Final Draft

Mixed-Use Center and Corridors Livability and Parking Analysis Final Report

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City of Portland

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Bureau of Transportation

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Appendices

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Introduction

Purpose

The City of Portland is currently updating its Comprehensive Plan. The new plan proposes to focus growth in mixed use Centers and Corridors, which will serve as anchors of convenient, walkable neighborhoods. To help implement the new plan, two key projects are underway: 1) the Mixed Use Zones Project is revising the city's zoning for centers and corridors outside the central city; and 2) the Centers and Corridors Parking Analysis and Toolkit is a concurrent project led by the Portland Bureau of Transportation to examine parking management policy in centers and corridors. In support of these efforts, the City was interested in hearing about new development and livability from the perspective of residents of mixed-use buildings within corridors and centers as well as visitors to those areas. In addition, the City was interested in learning more about parking supply and usage within existing buildings in mixed use Centers and Corridors.

Study Areas

This study is focused on five centers and corridors:

- SE 28th Avenue
- Hollywood Town Center
- St. Johns Town Center
- SE Division Street
- N Mississippi Avenue

The locations are identified on the proposed Comprehensive Plan Urban Design Framework map and are representative of the types of centers and corridors found throughout the City. The selected locations are also ones which have been experiencing recent commercial development and revitalization as well as significant residential development in multi-dwelling apartment and mixed use buildings. The study areas are also the subject of the *Centers and Corridors Parking Analysis and Toolkit* being led by the Portland Bureau of Transportation.

Methodology Overview

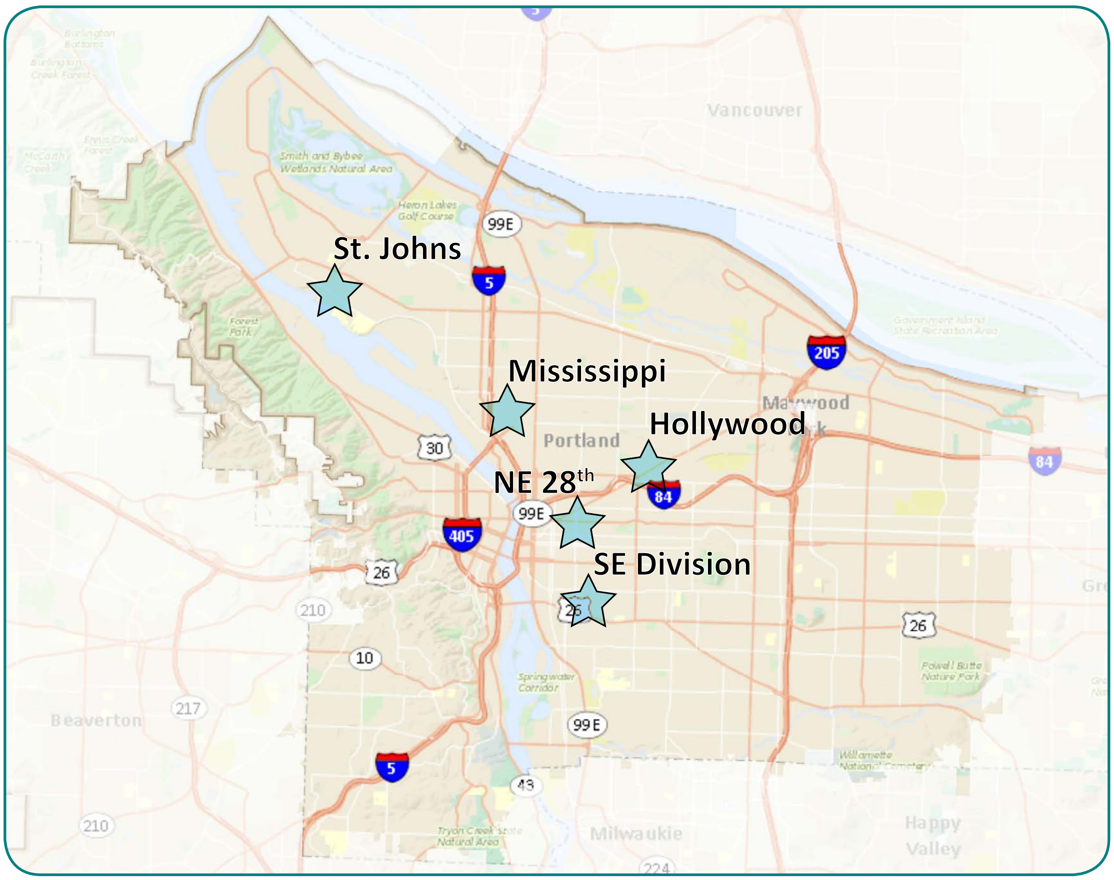
A combination of quantitative and qualitative survey methods were used to collect data on the use of, and perceptions surrounding, mixed use buildings and the neighborhoods in which they are located. Quantitative survey methods include resident, intercept, and parking surveys. Qualitative survey methods include discussion groups and some open-ended questions as part of resident and intercept surveys.

Resident Survey

Method

DHM Research conducted an online resident survey to assess the use of transportation and parking options, as well as opinions on mixed-use building development. The residents of approximately 1,350 units in 26 mixed use and multi-family buildings were asked to participate. The City of Portland informed residents about the survey by directly mailing an informational postcard to residents of targeted buildings in the study area and by working with building managers to inform tenants and residents. A total of 1,118 postcard notices were sent to residential units by direct mail; an additional 238 residential units were contacted by building management via email only. DHM Research administered the online survey, which consisted of 28 questions. One hundred fifty-eight (158) building residents participated in the online survey conducted in April, 2015. See Appendix A for detailed information about the survey results.

Figure 1: Vicinity Map of Study Areas



General Findings

Demographics

The response rate for the resident survey was approximately 11%. Due to the small sample size, the results of the survey may not be representative and cannot be statistically quantified to the larger population. However, Table 1, below, provides a comparison of the resident survey participants with the surrounding areas as well as citywide (Citywide and surrounding area data was provided by the City of Portland Bureau of Planning and Sustainability; Citywide Portland data is from the 2014 American Community Survey (ACS) 1-Year estimates; Surrounding Areas data is based on 2013 ACS 5-Year estimates collected from 2009-2013.)

As shown in Table 1, resident survey participants (participants) were less racially diverse than the general population, but very similar to the makeup of the surrounding neighborhoods. Compared to their surrounding neighborhoods and citywide, participants tended to be younger (60% ages 18-34), less likely to have children (6%), and have a smaller household size (1.6). Participants also had somewhat higher incomes.

Table 1: Demographics

	Resident Survey Result	Surrounding Areas[1]	Citywide[2]
Number of Households	253[3]	6,315	253,021
People	158	13,725	607,250
Race			
White/Caucasian	83%	82%	71%
African American/Black	1%	4%	6%
Hispanic/Latino	7%	7%	10%
Asian/Pacific Islander	7%	2%	8%
Native American	1%	1%	1%
Other	4%	4%	4%
Age			
under 18	NA	14%	18%
18-34	60%	38%	29%
35 to 65	30%	41%	42%
65+	9%	6%	11%
Household income[4]			
$0-$24,999	9%	25%	23%
$25,000 -$49,999	16%	22%	23%
$50,000 - $99,999	48%	30%	30%
$100,000+	27%	23%	24%
Rental occupancy			
	89%	53%	47%
% of households with children under 18			
	6%	19%	25%
Household size			
	1.6	2.2	2.4

1 By census block groups around study areas based on 2013 ACS 5-Year estimates.

2 By Census Designated Place based on 2014 1-Year ACS estimates.

3 The number of households is an estimate based on the number people of participating (N=158) multiplied by the average household size (1.6).

4 Median family income for 2014 in Portland for a family of two is $59,120.

Neighborhoods and Housing

In an open-ended question, participants were asked what they like most about their neighborhood. Overwhelmingly, participants mentioned ease of access to commercial services (primarily) and transit (secondarily). Proximity to entertainment (48%) and general walkability (47%) dominated the positive responses. Proximity to essential businesses (20%) and public transportation and interstates (18%) were secondary considerations.

Figure 2: What do you like most about living in your neighborhood?

Participants were also asked what the biggest downside to their neighborhood was. Again, touching on themes of mobility and convenience, limited parking (37%) and traffic congestion (25%) emerged most frequently as downside to living in the various neighborhoods.

Figure 3: What is the biggest downside/drawback of living in your neighborhood

Participants considered affordability, parking, and access to the outdoors or natural environment as the most important features of buildings. When asked to select up to three most important attributes of new mixed use or apartment buildings that the City could encourage, seven in ten (71%) participants included affordability of units. On-site parking (41%), access to natural light and air (39%) and green features and landscaping (34%) were the next most important attributes. Asked to select two important building amenities, 68% of participants chose outdoor open areas and 52% opted for private balconies.

Figure 4:
Most important attributes the City could encourage in new mixed-use or apartment buildings

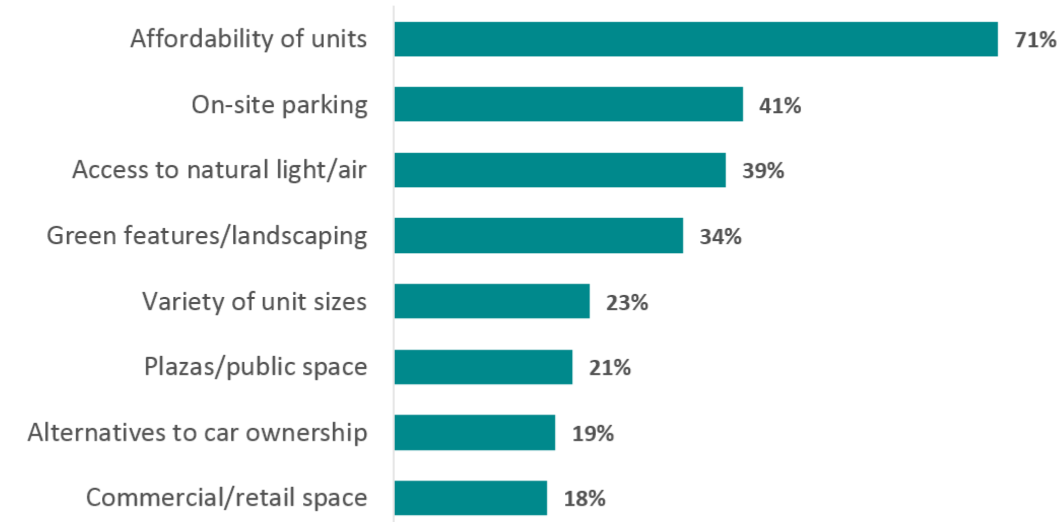
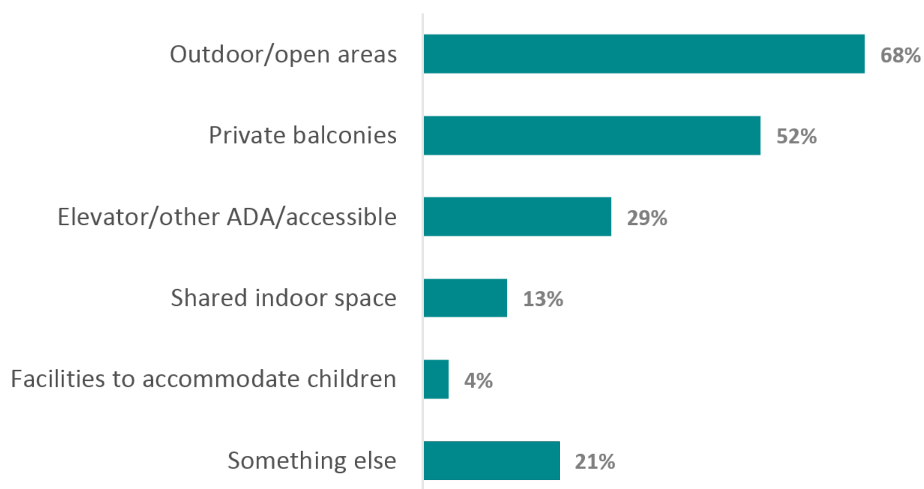


Figure 5: Which building amenities are important to you?



Transportation

In terms of commute travel mode choices, participants were similar to the rest of the City in the percentage making drive-alone commute trips (57%). However, compared to the surrounding areas and citywide, participants tended to favor taking mass transit (21%) or walking (8%) over carpooling (1%) or bicycling (8%). Similarly, participants were more likely to be able to work from home (13%) compared to citywide (7%). It's interesting to note, that when not commuting to work or school, participants travel mode choices – for grocery shopping, visiting friends, etc. – shifted dramatically away from drive-alone trips (38% compared to 57%). Instead participants tended to walk more (32% compared to 8%), and use mass transit less (7% compared to 20%).

Participants also tended to own fewer cars per household compared to citywide. They were more likely to be a part of a one-car (aka "low-car") household (63%) instead of a household with two or more cars (25%), although this may be in part a reflection of the relatively small household size. Nearly two in ten (21%) were members of a car share service. The percentage of participants living in households without a car was similar to the surrounding areas and citywide (13% vs 14%).

Figure 6: Primary modes of travel

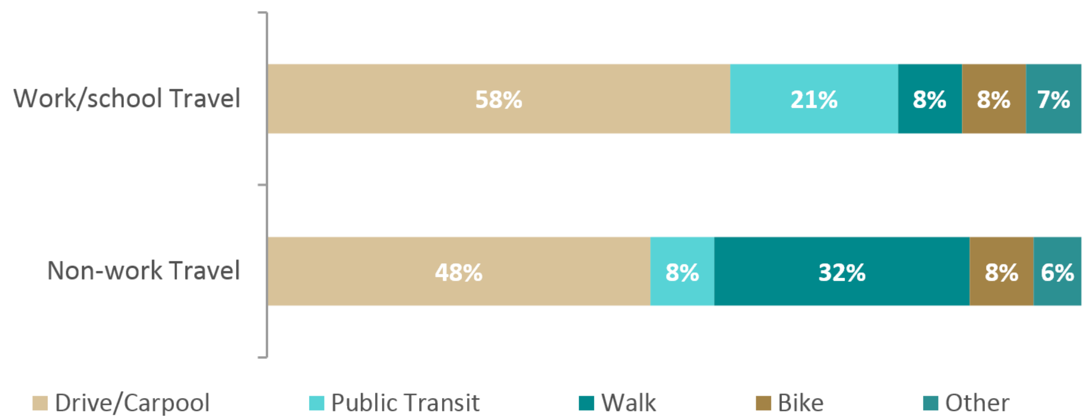


Figure 7: Which of the following best describes your typical grocery shopping routine

