, and eco-friendly. Also, while it is noted that there is interest in revitalization of existing historic districts, there is no real acknowledgement of the wealth of historic buildings throughout the quadrant that are not in those designated historic districts. These areas need to be celebrated and supported too.  | 3/7/2013 12:26 PM  |
|    |  | 3/7/2013 12:16 PM  |