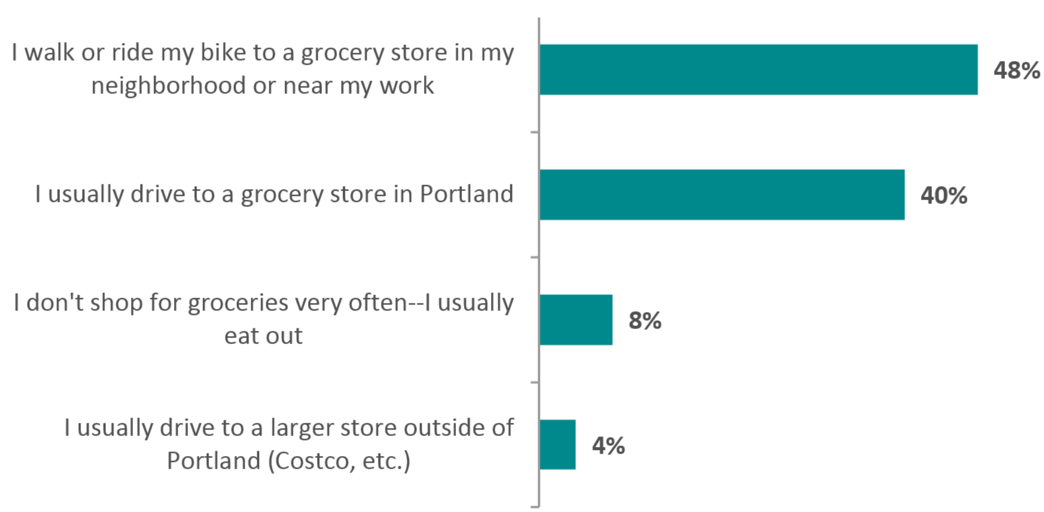


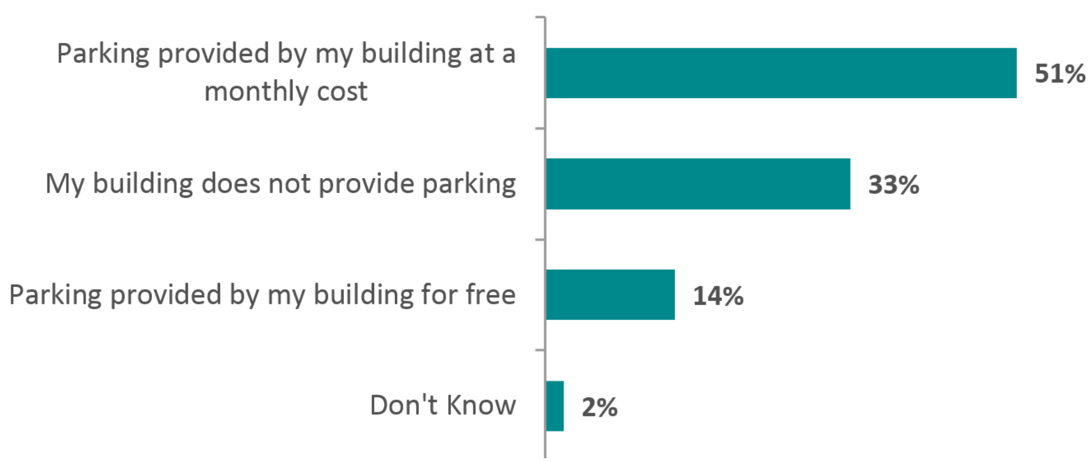
Table 2 - Transportation Choices

	Resident Survey Result		Surrounding Areas[5]	Citywide[6]
Work from Home				
	13%		10%	7%
Number of vehicles available to the household				
None	13%		NA	14%
One	63%		NA	40%
Two or more	25%		NA	46%
Mode Choice[7]	*Work/School*	*Non-Work/ School*	*Work*	*Work*
Drive Alone	57%	*38%*	53%	57%
Carpool	1%	*10%*	6%	10%
Transit	21%	*7%*	13%	12%
Walk	8%	*32%*	5%	6%
Bike	8%	*8%*	11%	6%
Other	7%	*6%*	11%	9%

Parking

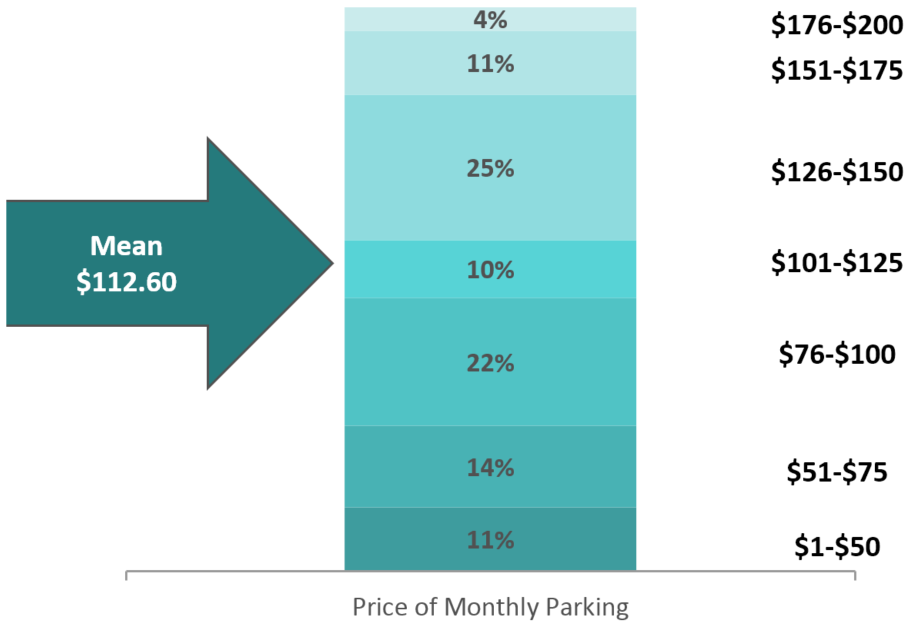
Most participants lived in buildings that provide some type of parking, which many did not use. Instead, the majority used street parking. Most participants (65%) lived in buildings that provide parking, and most of that group (79%) were charged a monthly cost. The mean cost was $112.60 per month.

Figure 8: How does your building accommodate parking?



5 By census block groups around study areas based on 2013 ACS 5-Year estimates.
6 By Census Designated Place based on 2014 1-Year ACS estimates.
7 Resident Survey results include two seperate questions, 1) commute to work/school; and 2) non-work/school trips. Surroundings Areas and Citywide data only include commute to work

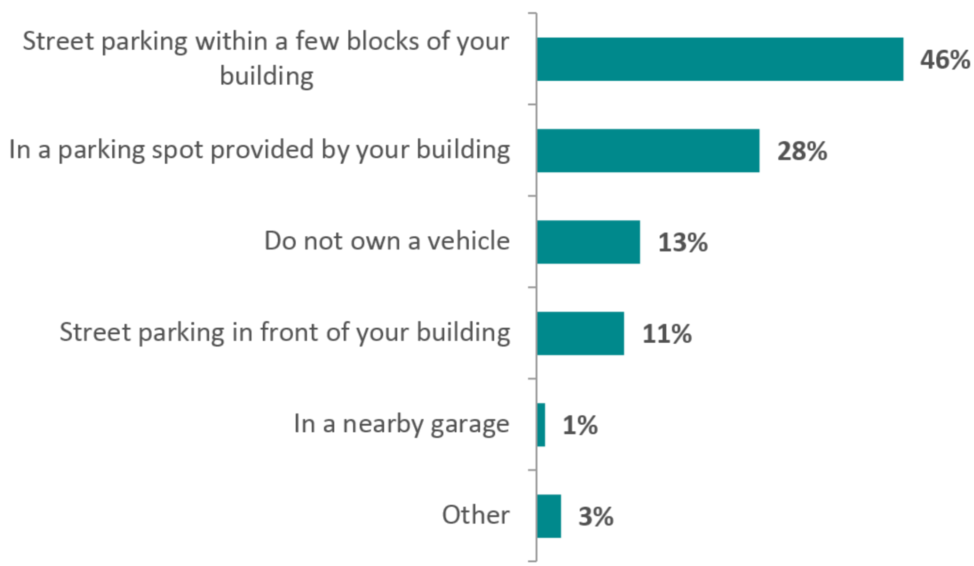
Figure 9: The price of parking in your building.



Most participants parked on the street (57%), either within a few blocks of their building (46%) or in front of their building (11%) – although parking patterns vary by neighborhood. Overall, just over a quarter (28%) of participants parked in a spot provided by their building. Most participants (65%) reported that the availability of parking was at least a consideration when choosing where they live.

65% said availability of parking was a factor when choosing where you currently live

Figure 10: Most days of the week, where do you typically park your vehicle?



Study Area Specific Findings

While findings that emerge using small sample sizes cannot be statistically quantified to the larger population (in this case, all residents in a specific building or within a neighborhood), they may be able to provide some insight into the attitudes and opinions of the population from which the sample was drawn. In the resident survey, SE Division (N=54), SE 28th (N=47), and Hollywood (N=22) have sample sizes large enough to make some comparisons. Response rate by building can be found in the annotated questionnaire in Appendix A. However, due to the very small sample size in the Mississippi area (N=8) and St. Johns (N=13), no neighborhood-specific characteristics can be drawn from the resident survey data.

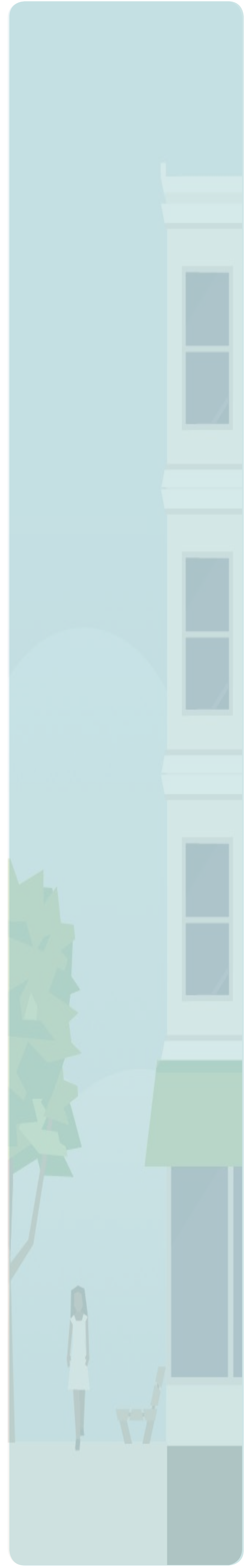
Table 3: Study Area Summary

	SE Division	SE 28th	Hollywood
Draw of neighborhood	Walkability + proximity to services	Walkability + proximity to services	Access to public transportation and interstates
Downside	Traffic and congestion	Parking, traffic and gentrification	Traffic and congestion
Own a car	Yes	Yes	Yes
To get to grocery store	Drive	Walk or ride bike	Walk or ride bike
Attributes City should encourage	Affordability	Affordability	Affordability

- ◊ SE Division and SE 28th participants agree on what they like about their neighborhoods but differ on drawbacks. 59% of SE Division participants describe limited parking as a drawback compared to only 38% of SE 28th participants.
- ◊ SE Division participants (50%) feel the City should encourage on-site parking more than do SE 28th participants (36%).
- ◊ SE Division participants are more likely to prioritize outdoor areas (78%) and balconies (57%) as compared to participants in the SE 28th area, who rate outdoor areas at 62% and balconies at 45%. Participants of SE 28th rate elevators higher than their peers in SE Division (34% vs. 20%).
- ◊ Though they report similar types of non-work travel, somewhat more SE 28th participants drive alone to work or school (63%) than do SE Division participants (52%).
- ◊ SE Division participants drive to the store (52%) more often than SE 28th participants (28%). SE 28th participants walk to a neighborhood store (57%) more than SE Division participants (39%).
- ◊ Parking differs considerably between the SE Division and SE 28th neighborhoods. Only 28% of SE Division participants live in buildings that provide parking, compared to 96% of SE 28th participants.
- ◊ Consistent with the availability of building-related parking garages, 82% of SE Division participants park on the street, compared to 50% of SE 28th participants.

- Participants are drawn to SE Division because of the walkability and proximity to services – the same aspects of the neighborhood that they most appreciate. Generally, respondents feel that the scale of buildings in the area is fine, although some would like smaller buildings. Thinking about the attributes that the City could encourage in new mixed use or apartment buildings, respondents prioritize “affordability of units” (N=36) and “on-site parking” (N=27). Open, outdoor areas are the most important building amenity for respondents in this area.
- Most SE Division households in the surveyed buildings own at least one car that is parked on a side street within a few blocks of their building. About half of survey respondents drive alone as their primary mode of work (52%) and non-work (39%) travel. Walking is common, although not a primary mode of non-work travel (32%). Participants are most likely to drive to the grocery store, followed by walking
- Around SE Division, the limited amount of parking, both on-street and on-site, is seen by many as a downside of living in the area. Participants also view traffic, congestion, and unsafe drivers as a downside of living in the area. When considering whether or not to move to the neighborhood, parking was a consideration for many of the respondents.

- Participants are drawn to SE 28th because of the access to services – walkability and proximity – the same aspects of the neighborhood that they most appreciate. Generally, people are as likely to approve the scale of buildings in the area as they are to prefer smaller buildings.
- For respondents on SE 28th thinking about the attributes that the City could encourage in new mixed use or apartment buildings, respondents prioritize “affordability of units” (N=34), “on-site parking” (N=17), “access to natural light and air” (N=17) and “green features and landscaping” (N=15). Open, outdoor areas and private balconies are the most important building amenities for respondents in this area.
- Respondents in mixed-use buildings on SE 28th area are most likely to be between the ages of 25-34. It is more likely that participants in this area have lived in Portland for less than a year when compared to other surveyed areas.
- Most households in the surveyed buildings around SE 28th own at least one car that is in a lot provided by their building at a monthly cost. Some participants park on a side street within a couple of blocks of their building. Participants in this area cite the highest monthly parking rates of any of the surveyed areas. When considering whether or not to move to the neighborhood, parking was a consideration for many of the respondents.
- Among participants in mixed-use buildings around SE 28th, the limited amount of parking, both on-street and on-site, is seen by many as the biggest downside of living in the area. Participants see traffic and congestion, in addition to the increasing cost of living and gentrification, as downsides of living in the area.
- More often than not, tenants and participants around SE 28th drive alone as their primary mode of work and non-work travel. Walking is common for non-work travel. Participants are most likely to walk or ride their bike to the grocery store.



◊ Participants choose the Hollywood neighborhood because of the access to public transportation and interstates as well as general walkability – the same aspects of the neighborhood that they most appreciate. In general, respondents feel that the scale of buildings in the area is fine.

◊ For Hollywood participants thinking about the attributes that the City could encourage in new mixed use or apartment buildings, respondents prioritized “affordability of units” (N=16), “access to natural light and air” (N=10), and ”on-site parking” (N=9). Open, outdoor areas are the most important building amenity for Hollywood respondents.

◊ Respondents in Hollywood area are more likely than respondents elsewhere to be over the age of 55. Hollywood participants are also more likely than their counterparts to have lived in Portland for more than 10 years and to live alone.

◊ Most Hollywood households in the surveyed buildings own at least one car that is parked in a lot provided by their building at a monthly cost. Some participants park on a side street within a couple of blocks of their building or do not own a car. Parking was a consideration for many of the respondents when considering whether or not to move to the neighborhood.

◊ Many Hollywood respondents see traffic, congestion, and noise as the biggest downside of living in the area. Tenants and participants are most likely to walk, and then to drive alone, for their non-work travel. Participants in this study area are more likely than participants of any of the other study areas to walk or ride their bike to the grocery store.

Intercept Survey

Method

DHM Research conducted an in-person intercept survey consisting of 13 questions about transportation and neighborhood livability. Sampling took place over a six day period in both morning and afternoon. Two recruiters stood on different street corners selected for high foot traffic in the five different neighborhoods under study. Fifty people were recruited in each neighborhood for a total sample size of 250. See Appendix B for detailed information about the intercept survey results.

General Findings

In the intercept survey, interviewees were asked how they got to the neighborhood, and for those that drove (38%) were also asked where they parked and how difficult it was to find parking. 83% of visitors report that they do not hesitate to visit the neighborhood because of parking.

> 70% said that finding parking was either not at all difficult (42%) or not too difficult (28%)

Location, access to entertainment, and proximity to services are the most important characteristics for residents and visitors of the five surveyed neighborhoods. Limited parking and traffic congestion are seen as the biggest drawbacks.

Four in ten respondents walked (38%) or drove (38%) to the neighborhoods, while three in ten (28%) used public transit. Of those who drove to the area, a large majority (89%) parked on the street (61% on a side street and 28% on the main strip). Most (70%) found parking 'not at all' (42%) or 'not too' difficult (28%).

Figure 11: How did you get to the neighborhood today?

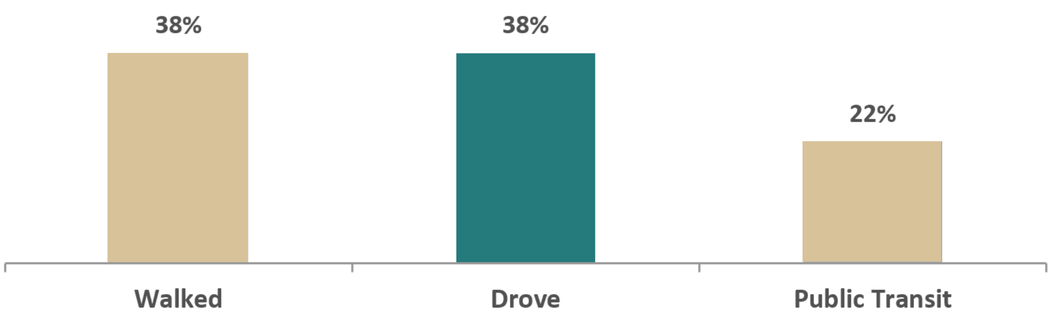
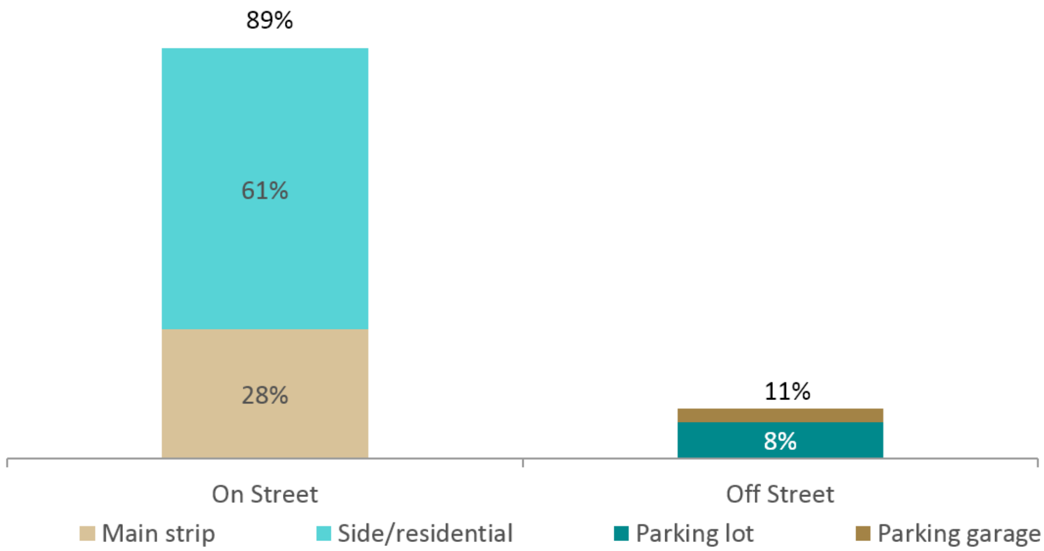


Figure 12: Park on street or off street?



Study Area Findings

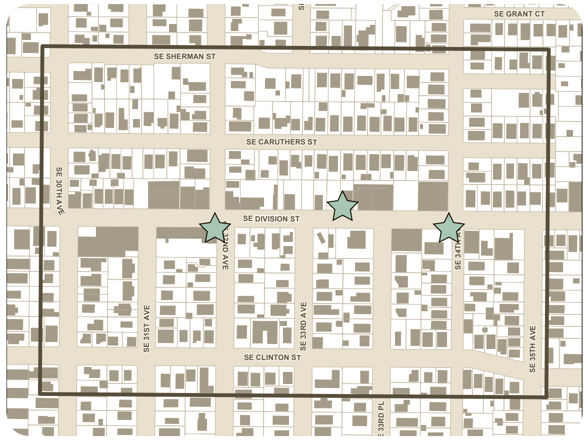
A greater percentage of intercept survey participants drove to Mississippi (54%) and SE Division (46%) than to SE 28th (34%), Hollywood (28%), or St. Johns (30%). In considering these results, keep in mind that the number of intercept participants in every area except for St. Johns were more likely to be visitors rather than residents (SE Division: 38%; SE 28th: 30%; Hollywood: 26%, Mississippi: 32%; St. Johns 64%).

Table 4: Study Area Summary

	SE Division	SE 28th	Hollywood	Mississippi	St. Johns
Visitors or residents?	Visitors or residents	Visitors or residents	Visitors	Visitors	Residents
Why visit?	Dining and restaurants	Dining and restaurants	Work-related or stores	Stores	Work related
Shops (duration)	1-2 (<2 hours)	1-2 (<1 hour)	1-3 (<1 hour)	3+ (1-3 hours)	1-2 (>3 hours)
Transport to area	Drive	Drive	Walk or drive	Drive	Walked

SE Division (N=50)

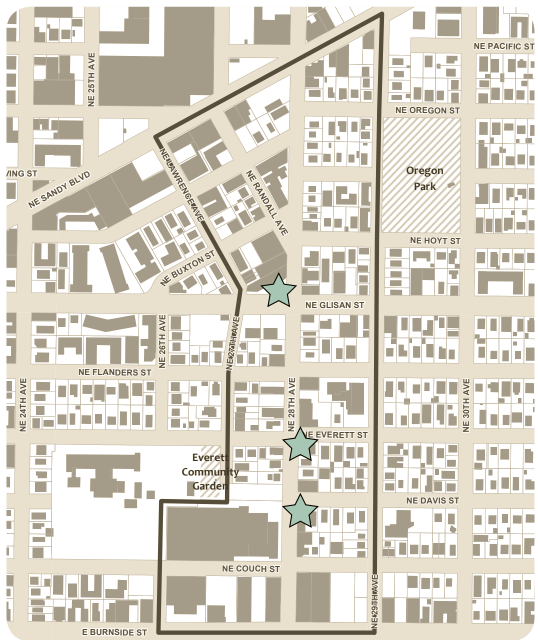
Survey participants were most likely to be visitors (N=22) or residents (N=19). Participants report visiting SE Division less frequently than did respondents in other surveyed areas. Visitors are most likely to come to the neighborhood for the dining/restaurants and will generally patronize 1-2 shops and stay in the area for less than two hours. Participants are likely to drive to the area and park on a side street and most do not hesitate to visit to the neighborhood because of concerns about parking.



SE 28th (N=50)

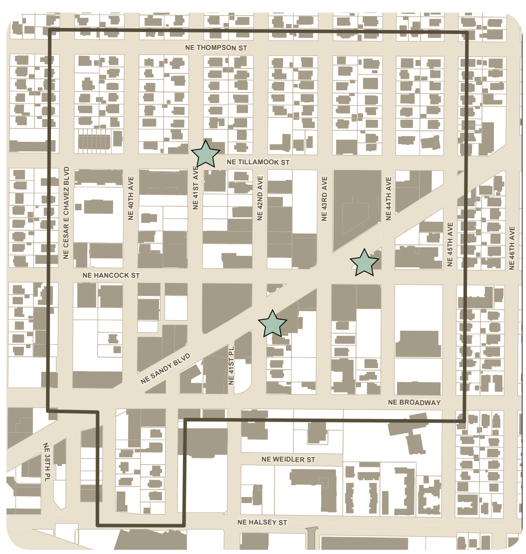
Participants were most likely to be visitors (N=16) or residents (N=15), but also more likely to be "passing through" (N=12) than respondents in other surveyed areas. The non-resident participants estimate that they visit the area 1-4 times per month. They are also most likely to come to the neighborhood for the dining/restaurants and will generally patronize 1-2 shops and stay in the area for one hour or less. Visitors here were less likely than respondents in any other neighborhood to be visiting the area for more than three hours.

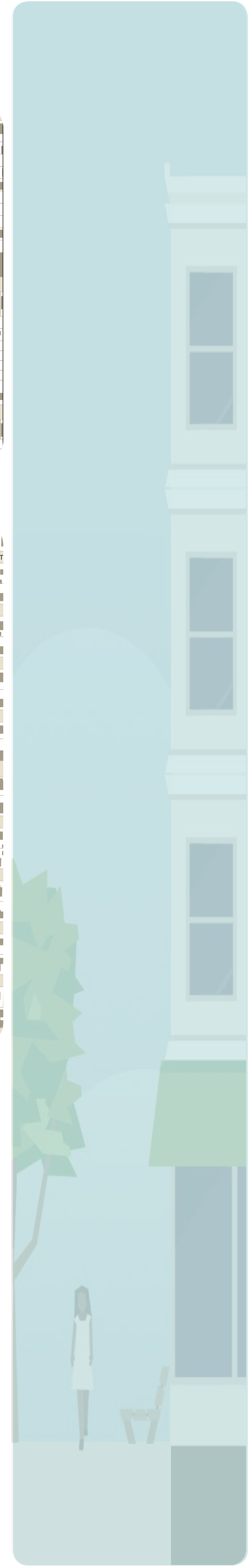
Participants were most likely to drive to the area and park on a side street. Most did not hesitate to visit to the neighborhood because of concerns about parking. Most of those who drove did not find parking to be difficult. Respondents in this study area are more likely than respondents in any other study area to take the bus to visit the area.



Hollywood (N=50)

Participants are most likely to be visitors (N=24) or residents (N=13). Non-resident interviewees estimate that they visit the area once per month. Visitors are most likely to come to the neighborhood for 'work related/business reasons' (N=11) or for the 'stores/shopping' (N=10). On average, visitors will patronize 1-3 shops and stay in the area for one hour or less. Respondents in Hollywood are less likely than respondents elsewhere to visit the area for more than three hours.



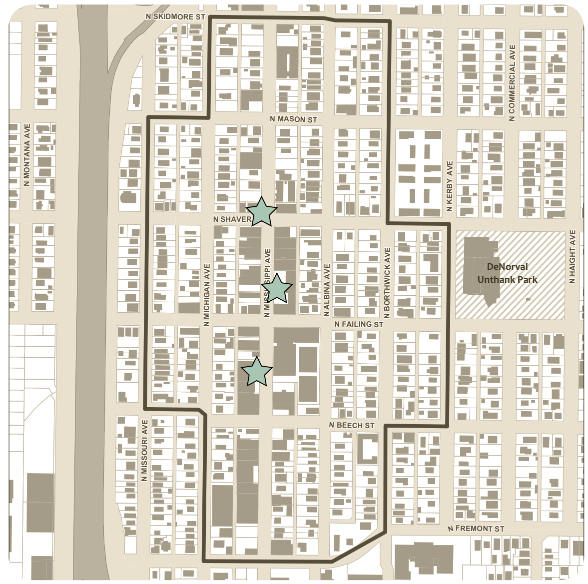


Participants split between walking (N=14), driving alone (N=13), and taking the bus (N=11) to the area. Drivers mostly park on side streets and do not find parking to be difficult. Most respondents did not hesitate to visit to the neighborhood because of concerns about parking.

Respondents in this study area are more likely than those in other study areas to be between the ages of 35-54 (N=21).

Mississippi (N=50)

Participants are most likely to be visitors (N=27) or residents (N=16). Non-resident participants estimate that they visit the area once per month. Visitors come to the neighborhood for ‘stores/shopping’ (N=10), ‘visiting friends/family’ (N=7), and ‘dining/restaurants’ (N=6). Visitors intended to patronize more shops in the Mississippi area than respondents in any other study area.



Most drive (N=27) or walk (N=15) to the area. Drivers park on side streets (N=16) or on the main strip (N=11). Some (N=11) found parking to be difficult, but most do not hesitate to visit the neighborhood because of concerns about parking.

Most respondents were 25-35 years old (N=22) followed by 35-54 (N=13).

St. Johns (N=50)

Participants were more often residents (N=32) than in any other area under study. Visitors come to the neighborhood for ‘work related/business relations’ (N=6) or ‘dining/restaurants’ (N=3). In general, visitors patronize 1-2 places (N=24) or 3-4 places (N=19) and are more likely to last “more than 3 hours” (N=15) compared to other study areas.

Interviewees walk (N=21), take the bus (N=11), or ‘drive alone’ (N=9) to the neighborhood. Most who drive (alone or with others) park on the street (N=14), and most of those on a ‘side street/residential street’ (N=10). Most did not find parking difficult, but participants in this area are more likely to hesitate visiting because of parking concerns.

Discussion Groups

Method

As a follow-up to the online survey, resident survey participants were invited to participate in one of two discussion groups facilitated by APG and Bureau of Planning and Sustainability staff. Participants were provided with an optional questionnaire of open-ended questions organized by community, building, and parking topics. The questionnaire was subsequently emailed to all online survey participants to ensure those that weren't able to attend a group discussion meeting had an opportunity to provide additional input.

The first discussion group meeting was held June 8th at the Center for Intercultural Organizing with five participants. The second discussion group meeting was held June 10th at the SE Uplift Building with six participants. The questionnaire sent to online participants received an additional five responses. Discussion group participants included both apartment tenants and condominium owners. While the meetings were small, at least one person from all of the five study areas participated: SE Division, SE 28th Avenue, Hollywood, N Mississippi, and St. Johns. The participants also reflected a mix of demographics. There were young professionals as well as individuals who had chosen to downsize from a single family house. There were also several new arrivals to the City of Portland which is consistent with the survey results. See Appendix C for a summary of the discussion group meetings.

General Findings

The group discussions and questionnaire provided opportunities for resident/tenant survey participants to share additional information about their experiences. The results of the discussions and questionnaire supported the survey findings and provided additional insight into people's perceptions of their neighborhood and buildings. Overall, participants shared more in common over what they like (or dislike) about their neighborhood as compared to what they like (or dislike) about their building. For their neighborhood, they liked having access to nearby amenities and being able to walk, bike, or take transit, but they were also concerned about affordability. Regarding their buildings, participants provided a wider variety of opinions about what they liked or disliked, but secure bike parking and access to some form of quality public or shared community space were two elements that were generally noted.

Neighborhood

In general, participants expressed resounding support for the access to nearby amenities provided by their location. Accessibility to commercial and public amenities by means of transit, bicycle, or walking was a common reason among all participants for why they like their neighborhood. Common examples included being able to go to a grocery store, a coffee shop, restaurants, or a nearby park by walking or riding a bicycle. Participants also expressed a desire for a greater diversity of nearby amenities, particularly ones supportive of day-to-day activities or increase livability in the neighborhood. Examples given included a shipping store, ATM, ZoomCare, and a convenient store.

Participants also like being close to downtown or having good public transportation accessibility to downtown. However, some participants expressed that transit wasn't frequent enough for them to use, particularly on evenings and weekends, or that crossing busy streets felt unsafe as a pedestrian or bicyclist.

Affordability, or lack thereof, was a widely agreed upon limiting factor for living accommodations and neighborhoods. Even though they liked their neighborhoods, many participants expressed concern over not being able to afford to live there in the future due to short-term leases and rent volatility. Others mentioned the trade-offs considered between commute time and community amenities given affordability constraints and how that affected where they chose to live.

Litter and garbage management was a concern for some participants. Several participants noted the need for additional public garbage cans and street clean up due to the proximity to commercial uses and transit.

Participants generally expressed a desire to stay in their neighborhood long-term. However, some noted concerns about the neighborhood continuing to change. Some would prefer to live in a single-family house either within their neighborhood or another with similar amenities.

Building

Discussions on building likes, dislikes, and desired amenities touched on several unique building features. The most commonly desired amenity between participants in both discussion groups and emailed responses was additional or more secure bike storage. Participants mentioned how bikes have been stolen in the past and a concern that available shared facilities were inadequate to ensure that their bike would be safe.

Shared community space or public space was another prominent discussion topic. Participants generally favored private or shared open space within their building -- either they had access to it and used it, or it wasn't available within their building and they wanted it to be. Several participants mentioned that nearby parks or public open spaces substituted for not having those amenities with their building. The delineation between public and private space appeared to impact the desirability of that space. Shared private areas (such as rooftop terraces) were described positively, but those areas that were shared with general public were not necessarily seen as an amenity to the residents. Similarly, a ground floor resident noted the need to have additional space/privacy between the sidewalk and the unit.

Within mixed use buildings some participants noted issues with intermingling solid waste facilities between building residents and ground-floor retail establishments, noting differences in the amount of garbage generated and the need for frequent pick-up for commercial uses.

Affordability appears to be a concern at both a neighborhood and building level. Many participants appreciated that their buildings were new and provided a high degree of amenities, but expressed concerns that rents were high, especially when considered on a per square foot basis. There were concerns about rent increases and a number of participant were questioned whether there were options available to the City to stabilize rents.

Parking & Car Ownership

All but two of the participants own cars for varying reasons. Some own a car for commuting to work, while some use transit for commuting and a car for non-work trips. Some participants noted that neighborhood amenities and accessibility allowed them to become a one-car (low-car) household. Despite their car ownership, participants were not completely reliant on using it to reach their destinations. Most participants mentioned walking, biking, or taking transit on a regular basis.

Most car owners in the group discussion were comfortable using on-street parking as far as a couple blocks away, further on a Friday or Saturday evening. One participant actively sought out a building with available off-street parking, while another participant had to make special arrangements with the property to install an electric car-charging station for their electric vehicle. Participants expressed mixed experiences with on-street guest parking, but everyone generally agreed it's important to them.

Of those that owned cars, the most likely condition for when they might no longer use a car would be higher quality and more frequent transit access, particularly to their work destination. Access to more car-sharing services also appears to be a promising condition for no longer using a car, however some participants didn't fully understand the benefits or options available to them, highlighting the need for better education about these programs.

The use of on-street parking permits would have a mixed effect on parking choices and car ownership. Most people expressed uncertainty over how it would affect their decisions. Interestingly, several participants are currently opting for on-street parking rather than paying for the relatively expensive on-site parking available at their building. This preference appears to be reflected in the result of the Parking Survey below.

Parking Survey

Method

Rick Williams Consulting conducted a parking survey of four mixed-use buildings for use in this study and to supplement data previously collected through the *City of Portland Parking Analysis and Toolkit for Neighborhood Centers & Corridors* study. Twelve buildings located within the five centers and corridors study areas were identified and building owners/management were contacted by City staff to obtain permission to access secured garage parking for data collection. Properties that allowed permission to survey the parking on-site provided information in advance of the survey on:

- Number of residential units
- Number of occupied units
- Actual parking stalls built
- Cost of parking to the residential tenant (separate from residential rent)

For each participating property, two data collection surveys were conducted. All data collection surveys were conducted in April 2015.

The first survey pass through the facility was scheduled for 2:00 AM on a weekday. Within the parking industry, 2:00 AM is considered to be the "peak" hour for residential parking activity, based on the assumption that all residents with vehicles would be home from work or recreational activities. This data provides insight into actual per unit occupancy for parking. Using this data point, one can establish a statistical correlation between stalls actually built and stalls actually used.

The second survey pass through the facility was then conducted between 9:00 AM and 10:00 AM (the same day). At this hour, it is assumed that those residents who routinely leave with their vehicles to work or other typical weekday activities have done so. This data point allows for quantification of parking that could be potentially available for shared uses during weekdays that is "underutilized" because of the secured nature of the garages or because of code conditions on the ability to use such parking for other uses in the district corridors in which the garage parking is located. See Appendix D for detailed information about the parking survey results.

General Findings

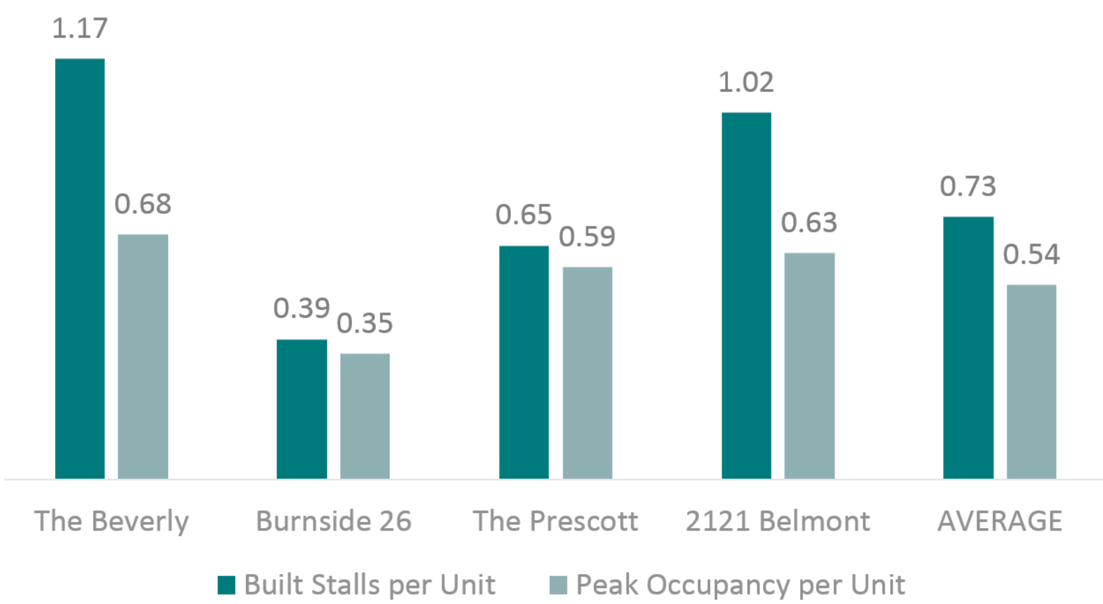
The four sites evaluated are listed in Table 5. The combined occupancy rate (leased residential units) was 94%. All of the sites secure residential parking behind secure access gates. This effectively "reserves" the parking facility only for residential tenants of the building all days and all hours. This is the case, whether the parking is fully used or not.

Parking ratios varied greatly between buildings, ranging from more than one stall per unit to less than one for every other unit. The combined building parking ratio average was 0.73 stalls per unit, with a peak occupancy for parking averaging 0.54 stalls per unit. Figure 13 provides a summary of built parking to occupancy for each surveyed site. The average monthly rate for parking within these buildings is $108.75. This would be a cost paid in addition to rent/lease.

Table 5: Building parking summary

Building Site	Total Units	Total Parking Stalls	Parking/Unit Ratio
The Beverly (2025 NE 44th Avenue)	53	62	1.17
Burnside 26 (2625 E Burnside)	135	52	0.39
The Prescott (1450 N Prescott)	155	101	0.65
2121 Belmont (2121 SE Belmont)	123	126	1.02

Figure 13: Built parking to actual occupancy (per residential unit)



Source: Rick Williams Consulting

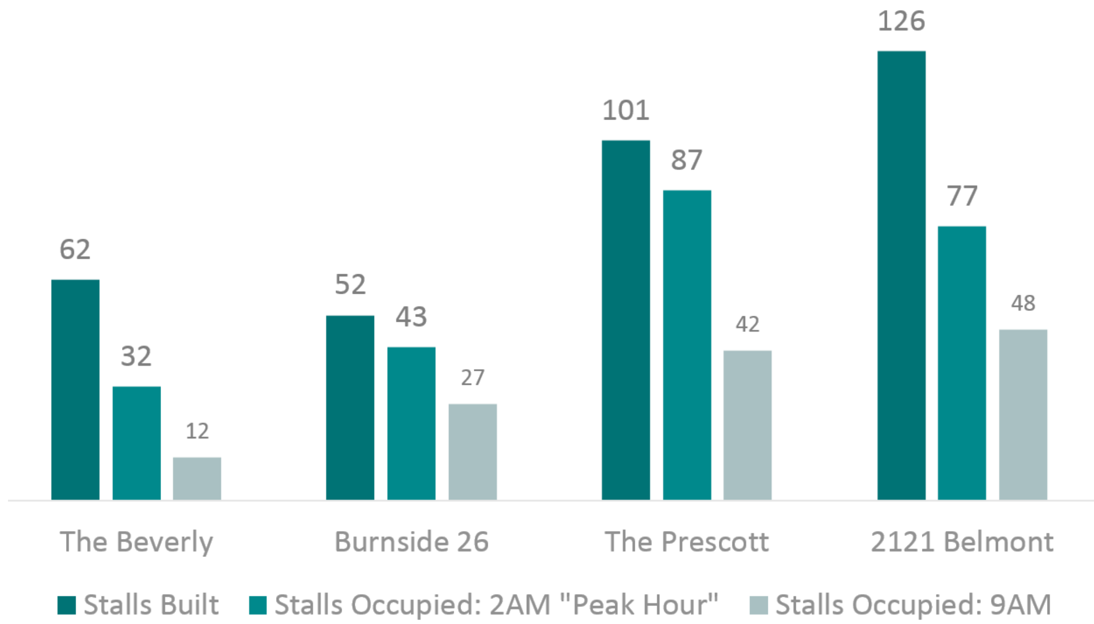
Sites where parking was provided at a rate greater than 1.0 per unit show the greatest discrepancy in use, with as much as 42% overbuilt – built supply to utilized supply. When parking was provided at a rate less than 1.0 per unit, the efficiency of parking at the peak hour was very good (no more than 10% overbuilt). All buildings displayed significant capacity for midday shared use opportunities, with the average non-peak occupancy of just 38%.

Table 6: Stall totals (peak and non-peak)

Building Site	Stall Built	Stall Occupied			
		2AM “Peak Hour”	Peak %	9AM	%
The Beverly (2025 NE 44th Avenue):	62	32	48%	12	20%
Burnside 26 (2625 E Burnside):	52	43	90%	27	52%
The Prescott (1450 N Prescott):	101	87	91%	42	42%
2121 Belmont (2121 SE Belmont:	126	77	62%	48	38%

As Figure 14 illustrates all four sites surveyed were generally less than 50% occupied during the non-peak hours. This occurs as residential tenants exit the respective garages in the morning to go to work or other activities. Because parking was currently held behind secure gates, unused parking could not be accessed by other non-tenant/resident users. The unused parking could serve as a shared use opportunity. Potential shared parking opportunities for each site is summarized below.

Figure 14: Stall totals (peak and non-peak)



Source: Rick Williams Consulting

Other Considerations

Though the number of sites surveyed was small, it's apparent that parking for residential sites was underutilized during the day. This poses opportunities for shared use of that unused supply. Sharing such supplies would improve the overall efficiency of parking in areas where these types of developments occur and, potentially, address parking congestion issues in both the near and long term.

The willingness of these properties to share their unused supply would need to be evaluated further. Also, current designs of the facilities were not detailed within this survey; thereby the feasibility of "opening the gates" during certain hours is not well understood. However, there could be financial benefits to such properties to the affected neighborhoods. Again, these sites have demonstrated that the current format for residential parking (behind gates) is inefficient and limits the flexibility and opportunities that this type of parking could have for emerging neighborhoods and business districts.

The Beverly (2025 NE 44th)

The Beverly's 53 residential units sit atop a large garage that serves a Whole Foods grocery store. The 62 stalls associated with the Beverly were accessible through a secure gate at the top level of the garage. Even though the Beverly's residential spaces were largely unused during the non-peak, it's doubtful the grocery store would need shared access to these stalls. This is due to the large size of the non-residential garage serving the grocery store. The larger question for this site is whether the garage serving the grocery store could be better used as a "district" facility in the future, allowing any unused capacity that it may have to serve more general uses in the neighborhood surrounding it. More data on the utilization of the grocery garage would be useful as a means to determine its actual use and capacity over the course of a typical weekday.

Burnside 26 (2625 E Burnside)

The Burnside 26 had no ground floor retail or non-residential uses, other than its business office. During the non-peak hour, nearly half its parking supply was unused (25 empty spaces). Given that the Burnside 26 does not have a need to serve on-site retail, they may be reluctant to serve general district users.

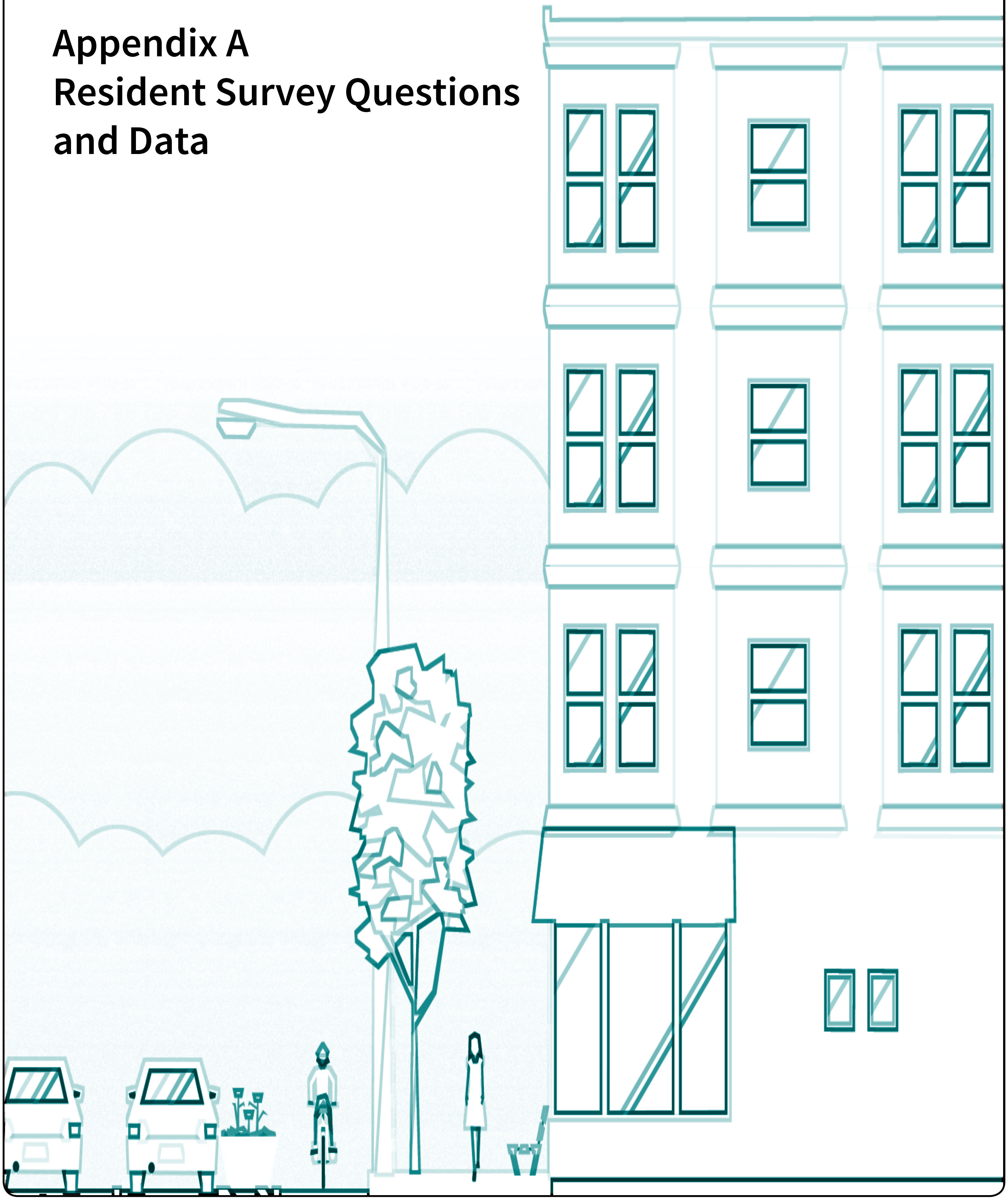
The Prescott (1450 N Prescott)

The Prescott had limited non-residential uses on site; a small wine bar, dance studio and the leasing office. The site has a meaningful supply of its parking that was unused during the non-peak hour. Just 42 of its 101 stalls were occupied at the non-peak survey hour, leaving 59 stalls unoccupied. This unused supply can be viewed as a potential shared use opportunity to serve not only visitors to the on-site retail but users of the neighborhood/district surrounding the site as well. There could be financial benefits to the property (e.g., hourly rates for visitors controlled via pay-stations) and to the neighborhood. Larger discussions on how a shared use arrangement would affect existing secure access systems, cost of equipment, entry into residential areas of the site, latent visitor demand in the district and management would need to be further explored.

2121 Belmont (2121 SE Belmont)

Like The Prescott, the 2121 Belmont had a small amount of non-residential use at the street level. This included a salon, a currently vacant retail space and the business office. The 2121 Belmont had a significant number of empty stalls during the non-peak hours (based on sites surveyed). A total of 78 stalls were found to be empty during the non-peak. As with The Prescott, this unused supply can be viewed as a potential shared use opportunity to serve not only visitors to the on-site retail but users of the neighborhood/district surrounding the site as well.

Appendix A
Resident Survey Questions and Data



www.pdxlivability.com
City of Portland
APRIL 2015, N=158
ONLINE TENANT SURVEY
DHM RESEARCH

This survey is part of Portland's Comprehensive Plan Update, the long-term plan for our City. Over the next 20 years, the number of people and jobs will grow in Portland. The City's new Comprehensive Plan proposes to focus this growth in mixed use Centers and Corridors, which will serve as anchors of convenient, walkable neighborhoods. The Mixed Use Zones Project is creating the zoning for these areas. In addition, the Portland Bureau of Transportation will work closely with the Mixed Use Zones Project team to examine parking management policy through a concurrent Centers and Corridors Parking Analysis and Toolkit project.

As a resident of a Center or Corridor, your opinion is important to us. Project staff want to understand what it is like to live in these areas. We want to know why residents choose to live in these areas, what they appreciate about them, and what could work better.

Thank you for your participation in helping us design zones that celebrate the vibrancy of these areas while making them comfortable places to live. This survey should take less than 10 minutes to complete. Your information will be kept confidential and only used in aggregate. By completing this survey, you'll be entered into a drawing to win one of five (5) $50 Visa cash cards.

Warm-up

1. First, what do you like most about living in your neighborhood? **(OPEN)** (Allow multiple responses)

Response Category	N=158
Proximity to entertainment (coffee, movies, restaurants, etc.)	48%
Walkability—walk to all I need and/or want	47%
Proximity to essential businesses (groceries, bank, etc.)	20%
Accessibility of public transportation and interstates	18%
Access/proximity to parks, green spaces, trees	13%
Feel of community: alive, hip, vibrant, booming, new, young, friendly	13%
Clean, safe, quiet	10%
Bike friendly	6%
Style, look, beauty	4%
Mixed use buildings: mix of homes and businesses	4%
All other responses	3% or less
No answer	1%

2. What, if anything, would you say is the biggest downside or drawback of living in your neighborhood? **(OPEN)**

Response Category	N=158
Parking limited: not enough, street only	37%
Traffic: high traffic area, congestion, unsafe drivers	25%
Cost, availability of housing, gentrification	17%
Noise from traffic, from people	13%
Not enough nearby facilities: dining and entertainment options, stores, gyms, outdoor recreational areas, public parks	12%
Unsafe, crime, not clean	9%
Biking, walking lanes: not clearly marked and not enough	7%
Homeless population	6%
Population density, crowded, no privacy	4%
New buildings: too big, too many, don't fit in	3%
Lack of access to public transit/light rail	3%
Tension between old and new residents	2%
All other responses	2% or less
No answer	1%

3. What was the most influential factor in your decision on where you currently live? **(TEXT BOX UNDER QUESTION ALLOWING ELABORATION)**

Response Category	N=158
Location	75%
Access to services	50%
Convenience to work	12%
Price	8%
Something else	30%

Travel Characteristics

4. Which of the following most closely describes your current employment situation?

Response Category	N=158
Working full-time	75%
Working part-time	6%
Unemployed	3%
Retired	9%
Student	2%
Homemaker	---
Permanently disabled	---
Other	6%

5. In which building do you currently reside?

Response Category	N=158
2625 E Burnside St. - Burnside 26	36
2025 NE 44th Ave - The Beverly	15
3339 SE Division St. - Salt & Straw Bldg.	12
2510 SE 33rd Pl.	11
3330 SE Division St.	11
28 SE 28th Ave - Sunrose Condos	9
3105 SE Division St. - Reliable Apartments	8
8072 N Burlington Ave. - Matthew Frank	6
2450 SE 37th Ave. - Richmond Flats	5
2034 NE 40th Ave. - Bookmark Apartments	4
3150 SE Division St. - D Street Village 2	4
7227 N Philadelphia - Marvel 29	4
3850 N Mississippi Ave - Tupelo Alley	3
2959 E Burnside - B Street Apartments	2
3125 SE Division St. - The Screen Bldg.	2
3733 N Albina Ave - Tupelo Alley 2	2
4018 N Mississippi Ave - The Bijou	2
6825 N Salem Ave - Cathedral Park Village	2
4111 NE Broadway - Hollywood Apartments	2
3233 SE Division St. - D Street Village 3	1
4110 NE Tillamook St.	1
4216 N Mississippi - Mississippi Lofts	1
9000 N Ivanhoe St. - Louis York Apartments	1
3855 N Mississippi Ave - Miss	0
3875 N Mississippi Ave - Sippi	0
3913 NE Hancock St. - Hollywood Park Condos	0
Other	14

6. **[IF EMPLOYED OR STUDENT]** And in which part of Portland do you work/go to school?

Response Category	N=131
Southeast	24%
Southwest	22%
Outside of Portland	21%
Northwest	16%
Northeast	11%
North Portland	5%

7. **[IF EMPLOYED]** Do you ever work from home?

Response Category	N=128
Yes, most of the time	13%
Yes, on occasion	44%
No	43%

8. **[IF EMPLOYED OR STUDENT]** Which of the following is your primary mode of travel for commuting to work/school? *For the purpose of this survey please consider "primary" to mean "the mode you use for the longest part of your trip."*

Response Category	N=131
Drive alone	57%
Public transit	20%
Walk	8%
Bike	8%
Carpool	1%
Other	7%

9. **For non-work travel (grocery shopping, visiting friends and family, etc.)**, which of the following is your primary mode of travel? For the purpose of this survey please consider "primary" to mean "the mode you use for the longest part of your trip."

Response Category	N=158
Drive alone	38%
Walk	32%
Carpool	10%
Bike	8%
Public transit	7%
Other	6%

10. How many vehicles are owned or leased by people living in your household?

Response Category	N=158
0	13%
1	63%
2	25%

11. Are you a member of a car share service (e.g. zipcar, car2go, etc.)?

Response Category	N=158
Yes	21%
No	79%

12. Which of the following best describes your typical grocery shopping routine?

Response Category	N=158
I walk or ride my bike to a grocery store in my neighborhood, or near my work	48%
I usually drive to a grocery store in Portland	40%
I don't shop for groceries very often—I usually eat out	8%
I usually drive to a larger discount store (Costco, etc.) outside of Portland	4%

Parking

13. How does your building accommodate parking?

Response Category	N=158
Parking provided by my building at a monthly cost	51%
My building does not provide parking	33%
Parking provided by my building is free	12%
Don't know	2%
Base: Parking provided by building at a monthly cost – price of monthly parking	
Response Category	**N=81**
$1 - $50	11%
$51 - $75	14%
$76 - $100	22%
$101 - $125	10%
$126 - $150	25%
$151 - $200	14%
Don't know	5%
Mean	**$112.60**
Median	**$115.00**

14. Most days of the week, where do you typically park your vehicle?

Response Category	N=158
Street parking within a few blocks of your building	46%
In a parking spot provided by your building	25%
Street parking in front of your building	11%
Do not own a vehicle	13%
In a nearby parking garage	---
Other	4%

15. Was the availability of parking a factor when choosing where you currently live?

Response Category	N=158
Yes, a large factor	21%
Yes, it was a consideration	44%
No, I did not consider parking when deciding where to live	35%

Mixed-use Zoning

The city is currently updating its zoning codes for new commercial, mixed use and apartment development along Portland's main street areas.

16. How do you personally feel about the scale of new mixed use and apartment buildings in your area?

Response Category	N=158
Scale is generally fine	52%
Smaller buildings would be preferable	32%
Larger/taller buildings would be preferable	6%
Other	11%

17. What are the most important attributes the city could encourage in new mixed use or apartment buildings (choose up to three)?

Response Category	N=158
Affordability of units	71%
On-site parking	41%
Access to natural light and air	39%
Green features and landscaping	34%
Variety of unit sizes (e.g. multiple bedrooms, etc.)	23%
Plazas/public space	21%
Alternatives to car ownership	19%
Commercial/retail space	18%
Other	8%

18. Which building amenities are important to you (choose two)?

Response Category	N=158
Outdoor/open area (e.g., rooftop deck, garden, or pet exercise area)	68%
Private balconies	52%
Elevator and/or other accessible/ADA features	29%
Shared indoor space (party room, movie lounge, rec room)	13%
Facilities to accommodate children (e.g., stroller storage, play area)	4%
Something else	21%

Demographics

These last few questions are for statistical purposes only. Your responses are confidential and cannot identify you in any way.

19. Which of the following categories best represents your age?

Response Category	N=158
18-24	8%
25-34	52%
35-44	18%
45-54	4%
55-64	8%
65 or older	9%
Refused	1%

20. Gender

Response Category	N=158
Male	39%
Female	58%
Other	1%
Refused	3%

21. Which of the following best describes your racial or ethnic background *(multiple response)*

Response Category	N=158
White/Caucasian	83%
African American/Black	1%
Hispanic/Latino	7%
Asian/Pacific Islander	7%
Native American/American Indian	1%
Other	3%
Refused	4%

22. How long have you lived in the City of Portland

Response Category	N=158
Less than 1 year	30%
1 to 2 years	13%
2 to 5 years	18%
5 to 10 years	21%
More than 10 years	17%
Refused	1%

23. Including yourself, how many people currently live in your unit?

Response Category	N=158
1	47%
2	51%
3	1%
4	1%
Mean	**1.6**

24. **[If more than 1 person in household]** And how many are under the age of 18?

Response Category	N=83
1	2%
2	4%
None	94%

25. Do you own or rent your unit?

Response Category	N=158
Own	11%
Rent	89%
Refused	1%

26. What category best describes your household's annual income?

Response Category	N=158
Less than $10,000	4%
$10,000-$14,999	1%
$15,000 to $24,999	4%
$25,000 to $34,999	8%
$35,000 to $49,999	7%
$50,000 to $74,999	25%
$75,000 to $99,999	21%
$100,000 to $149,999	18%
$150,000 to $199,999	6%
$200,000 or more	2%
Refused	4%

27. As a resident, are there other issues or situations the city should pay particular attention to as they think about the design and location of new commercial/mixed use or apartment buildings? **(OPEN)**

Response Category	N=130
Parking: designated parking areas, off street parking, free parking, handicap parking	31%
Affordability, cost of rent	16%
Design, attractiveness of building, look fits with existing homes and businesses	16%
Designated bike paths/lanes, designated walking paths, walkability	14%
Character of neighborhood, gentrification	10%
Proximity to green spaces	10%
Amenities: view, pet friendly, variety of floor plans	9%
Size of building, too tall, don’t make them taller	8%
Traffic, unsafe drivers, congestion	8%
Noise from: street, businesses, night life	5%
Homeless population, low-income populations, housing needs must be addressed	5%
Too many new buildings, have built enough, too much construction at once	5%
Keep variety, mix of housing and businesses, mixed use buildings	5%
Environmentally friendly, sustainable, LEED	4%
Public transportation	3%
Overcrowding	2%
All other responses	2% or less

28. The City of Portland will be holding additional informational discussion about development, livability, and parking in your neighborhood. Would you be interested in receiving additional information and invitations to discussions? Would you like to be entered into the drawing for the Visa cash card? (if yes, collect email address)

Response Category	N=158
Yes, I would be interested in participating in further discussion	54%
Yes, I would like to be entered in the drawing for the Visa cash card	76%
No thank you	13%
Refused	1%

Final Draft

Q1. First, what do you like most about living in your neighborhood?

		Age				Gender		Ethnicity		Lived In Portland			People In Unit		Income				Study Areas				
	Total	18-34	35-54	55+	35+	Male	Female	White	Other	< 1 Yr	1-5 Yrs	5+ Yrs	1	2+	<$50K	$50K-$75K	$75K-$99K	$100K Or >	SE Division	28th And Burnside	Hollywood	Mississippi	St. Johns
Total	158 100%	94 100% (B)	36 100% (C)	26 100% (D)	62 100% (E)	61 100% (F)	92 100% (G)	121 100% (H)	30 100% (I)	48 100% (J)	49 100% (K)	60 100% (L)	75 100% (M)	83 100% (N)	38 100% (O)	39 100% (P)	33 100% (Q)	41 100% (R)	54 100% (S)	47 100% (T)	22 100% (U)	8 100% (V)	13 100% (W)
Proximity to entertainment (coffee, movies, restaurants, etc.)	76 48%	53DE 56%	16 44%	7 27%	23 37%	31 51%	42 46%	60 50%	11 37%	29 60%	22 45%	25 42%	33 44%	43 52%	16 42%	23R 59%	20R 61%	13 32%	30W 56%	28UW 60%	7 32%	5W 63%	2 15%
Walkability: walk to all I need and/or want	74 47%	34 36%	26B 72%	14 54%	40B 65%	26 43%	47 51%	58 48%	14 47%	16 33%	24 49%	34J 57%	40 53%	34 41%	14 37%	17 44%	14 42%	26O 63%	25 46%	20 43%	11 50%	3 38%	5 38%
Proximity to essential businesses (groceries, bank, etc.)	31 20%	18 19%	4 11%	8 31%	12 19%	12 20%	16 17%	21 17%	8 27%	12 25%	8 16%	11 18%	12 16%	19 23%	7 18%	7 18%	7 21%	7 17%	7 13%	12 26%	6 27%	-	4 31%
Accessibilty of public transportation and interstates	28 18%	10 11%	4 11%	13BC 50%	17B 27%	11 18%	16 17%	23 19%	4 13%	6 13%	7 14%	15 25%	21N 28%	7 8%	11P 29%	4 10%	4 12%	7 17%	4 7%	6 13%	14STVW 64%	1 13%	1 8%
Access/Proximty to parks, green space, trees	20 13%	14 15%	4 11%	2 8%	6 10%	6 10%	14 15%	15 12%	2 7%	6 13%	5 10%	9 15%	8 11%	12 14%	5 13%	5 13%	4 12%	4 10%	7 13%	7 15%	-	-	4U 31%
Feel of community: alive, hip, vibrant, booming, new, young, friendly	20 13%	12 13%	2 6%	6C 23%	8 13%	9 15%	10 11%	13 11%	5 17%	4 8%	9 18%	7 12%	4 5%	16M 19%	6 16%	5 13%	2 6%	7 17%	7 13%	5 11%	2 9%	-	4 31%
Clean; safe; quiet	16 10%	13D 14%	3 8%	-	3 5%	6 10%	10 11%	12 10%	4 13%	5 10%	6 12%	5 8%	7 9%	9 11%	4 11%	3 8%	4 12%	5 12%	6 11%	5 11%	1 5%	1 13%	3 23%
Bike Friendly	9 6%	5 5%	3 8%	1 4%	4 6%	6 10%	3 3%	5 4%	3 10%	4 8%	2 4%	3 5%	4 5%	5 6%	2 5%	-	-	7PQ 17%	4 7%	3 6%	1 5%	-	-
Style; look; beauty	7 4%	3 3%	1 3%	3 12%	4 6%	6G 10%	1 1%	7 6%	-	1 2%	2 4%	4 7%	4 5%	3 4%	2 5%	1 3%	1 3%	3 7%	1 2%	1 2%	5ST 23%	-	-
Mixed-use buildings; mix of homes and businesses	6 4%	2 2%	2 6%	2 8%	4 6%	3 5%	3 3%	5 4%	1 3%	1 2%	3 6%	2 3%	3 4%	3 4%	-	2 5%	2 6%	2 5%	1 2%	1 2%	-	2STU 25%	1 8%
Other	18 11%	12 13%	3 8%	2 8%	5 8%	4 7%	13 14%	12 10%	6 20%	7 15%	5 10%	5 8%	10 13%	8 10%	6 16%	2 5%	7P 21%	3 7%	7 13%	3 6%	2 9%	1 13%	3 23%
No answer	1 1%	1 1%	-	-	-	-	1 1%	1 1%	-	-	-	1 2%	1 1%	-	1 3%	-	-	-	-	1 2%	-	-	-

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(sig=.05) (all_pairs) columns tested BCD, BE, FG, HI, JKL, MN, OPQR, STUVW

Final Draft

Q2. What, if anything, would you say is the biggest downside or drawback of living in your neighborhood?

	Total	Age: 18-34	Age: 35-54	Age: 55+	Age: 35+	Gender: Male	Gender: Female	Ethnicity: White	Ethnicity: Other	Lived In Portland: < 1 Yr	Lived In Portland: 1-5 Yrs	Lived In Portland: 5+ Yrs	People In Unit: 1	People In Unit: 2+	Income: <$50K	Income: $50K-$75K	Income: $75K-$99K	Income: $100K Or >	Study Areas: SE Division	Study Areas: 28th And Burnside	Study Areas: Hollywood	Study Areas: Mississippi	Study Areas: St. Johns
Total	158 100%	94 100% (B)	36 100% (C)	26 100% (D)	62 100% (E)	61 100% (F)	92 100% (G)	121 100% (H)	30 100% (I)	48 100% (J)	49 100% (K)	60 100% (L)	75 100% (M)	83 100% (N)	38 100% (O)	39 100% (P)	33 100% (Q)	41 100% (R)	54 100% (S)	47 100% (T)	22 100% (U)	8 100% (V)	13 100% (W)
Parking limited: Not enough, street only	59 37%	38D 40%	14 39%	5 19%	19 31%	18 30%	38 41%	41 34%	15 50%	15 31%	20 41%	23 38%	24 32%	35 42%	8 21%	18O 46%	12 36%	16 39%	32TUW 59%	18U 38%	2 9%	2 25%	2 15%
Traffic: high traffic area, congestion,unsafe drivers	40 25%	16 17%	13B 36%	10B 38%	23B 37%	11 18%	25 27%	33I 27%	3 10%	13 27%	12 24%	15 25%	17 23%	23 28%	7 18%	8 21%	11 33%	9 22%	14 26%	10 21%	7 32%	3 38%	3 23%
Cost, availablity of housing; gentrification	27 17%	17 18%	7 19%	3 12%	10 16%	11 18%	15 16%	18 15%	8 27%	10 21%	10 20%	7 12%	13 17%	14 17%	5 13%	7 18%	5 15%	9 22%	9 17%	10 21%	4 18%	2 25%	-
Noise: from traffic, from people	21 13%	11 12%	3 8%	7 27%	10 16%	5 8%	15 16%	20 17%	1 3%	6 13%	5 10%	10 17%	15N 20%	6 7%	9PR 24%	1 3%	7P 21%	3 7%	6 11%	4 9%	6T 27%	-	4T 31%
Not enough nearby facilities: Dining and entertainment options; stores, gyms; outdoor recreational areas; public parks	19 12%	11 12%	3 8%	4 15%	7 11%	10 16%	8 9%	13 11%	5 17%	3 6%	7 14%	8 13%	10 13%	9 11%	6R 16%	6R 15%	6R 18%	1 2%	7 13%	3 6%	5 23%	-	2 15%
Unsafe; crime; not clean	14 9%	10 11%	3 8%	1 4%	4 6%	7 11%	7 8%	11 9%	3 10%	3 6%	4 8%	7 12%	5 7%	9 11%	3 8%	5 13%	2 6%	4 10%	2 4%	1 2%	2 9%	1 13%	4ST 31%
Biking/walking lanes: not clearly marked, not enough	11 7%	3 3%	7B 19%	1 4%	8B 13%	3 5%	8 9%	8 7%	1 3%	2 4%	1 2%	8K 13%	4 5%	7 8%	4 11%	1 3%	1 3%	5 12%	2 4%	4 9%	1 5%	2S 25%	1 8%
Homeless population	9 6%	4 4%	1 3%	3 12%	4 6%	2 3%	5 5%	7 6%	1 3%	-	2 4%	7J 12%	4 5%	5 6%	2 5%	2 5%	1 3%	2 5%	-	2 4%	4S 18%	-	-
Population density; crowded; no privacy	7 4%	4 4%	2 6%	1 4%	3 5%	1 2%	6 7%	4 3%	3 10%	1 2%	2 4%	4 7%	2 3%	5 6%	2 5%	1 3%	2 6%	1 2%	3 6%	3 6%	-	-	1 8%
New buildings: too big, too many, don't fit in	5 3%	3 3%	-	2 8%	2 3%	3 5%	2 2%	4 3%	1 3%	2 4%	3 6%	-	-	5M 6%	-	-	1 3%	4 10%	2 4%	1 2%	1 5%	-	-
Lack of access to public transit/light rail	5 3%	2 2%	2 6%	1 4%	3 5%	1 2%	4 4%	5 4%	-	2 4%	2 4%	1 2%	4 5%	1 1%	1 3%	2 5%	1 3%	1 2%	-	2 4%	-	-	1S 8%
Tension between old and new residents	3 2%	2 2%	-	-	-	1 2%	1 1%	1 1%	2H 7%	1 2%	-	1 2%	1 1%	2 2%	2 5%	-	-	1 2%	2 4%	-	-	-	1 8%
Other	17 11%	8 9%	3 8%	6B 23%	9 15%	7 11%	9 10%	13 11%	4 13%	7 15%	4 8%	6 10%	10 13%	7 8%	6 16%	2 5%	5 15%	4 10%	3 6%	8 17%	3 14%	-	1 8%
No answer	2 1%	2 2%	-	-	-	-	2 2%	2 2%	-	1 2%	-	1 2%	2 3%	-	1 3%	-	-	1 2%	-	2 4%	-	-	-

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(sig=.05) (all_pairs) columns tested BCD, BE, FG, HI, JKL, MN, OPQR, STUVW

Q3. What was the most influential factor in your decision on where you currently live?

	Total	Age: 18-34	Age: 35-54	Age: 55+	Age: 35+	Gender: Male	Gender: Female	Ethnicity: White	Ethnicity: Other	Lived In Portland: < 1 Yr	Lived In Portland: 1-5 Yrs	Lived In Portland: 5+ Yrs	People In Unit: 1	People In Unit: 2+	Income: <$50K	Income: $50K-$75K	Income: $75K-$99K	Income: $100K Or >	Study Areas: SE Division	Study Areas: 28th And Burnside	Study Areas: Hollywood	Study Areas: Mississippi	Study Areas: St. Johns
Total	158	94	36	26	62	61	92	121	30	48	49	60	75	83	38	39	33	41	54	47	22	8	13
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
		(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)	(S)	(T)	(U)	(V)	(W)
Access to services	79	51D	20	8	28	32	47	57	20	26	28	25	34	45	17	20	17	22	34	21	9	4	5
	50%	54%	56%	31%	45%	52%	51%	47%	67%	54%	57%	42%	45%	54%	45%	51%	52%	54%	63%	45%	41%	50%	38%
Convenience to work	19	15	2	2	4	6	13	17	2	5	4	10	13	6	4	6	4	5	6	6	3	1	1
	12%	16%	6%	8%	6%	10%	14%	14%	7%	10%	8%	17%	17%	7%	11%	15%	12%	12%	11%	13%	14%	13%	8%
Price	13	9	1	3	4	6	7	11	1	3	5	5	9	4	4	3	5	1	2	4	1	-	5STU
	8%	10%	3%	12%	6%	10%	8%	9%	3%	6%	10%	8%	12%	5%	11%	8%	15%	2%	4%	9%	5%		38%
Something else	47	19	13	13B	26B	17	25	36	7	14	12	20	19	28	13	10	7	13	12	16	9	3	2
	30%	20%	36%	50%	42%	28%	27%	30%	23%	29%	24%	33%	25%	34%	34%	26%	21%	32%	22%	34%	41%	38%	15%
Style/Design/ Beauty/Look/New	11	5	2	3	5	2	7	7	3	4	2	4	4	7	4	2	3	2	6	3	2	-	-
	7%	5%	6%	12%	8%	3%	8%	6%	10%	8%	4%	7%	5%	8%	11%	5%	9%	5%	11%	6%	9%		
Proximity/ Walkability to: School, work, businesses, facilities	11	5	4	2	6	6	5	10	1	2	4	5	1	10M	1	3	2	4	6	3	-	-	2
	7%	5%	11%	8%	10%	10%	5%	8%	3%	4%	8%	8%	1%	12%	3%	8%	6%	10%	11%	6%			15%
Location/ Liveability	11	7	2	2	4	2	7	7	2	3	4	4	4	7	3	2	3	1	3	5	1	1	-
	7%	7%	6%	8%	6%	3%	8%	6%	7%	6%	8%	7%	5%	8%	8%	5%	9%	2%	6%	11%	5%	13%	
Community:active; relaxed; vibrant	6	1	2	3B	5B	2	3	4	1	-	1	5J	2	4	1	2	1	2	1	2	1	1	-
	4%	1%	6%	12%	8%	3%	3%	3%	3%		2%	8%	3%	5%	3%	5%	3%	5%	2%	4%	5%	13%	
Availability;Ease of Application process	4	2	-	1	1	2	1	3	-	1	1	2	3	1	2	-	-	1	-	2	1	-	-
	3%	2%		4%	2%	3%	1%	2%		2%	2%	3%	4%	1%	5%			2%		4%	5%		
Price	2	1	-	1	1	1	1	2	-	1	1	-	2	-	2	-	-	-	-	1	1	-	-
	1%	1%		4%	2%	2%	1%	2%		2%	2%		3%		5%					2%	5%		
Family/Friends	2	-	-	2B	2	-	2	2	-	-	2	-	2	-	1	1	-	-	-	-	1	-	-
	1%			8%	3%		2%	2%			4%		3%		3%	3%					5%		
Pet Friendly	2	1	1	-	1	-	2	2	-	1	1	-	1	1	1	-	1	-	-	-	-	1ST	-
	1%	1%	3%		2%		2%	2%		2%	2%		1%	1%	3%		3%					13%	
Public Transportation	2	1	-	1	1	1	1	2	-	1	1	-	1	1	-	2	-	-	-	1	1	-	-
	1%	1%		4%	2%	2%	1%	2%		2%	2%		1%	1%		5%				2%	5%		
Safety	1	1	-	-	-	1	-	1	-	1	-	-	-	1	-	-	-	1	-	1	-	-	-
	1%	1%				2%		1%		2%				1%				2%		2%			
Other	5	1	3B	1	4	4	1	4	-	1	-	4	2	3	1	1	-	3	1	2	2	-	-
	3%	1%	8%	4%	6%	7%	1%	3%		2%		7%	3%	4%	3%	3%		7%	2%	4%	9%		

(sig=.05) (all_pairs) columns tested BCD, BE, FG, HI, JKL, MN, OPQR, STUVW

Final Draft

Q3. What was the most influential factor in your decision on where you currently live?
(Additional)
Base: Valid Respondents

		Age				Gender		Ethnicity		Lived In Portland			People In Unit		Income				Study Areas				
	Total	18-34	35-54	55+	35+	Male	Female	White	Other	< 1 Yr	1-5 Yrs	5+ Yrs	1	2+	<$50K	$50K-$75K	$75K-$99K	$100K Or >	SE Division	28th And Burnside	Hollywood	Mississippi	St. Johns
Total	129 100%	79 100% (B)	26 100% (C)	22 100% (D)	48 100% (E)	48 100% (F)	76 100% (G)	96 100% (H)	26 100% (I)	38 100% (J)	40 100% (K)	50 100% (L)	61 100% (M)	68 100% (N)	33 100% (O)	32 100% (P)	25 100% (Q)	34 100% (R)	42 100% (S)	40 100% (T)	18 100% (U)	8 100% (V)	12 100% (W)
Proximity/ Walkability to: School, work, businesses, facilities, parks	89 69%	57D 72%	21D 81%	10 45%	31 65%	33 69%	52 68%	66 69%	20 77%	28 74%	24 60%	37 74%	38 62%	51 75%	20 61%	20 63%	20 80%	25 74%	31U 74%	30U 75%	8 44%	6 75%	8 67%
Price/Affordability	18 14%	12C 15%	-	5C 23%	5 10%	5 10%	12 16%	13 14%	3 12%	4 11%	6 15%	8 16%	12 20%	6 9%	8R 24%	3 9%	4 16%	2 6%	5 12%	3 8%	2 11%	-	5ST 42%
Community:active; relaxed; vibrant; good neighborhood	18 14%	11 14%	3 12%	4 18%	7 15%	7 15%	10 13%	11 11%	4 15%	6 16%	3 8%	9 18%	10 16%	8 12%	5 15%	4 13%	1 4%	7 21%	5 12%	10 25%	1 6%	1 13%	-
Building:Style/ Design/Beauty/Look/ New/Amenities	14 11%	8 10%	2 8%	4 18%	6 13%	3 6%	9 12%	10 10%	2 8%	3 8%	5 13%	6 12%	5 8%	9 13%	3 9%	2 6%	4 16%	3 9%	3 7%	7 18%	3 17%	-	1 8%
Public Transportation	13 10%	8 10%	2 8%	3 14%	5 10%	3 6%	10 13%	10 10%	3 12%	3 8%	5 13%	5 10%	8 13%	5 7%	2 6%	7 22%	1 4%	2 6%	3 7%	3 8%	7STW 39%	-	-
Location/Liveability	7 5%	4 5%	3 12%	-	3 6%	5 10%	2 3%	6 6%	-	1 3%	3 8%	3 6%	1 2%	6 9%	-	5O 16%	1 4%	1 3%	4 10%	1 3%	-	1 13%	-
Safety	4 3%	4 5%	-	-	-	2 4%	2 3%	4 4%	-	4KL 11%	-	-	-	4 6%	1 3%	-	-	3 9%	2 5%	2 5%	-	-	-
Availability;Ease of Application process	3 2%	2 3%	-	1 5%	1 2%	1 2%	2 3%	3 3%	-	1 3%	1 3%	1 2%	1 2%	2 3%	2 6%	-	-	1 3%	-	1 3%	1 6%	1S 13%	-
Family/Friends nearby	2 2%	-	-	2B 9%	2 4%	-	2 3%	2 2%	-	-	2 5%	-	2 3%	-	1 3%	1 3%	-	-	-	-	1 6%	-	-
Pet Friendly	2 2%	2 3%	-	-	-	1 2%	1 1%	1 1%	1 4%	1 3%	1 3%	-	-	2 3%	1 3%	-	-	1 3%	1 2%	-	-	1T 13%	-
Other	15 12%	7 9%	3 12%	4 18%	7 15%	6 13%	8 11%	9 9%	4 15%	5 13%	3 8%	6 12%	10 16%	5 7%	5 15%	4 13%	3 12%	3 9%	6 14%	4 10%	2 11%	2 25%	-

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(sig=.05) (all_pairs) columns tested BCD, BE, FG, HI, JKL, MN, OPQR, STUVW

Q4. Which of the following most closely describes your current employment situation?

		Age				Gender		Ethnicity		Lived In Portland			People In Unit		Income				Study Areas				
	Total	18-34	35-54	55+	35+	Male	Female	White	Other	< 1 Yr	1-5 Yrs	5+ Yrs	1	2+	<$50K	$50K-$75K	$75K-$99K	$100K Or >	SE Division	28th And Burnside	Hollywood	Mississippi	St. Johns
Total	158 100%	94 100% (B)	36 100% (C)	26 100% (D)	62 100% (E)	61 100% (F)	92 100% (G)	121 100% (H)	30 100% (I)	48 100% (J)	49 100% (K)	60 100% (L)	75 100% (M)	83 100% (N)	38 100% (O)	39 100% (P)	33 100% (Q)	41 100% (R)	54 100% (S)	47 100% (T)	22 100% (U)	8 100% (V)	13 100% (W)
Working full-time	119 75%	80DE 85%	29D 81%	9 35%	38 61%	46 75%	71 77%	90 74%	24 80%	37 77%	35 71%	46 77%	56 75%	63 76%	22 58%	29 74%	29O 88%	35O 85%	47UW 87%	34 72%	13 59%	7 88%	7 54%
Working part-time	10 6%	4 4%	5 14%	1 4%	6 10%	4 7%	5 5%	9 7%	-	3 6%	4 8%	3 5%	2 3%	8 10%	1 3%	3 8%	1 3%	4 10%	2 4%	6 13%	1 5%	-	1 8%
Unemployed	5 3%	4 4%	-	1 4%	1 2%	2 3%	3 3%	4 3%	1 3%	3 6%	1 2%	1 2%	3 4%	2 2%	5PQR 13%	-	-	-	1 2%	1 2%	-	1 13%	2S 15%
Retired	14	-	-	13BC	13B	5	7	12	1														
2 5 7 9 5 6R 3 2 1 - 3 7ST - 1S	9%			50%	21%	8%	8%	10%	3%	4%	10%	12%	12%	6%	16%	8%	6%	2%		6%	32%		8%
Student	4 3%	4 4%	-	-	-	2 3%	2 2%	3 2%	1 3%	2 4%	1 2%	1 2%	2 3%	2 2%	3 8%	1 3%	-	-	1 2%	2 4%	-	-	1 8%
Retired	1 1%	-	-	1 4%	1 2%	1 2%	-	1 1%	-	-	-	1 2%	1 1%	-	1 3%	-	-	-	-	-	1 5%	-	-
Self-employed	7 4%	3 3%	2 6%	2 8%	4 6%	2 3%	5 5%	4 3%	3 10%	2 4%	3 6%	2 3%	3 4%	4 5%	2 5%	3 8%	1 3%	1 2%	3 6%	2 4%	1 5%	-	1 8%

(sig=.05) (all_pairs) columns tested BCD, BE, FG, HI, JKL, MN, OPQR, STUVW

DHM Research - Online Tenant Survey - March 2015

Final Draft

Q5. In which building do you currently reside?

	Total	Age 18-34	Age 35-54	Age 55+	Age 35+	Gender Male	Gender Female	Ethnicity White	Ethnicity Other	Lived In Portland < 1 Yr	Lived In Portland 1-5 Yrs	Lived In Portland 5+ Yrs	People In Unit 1	People In Unit 2+	Income <$50K	Income $50K-$75K	Income $75K-$99K	Income $100K Or >	Study Areas SE Division	Study Areas 28th And Burnside	Study Areas Hollywood	Study Areas Mississippi	Study Areas St. Johns
Total	158 100%	94 100% (B)	36 100% (C)	26 100% (D)	62 100% (E)	61 100% (F)	92 100% (G)	121 100% (H)	30 100% (I)	48 100% (J)	49 100% (K)	60 100% (L)	75 100% (M)	83 100% (N)	38 100% (O)	39 100% (P)	33 100% (Q)	41 100% (R)	54 100% (S)	47 100% (T)	22 100% (U)	8 100% (V)	13 100% (W)
2025 NE 44th Ave. - The Beverly	15 9%	3 3%	2 6%	10BC 38%	12B 19%	6 10%	9 10%	15I 12%	-	2 4%	5 10%	8 13%	13N 17%	2 2%	5 13%	3 8%	2 6%	5 12%	-	-	15STVW 68%	-	-
2034 NE 40th Ave. - Bookmark Apartments	4 3%	1 1%	-	3BC 12%	3 5%	3 5%	1 1%	2 2%	2 7%	1 2%	1 2%	2 3%	4N 5%	-	4PR 11%	-	-	-	-	-	4ST 18%	-	-
2450 SE 37th Ave. - Richmond Flats	5 3%	4 4%	1 3%	-	1 2%	3 5%	2 2%	3 2%	2 7%	1 2%	4L 8%	-	2 3%	3 4%	-	2 5%	-	3 7%	5T 9%	-	-	-	-
2510 SE 33rd Pl.	11 7%	9 10%	2 6%	-	2 3%	6 10%	5 5%	8 7%	2 7%	3 6%	3 6%	5 8%	4 5%	7 8%	4R 11%	4R 10%	2 6%	-	11TU 20%	-	-	-	-
2625 E Burnside St. - Burnside 26	36 23%	31CDE 33%	5 14%	-	5 8%	11 18%	25 27%	24 20%	10 33%	17KL 35%	8 16%	11 18%	19 25%	17 20%	9 24%	10 26%	7 21%	9 22%	-	36SUVW 77%	-	-	-
28 SE 28th Ave. - Sunrose Condos	9 6%	-	2B 6%	7BC 27%	9B 15%	4 7%	3 3%	7 6%	2 7%	-	3 6%	6J 10%	1 1%	8M 10%	-	2 5%	1 3%	5O 12%	-	9SU 19%	-	-	-
2959 E Burnside - B Street Apartments	2 1%	1 1%	1 3%	-	1 2%	1 2%	1 1%	2 2%	-	1 2%	1 2%	-	2 3%	-	-	-	1 3%	1 2%	-	2 4%	-	-	-
3105 SE Division St. - Reliable Apartments	8 5%	4 4%	4 11%	-	4 6%	2 3%	6 7%	7 6%	1 3%	1 2%	3 6%	4 7%	2 3%	6 7%	1 3%	1 3%	2 6%	3 7%	8T 15%	-	-	-	-
3125 SE Division St. - The Screen Bldg.	2 1%	2 2%	-	-	-	1 2%	1 1%	2 2%	-	-	-	2 3%	1 1%	1 1%	-	2 5%	-	-	2 4%	-	-	-	-
3150 SE Division St. - D Street Village 2	4 3%	3 3%	1 3%	-	1 2%	3 5%	1 1%	4 3%	-	4KL 8%	-	-	2 3%	2 2%	1 3%	1 3%	-	1 2%	4 7%	-	-	-	-
3233 SE Division St. - D Street Village 3	1 1%	1 1%	-	-	-	-	-	-	-	1 2%	-	-	-	1 1%	-	-	-	-	1 2%	-	-	-	-
3330 SE Division St.	11 7%	5 5%	4 11%	2 8%	6 10%	4 7%	7 8%	9 7%	2 7%	3 6%	5 10%	3 5%	5 7%	6 7%	3 8%	2 5%	3 9%	3 7%	11TU 20%	-	-	-	-
3339 SE Division St. - Salt & Straw Bldg.	12 8%	8 9%	3 8%	-	3 5%	5 8%	6 7%	9 7%	2 7%	4 8%	3 6%	4 7%	5 7%	7 8%	3 8%	1 3%	4 12%	4 10%	12TU 22%	-	-	-	-
3733 N Albina Ave. - Tupelo Alley 2	2 1%	2 2%	-	-	-	-	2 2%	2 2%	-	-	-	2 3%	-	2 2%	-	-	-	2 5%	-	-	-	2STU 25%	-
3850 N Mississippi Ave. - Tupelo Alley	3 2%	2 2%	1 3%	-	1 2%	2 3%	1 1%	3 2%	-	3 6%	-	-	-	3 4%	1 3%	1 3%	1 3%	-	-	-	-	3STUW 38%	-
4018 N Mississippi Ave. - The Bijou	2 1%	2 2%	-	-	-	1 2%	1 1%	1 1%	1 3%	1 2%	1 2%	-	-	2 2%	-	1 3%	1 3%	-	-	-	-	2STU 25%	-
4110 NE Tillamook St.	1 1%	-	1 3%	-	1 2%	-	1 1%	-	1H 3%	-	1 2%	-	-	1 1%	-	-	-	1 2%	-	-	1 5%	-	-
4111 NE Broadway - Hollywood Apartments	2 1%	2 2%	-	-	-	1 2%	1 1%	2 2%	-	-	-	2 3%	1 1%	1 1%	1 3%	1 3%	-	-	-	-	2ST 9%	-	-

Final Draft

DHM Research - Online Tenant Survey - March 2015
(continued)
Q5. In which building do you currently reside?

		Age				Gender		Ethnicity		Lived In Portland			People In Unit		Income				Study Areas				
	Total	18-34	35-54	55+	35+	Male	Fe-male	White	Other	< 1 Yr	1-5 Yrs	5+ Yrs	1	2+	<$50K	$50K-$75K	$75K-$99K	$100K Or >	SE Div-ision	28th And Burn-side	Hol-ly-wood	Miss-iss-ippi	St. Johns
4216 N Mississippi - Mississippi Lofts	1 1%	-	1 3%	-	1 2%	1 2%	-	-	1H 3%	-	-	1 2%	-	1 1%	-	-	-	1 2%	-	-	-	1ST 13%	-
6825 N. Salem Ave - Cathedral Park Village	2 1%	2 2%	-	-	-	-	2 2%	2 2%	-	-	1 2%	1 2%	2 3%	-	1 3%	-	1 3%	-	-	-	-	-	2ST 15%
7227 N Philadelphia - Marvel 29	4 3%	4 4%	-	-	-	2 3%	2 2%	3 2%	1 3%	3 6%	-	1 2%	1 1%	3 4%	2 5%	-	2 6%	-	-	-	-	-	4STU 31%
8072 N Burlington Ave. - Matthew Frank	6 4%	3 3%	2 6%	1 4%	3 5%	3 5%	3 3%	5 4%	1 3%	2 4%	2 4%	2 3%	3 4%	3 4%	2 5%	2 5%	2 6%	-	-	-	-	-	6STUV 46%
9000 N Ivanhoe St. - Louis York Apartments	1 1%	-	-	1 4%	1 2%	-	1 1%	1 1%	-	-	1 2%	-	1 1%	-	1 3%	-	-	-	-	-	-	-	1S 8%
Other	14 9%	5 5%	6B 17%	2 8%	8 13%	2 3%	11 12%	10 8%	2 7%	1 2%	7J 14%	6 10%	7 9%	7 8%	-	6O 15%	4O 12%	3 7%	-	-	-	-	-

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(sig=.05) (all_pairs) columns tested BCD, BE, FG, HI, JKL, MN, OPQR, STUVW

DHM Research - Online Tenant Survey - March 2015

Q6. And in which part of Portland do you work/go to school?

Base: Employed or Student

	Total	Age 18-34	Age 35-54	Age 55+	Age 35+	Gender Male	Gender Female	Ethnicity White	Ethnicity Other	Lived In Portland < 1 Yr	Lived In Portland 1-5 Yrs	Lived In Portland 5+ Yrs	People In Unit 1	People In Unit 2+	Income <$50K	Income $50K-$75K	Income $75K-$99K	Income $100K Or >	Study Areas SE Division	Study Areas 28th And Burnside	Study Areas Hollywood	Study Areas Mississippi	Study Areas St. Johns
Total	131 100%	86 100% (B)	34 100% (C)	10 100% (D)	44 100% (E)	52 100% (F)	76 100% (G)	100 100% (H)	25 100% (I)	40 100% (J)	40 100% (K)	50 100% (L)	60 100% (M)	71 100% (N)	24 100% (O)	33 100% (P)	30 100% (Q)	39 100% (R)	50 100% (S)	40 100% (T)	14 100% (U)	7 100% (V)	9 100% (W)
North Portland	7 5%	5 6%	2 6%	-	2 5%	2 4%	5 7%	6 6%	1 4%	3 8%	1 3%	3 6%	4 7%	3 4%	2 8%	2 6%	3R 10%	-	-	1 3%	2S 14%	1S 14%	2ST 22%
Northeast	15 11%	9 10%	2 6%	4BC 40%	6 14%	2 4%	13F 17%	14 14%	1 4%	4 10%	2 5%	9 18%	10 17%	5 7%	5P 21%	1 3%	2 7%	7 18%	4 8%	7 18%	4S 29%	-	-
Northwest	21 16%	14 16%	5 15%	2 20%	7 16%	9 17%	11 14%	16 16%	2 8%	3 8%	11J 28%	7 14%	8 13%	13 18%	4 17%	8 24%	5 17%	4 10%	9 18%	8 20%	2 14%	-	-
Southeast	31 24%	21 24%	10 29%	-	10 23%	14 27%	16 21%	24 24%	5 20%	11 28%	11 28%	9 18%	15 25%	16 23%	2 8%	10 30%	9 30%	8 21%	15 30%	9 23%	2 14%	1 14%	1 11%
Southwest	29 22%	20 23%	7 21%	2 20%	9 20%	14 27%	15 20%	20 20%	8 32%	9 23%	5 13%	15 30%	10 17%	19 27%	4 17%	6 18%	5 17%	11 28%	12 24%	8 20%	3 21%	2 29%	3 33%
Outside of Portland	28 21%	17 20%	8 24%	2 20%	10 23%	11 21%	16 21%	20 20%	8 32%	10 25%	10 25%	7 14%	13 22%	15 21%	7 29%	6 18%	6 20%	9 23%	10 20%	7 18%	1 7%	3 43%	3 33%

(sig=.05) (all_pairs) columns tested BCD, BE, FG, HI, JKL, MN, OPQR, STUVW

DHM Research - Online Tenant Survey - March 2015

Q7. Do you ever work from home?

Base: Employed

		Age				Gender		Ethnicity		Lived In Portland			People In Unit		Income				Study Areas				
	Total	18-34	35-54	55+	35+	Male	Female	White	Other	< 1 Yr	1-5 Yrs	5+ Yrs	1	2+	<$50K	$50K-$75K	$75K-$99K	$100K Or >	SE Division	28th And Burnside	Hollywood	Mississippi	St. Johns
Total	128	83	34	10	44	50	75	98	24	39	39	49	58	70	22	32	30	39	49	39	14	7	8
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
		(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)	(S)	(T)	(U)	(V)	(W)
Net yes	73	38	28B	6	34B	31	39	59I	9	23	20	29	31	42	9	17	18	26	29	18	9	6	5
	57%	46%	82%	60%	77%	62%	52%	60%	38%	59%	51%	59%	53%	60%	41%	53%	60%	67%	59%	46%	64%	86%	63%
Yes, most of the time	17	9	7	1	8	11G	6	14	2	9L	6	2	6	11	1	3	8O	4	7	4	1	2	2
	13%	11%	21%	10%	18%	22%	8%	14%	8%	23%	15%	4%	10%	16%	5%	9%	27%	10%	14%	10%	7%	29%	25%
Yes, on occasion	56	29	21B	5	26B	20	33	45	7	14	14	27	25	31	8	14	10	22	22	14	8	4	3
	44%	35%	62%	50%	59%	40%	44%	46%	29%	36%	36%	55%	43%	44%	36%	44%	33%	56%	45%	36%	57%	57%	38%
No	55	45CE	6	4	10	19	36	39	15H	16	19	20	27	28	13	15	12	13	20	21	5	1	3
	43%	54%	18%	40%	23%	38%	48%	40%	63%	41%	49%	41%	47%	40%	59%	47%	40%	33%	41%	54%	36%	14%	38%

(sig=.05) (all_pairs) columns tested BCD, BE, FG, HI, JKL, MN, OPQR, STUVW

Final Draft

Q8. Which of the following is your primary mode of travel for commuting to work/school?
For the purpose of this survey please consider "primary" to mean "the mode you use for the longest part of your trip."

Base: Employed or Student

	Total	Age 18-34	Age 35-54	Age 55+	Age 35+	Gender Male	Gender Female	Ethnicity White	Ethnicity Other	Lived In Portland < 1 Yr	Lived In Portland 1-5 Yrs	Lived In Portland 5+ Yrs	People In Unit 1	People In Unit 2+	Income <$50K	Income $50K-$75K	Income $75K-$99K	Income $100K Or >	Study Areas SE Division	Study Areas 28th And Burnside	Study Areas Hollywood	Study Areas Mississippi	Study Areas St. Johns
Total	131 100%	86 100% (B)	34 100% (C)	10 100% (D)	44 100% (E)	52 100% (F)	76 100% (G)	100 100% (H)	25 100% (I)	40 100% (J)	40 100% (K)	50 100% (L)	60 100% (M)	71 100% (N)	24 100% (O)	33 100% (P)	30 100% (Q)	39 100% (R)	50 100% (S)	40 100% (T)	14 100% (U)	7 100% (V)	9 100% (W)
Walk	11 8%	6 7%	5 15%	-	5 11%	5 10%	6 8%	10 10%	1 4%	4 10%	3 8%	4 8%	5 8%	6 8%	1 4%	5 15%	1 3%	4 10%	4 8%	5 13%	-	-	1 11%
Bike	11 8%	9 10%	2 6%	-	2 5%	9G 17%	2 3%	6 6%	3 12%	3 8%	3 8%	5 10%	4 7%	7 10%	1 4%	1 3%	4 13%	5 13%	6 12%	2 5%	1 7%	-	1 11%
Public Transit	27 21%	19 22%	4 12%	4 40%	8 18%	11 21%	14 18%	19 19%	6 24%	9 23%	11 28%	7 14%	8 13%	19 27%	2 8%	7 21%	6 20%	8 21%	9 18%	7 18%	5 36%	3 43%	2 22%
Carpool	1 1%	1 1%	-	-	-	-	1 1%	1 1%	-	-	-	1 2%	1 2%	-	-	1 3%	-	-	1 2%	-	-	-	-
Drive alone	75 57%	48 56%	20 59%	6 60%	26 59%	22 42%	52F 68%	58 58%	15 60%	22 55%	19 48%	33 66%	40N 67%	35 49%	19R 79%	18 55%	16 53%	21 54%	26 52%	25 63%	8 57%	4 57%	4 44%
Car/Motorcycle	4 3%	1 1%	3B 9%	-	3 7%	4G 8%	-	4 4%	-	-	3 8%	1 2%	2 3%	2 3%	-	1 3%	1 3%	2 5%	1 2%	1 3%	1 7%	1 14%	-
Other	1 1%	1 1%	-	-	-	1 2%	-	1 1%	-	-	1 3%	-	1 2%	-	1 4%	-	-	-	1 2%	-	-	-	-
Do not commute to work or school/None	5 4%	3 3%	2 6%	-	2 5%	4 8%	1 1%	5 5%	-	2 5%	2 5%	1 2%	-	5M 7%	-	-	4P 13%	1 3%	2 4%	1 3%	-	1 14%	1 11%

(sig=.05) (all_pairs) columns tested BCD, BE, FG, HI, JKL, MN, OPQR, STUVW

Final Draft

Q9. For non-work travel (grocery shopping, visiting friends and family, etc.), which of the following is your primary mode of travel?
For the purpose of this survey please consider "primary" to mean "the mode you use for the longest part of your trip."

		Age				Gender		Ethnicity		Lived In Portland			People In Unit		Income				Study Areas				
	Total	18-34	35-54	55+	35+	Male	Female	White	Other	< 1 Yr	1-5 Yrs	5+ Yrs	1	2+	<$50K	$50K-$75K	$75K-$99K	$100K Or >	SE Division	28th And Burnside	Hollywood	Mississippi	St. Johns
Total	158 100%	94 100% (B)	36 100% (C)	26 100% (D)	62 100% (E)	61 100% (F)	92 100% (G)	121 100% (H)	30 100% (I)	48 100% (J)	49 100% (K)	60 100% (L)	75 100% (M)	83 100% (N)	38 100% (O)	39 100% (P)	33 100% (Q)	41 100% (R)	54 100% (S)	47 100% (T)	22 100% (U)	8 100% (V)	13 100% (W)
Walk	51 32%	27 29%	13 36%	11 42%	24 39%	15 25%	35 38%	42 35%	8 27%	18 38%	13 27%	20 33%	24 32%	27 33%	15 39%	10 26%	10 30%	14 34%	17 31%	16 34%	11V 50%	-	5 38%
Bike	12 8%	6 6%	4 11%	2 8%	6 10%	10G 16%	1 1%	7 6%	3 10%	2 4%	3 6%	7 12%	4 5%	8 10%	2 5%	-	3 9%	6P 15%	5 9%	3 6%	1 5%	1 13%	-
Public Transit	12 8%	7 7%	-	4C 15%	4 6%	6 10%	5 5%	11 9%	-	3 6%	4 8%	5 8%	7 9%	5 6%	2 5%	6 15%	1 3%	2 5%	1 2%	2 4%	3S 14%	2ST 25%	1 8%
Carpool	16 10%	13 14%	1 3%	2 8%	3 5%	8 13%	7 8%	9 7%	6H 20%	8L 17%	5 10%	3 5%	-	16M 19%	3 8%	6 15%	3 9%	3 7%	7 13%	4 9%	-	4STUW 50%	-
Drive alone	60 38%	37 39%	16 44%	6 23%	22 35%	20 33%	39 42%	46 38%	12 40%	15 31%	21 43%	23 38%	36N 48%	24 29%	15 39%	16 41%	15 45%	12 29%	21 39%	20 43%	6 27%	1 13%	7 54%
CarShare: Car to go	4 3%	3 3%	-	1 4%	1 2%	1 2%	3 3%	3 2%	1 3%	1 2%	2 4%	1 2%	3 4%	1 1%	1 3%	1 3%	1 3%	1 2%	1 2%	1 2%	1 5%	-	-
Drive personal vehicle: alone or with family	5 3%	2 2%	2 6%	1 4%	3 5%	2 3%	2 2%	5 4%	-	2 4%	1 2%	2 3%	1 1%	4 5%	-	-	-	5OPQ 12%	3 6%	2 4%	-	-	-

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(sig=.05) (all_pairs) columns tested BCD, BE, FG, HI, JKL, MN, OPQR, STUVW

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DHM Research - Online Tenant Survey - March 2015

Q10. How many vehicles are owned or leased by people living in your household?

		Age				Gender		Ethnicity		Lived In Portland			People In Unit		Income				Study Areas				
	Total	18-34	35-54	55+	35+	Male	Female	White	Other	< 1 Yr	1-5 Yrs	5+ Yrs	1	2+	<$50K	$50K-$75K	$75K-$99K	$100K Or >	SE Division	28th And Burnside	Hollywood	Mississippi	St. Johns
Total	158 100%	94 100% (B)	36 100% (C)	26 100% (D)	62 100% (E)	61 100% (F)	92 100% (G)	121 100% (H)	30 100% (I)	48 100% (J)	49 100% (K)	60 100% (L)	75 100% (M)	83 100% (N)	38 100% (O)	39 100% (P)	33 100% (Q)	41 100% (R)	54 100% (S)	47 100% (T)	22 100% (U)	8 100% (V)	13 100% (W)
None	20 13%	11 12%	2 6%	6C 23%	8 13%	11 18%	8 9%	16 13%	3 10%	4 8%	10 20%	6 10%	14N 19%	6 7%	6 16%	5 13%	3 9%	5 12%	4 7%	7 15%	6S 27%	1 13%	-
1	99 63%	58 62%	25 69%	15 58%	40 65%	34 56%	62 67%	75 62%	20 67%	28 58%	28 57%	42 70%	60N 80%	39 47%	28P 74%	20 51%	22 67%	24 59%	38V 70%	27 57%	15V 68%	2 25%	9 69%
2	39 25%	25 27%	9 25%	5 19%	14 23%	16 26%	22 24%	30 25%	7 23%	16 33%	11 22%	12 20%	1 1%	38M 46%	4 11%	14O 36%	8 24%	12O 29%	12 22%	13U 28%	1 5%	5SU 63%	4U 31%
Mean	1.1	1.1	1.2	1.0	1.1	1.1	1.2	1.1	1.1	1.3	1.0	1.1	0.8	1.4M	0.9	1.2O	1.2	1.2	1.1U	1.1U	0.8	1.5U	1.3U

(sig=.05) (all_pairs) columns tested BCD, BE, FG, HI, JKL, MN, OPQR, STUVW

Final Draft

Q11. Are you a member of a car share service (e.g. zipcar, car2go, etc.)?

		Age				Gender		Ethnicity		Lived In Portland			People In Unit		Income				Study Areas				
	Total	18-34	35-54	55+	35+	Male	Female	White	Other	< 1 Yr	1-5 Yrs	5+ Yrs	1	2+	<$50K	$50K-$75K	$75K-$99K	$100K Or >	SE Division	28th And Burnside	Hollywood	Mississippi	St. Johns
Total	158	94	36	26	62	61	92	121	30	48	49	60	75	83	38	39	33	41	54	47	22	8	13
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
		(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)	(S)	(T)	(U)	(V)	(W)
Yes	33	16	12B	5	17	14	18	22	9	6	12	15	17	16	7	7	6	11	14W	12W	5	-	-
	21%	17%	33%	19%	27%	23%	20%	18%	30%	13%	24%	25%	23%	19%	18%	18%	18%	27%	26%	26%	23%		
No	125	78C	24	21	45	47	74	99	21	42	37	45	58	67	31	32	27	30	40	35	17	8	13ST
	79%	83%	67%	81%	73%	77%	80%	82%	70%	88%	76%	75%	77%	81%	82%	82%	82%	73%	74%	74%	77%	100%	100%

(sig=.05) (all_pairs) columns tested BCD, BE, FG, HI, JKL, MN, OPQR, STUVW

Final Draft

Q12. Which of the following best describes your typical grocery shopping routine?

		Age				Gender		Ethnicity		Lived In Portland			People In Unit		Income				Study Areas				
	Total	18-34	35-54	55+	35+	Male	Female	White	Other	< 1 Yr	1-5 Yrs	5+ Yrs	1	2+	<$50K	$50K-$75K	$75K-$99K	$100K Or >	SE Division	28th And Burnside	Hollywood	Mississippi	St. Johns
Total	158 100%	94 100% (B)	36 100% (C)	26 100% (D)	62 100% (E)	61 100% (F)	92 100% (G)	121 100% (H)	30 100% (I)	48 100% (J)	49 100% (K)	60 100% (L)	75 100% (M)	83 100% (N)	38 100% (O)	39 100% (P)	33 100% (Q)	41 100% (R)	54 100% (S)	47 100% (T)	22 100% (U)	8 100% (V)	13 100% (W)
I don't shop for groceries very often - I usually eat out.	12 8%	8 9%	2 6%	2 8%	4 6%	3 5%	9 10%	11 9%	1 3%	4 8%	4 8%	4 7%	6 8%	6 7%	2 5%	1 3%	4 12%	4 10%	5 9%	5 11%	2 9%	-	-
I walk or ride my bike to a grocery store in my neighborhood, or near my work.	76 48%	40 43%	19 53%	16 62%	35 56%	31 51%	43 47%	60 50%	14 47%	20 42%	22 45%	34 57%	44N 59%	32 39%	20 53%	16 41%	12 36%	25Q 61%	21 39%	27V 57%	18SVW 82%	1 13%	4 31%
I usually drive to a grocery store in Portland.	63 40%	42D 45%	14 39%	6 23%	20 32%	25 41%	35 38%	46 38%	12 40%	19 40%	21 43%	22 37%	23 31%	40M 48%	13 34%	20 51%	15 45%	12 29%	28TU 52%	13U 28%	1 5%	6TU 75%	6U 46%
I usually drive to a larger discount store (Costco, etc.) outside of Portland.	7 4%	4 4%	1 3%	2 8%	3 5%	2 3%	5 5%	4 3%	3 10%	5L 10%	2 4%	-	2 3%	5 6%	3 8%	2 5%	2 6%	-	-	2 4%	1 5%	1S 13%	3ST 23%

(sig=.05) (all_pairs) columns tested BCD, BE, FG, HI, JKL, MN, OPQR, STUVW

DHM Research - Online Tenant Survey - March 2015

Q13. How does your building accommodate parking?

		Age				Gender		Ethnicity		Lived In Portland			People In Unit		Income				Study Areas				
	Total	18-34	35-54	55+	35+	Male	Female	White	Other	< 1 Yr	1-5 Yrs	5+ Yrs	1	2+	<$50K	$50K-$75K	$75K-$99K	$100K Or >	SE Division	28th And Burnside	Hollywood	Mississippi	St. Johns
Total	158 100%	94 100% (B)	36 100% (C)	26 100% (D)	62 100% (E)	61 100% (F)	92 100% (G)	121 100% (H)	30 100% (I)	48 100% (J)	49 100% (K)	60 100% (L)	75 100% (M)	83 100% (N)	38 100% (O)	39 100% (P)	33 100% (Q)	41 100% (R)	54 100% (S)	47 100% (T)	22 100% (U)	8 100% (V)	13 100% (W)
My building does not provide parking	52 33%	32D 34%	19D 53%	-	19 31%	19 31%	32 35%	42 35%	8 27%	12 25%	20 41%	19 32%	22 29%	30 36%	8 21%	14 36%	15O 45%	13 32%	36TUVW 67%	2 4%	3 14%	2T 25%	1 8%
Parking provided by my building is free	22 14%	4 4%	5 14%	12BC 46%	17B 27%	9 15%	10 11%	15 12%	5 17%	3 6%	6 12%	13J 22%	10 13%	12 14%	7 18%	4 10%	3 9%	6 15%	-	8S 17%	4S 18%	-	6STV 46%
Parking provided by my building at a monthly cost	81 51%	56CE 60%	11 31%	14 54%	25 40%	30 49%	50 54%	62 51%	16 53%	33KL 69%	21 43%	27 45%	42 56%	39 47%	22 58%	20 51%	14 42%	22 54%	15 28%	37SW 79%	15S 68%	6S 75%	6 46%
Don't know	3 2%	2 2%	1 3%	-	1 2%	3G 5%	-	2 2%	1 3%	-	2 4%	1 2%	1 1%	2 2%	1 3%	1 3%	1 3%	-	3 6%	-	-	-	-

(sig=.05) (all_pairs) columns tested BCD, BE, FG, HI, JKL, MN, OPQR, STUVW

DHM Research - Online Tenant Survey - March 2015

Q13. Monthly Cost

Base: Parking provided by building at a monthly cost

		Age				Gender		Ethnicity		Lived In Portland			People In Unit		Income				Study Areas				
	Total	18-34	35-54	55+	35+	Male	Female	White	Other	< 1 Yr	1-5 Yrs	5+ Yrs	1	2+	<$50K	$50K-$75K	$75K-$99K	$100K Or >	SE Division	28th And Burnside	Hollywood	Mississippi	St. Johns
Total	81 100%	56 100% (B)	11 100% (C)	14 100% (D)	25 100% (E)	30 100% (F)	50 100% (G)	62 100% (H)	16 100% (I)	33 100% (J)	21 100% (K)	27 100% (L)	42 100% (M)	39 100% (N)	22 100% (O)	20 100% (P)	14 100% (Q)	22 100% (R)	15 100% (S)	37 100% (T)	15 100% (U)	6 100% (V)	6 100% (W)
$20	3 4%	1 2%	-	2B 14%	2 8%	-	3 6%	2 3%	1 6%	-	2 10%	1 4%	2 5%	1 3%	2 9%	-	1 7%	-	-	-	1 7%	-	1T 17%
$25	1 1%	1 2%	-	-	-	-	1 2%	1 2%	-	-	-	1 4%	1 2%	-	-	1 5%	-	-	-	-	-	-	-
$35	1 1%	-	-	1 7%	1 4%	1 3%	-	1 2%	-	-	-	1 4%	1 2%	-	-	-	-	1 5%	-	-	1 7%	-	-
$45	1 1%	1 2%	-	-	-	-	1 2%	1 2%	-	1 3%	-	-	1 2%	-	-	1 5%	-	-	-	1 3%	-	-	-
$50	3 4%	2 4%	-	1 7%	1 4%	2 7%	1 2%	2 3%	1 6%	-	3J 14%	-	-	3 8%	-	2 10%	-	1 5%	2 13%	1 3%	-	-	-
$60	1 1%	-	1B 9%	-	1 4%	-	1 2%	1 2%	-	-	-	1 4%	1 2%	-	-	-	1 7%	-	-	-	1 7%	-	-
$75	10 12%	3 5%	1 9%	6B 43%	7B 28%	4 13%	6 12%	10 16%	-	1 3%	5J 24%	4 15%	9N 21%	1 3%	4 18%	3 15%	-	3 14%	-	-	10STVW 67%	-	-
$85	1 1%	1 2%	-	-	-	-	1 2%	1 2%	-	1 3%	-	-	-	1 3%	-	-	1 7%	-	-	-	-	-	1T 17%
$90	2 2%	2 4%	-	-	-	-	2 4%	2 3%	-	1 3%	-	1 4%	-	2 5%	1 5%	-	-	1 5%	-	-	-	2STU 33%	-
$95	3 4%	2 4%	1 9%	-	1 4%	2 7%	1 2%	3 5%	-	2 6%	-	1 4%	-	3 8%	-	1 5%	1 7%	1 5%	-	-	-	3STU 50%	-
$100	12 15%	10 18%	1 9%	1 7%	2 8%	5 17%	7 14%	9 15%	3 19%	4 12%	3 14%	5 19%	5 12%	7 18%	3 14%	1 5%	1 7%	7P 32%	5TU 33%	3 8%	-	1 17%	3TU 50%
$115	1 1%	1 2%	-	-	-	-	1 2%	1 2%	-	1 3%	-	-	1 2%	-	-	-	1 7%	-	-	1 3%	-	-	-
$120	5 6%	4 7%	1 9%	-	1 4%	2 7%	3 6%	4 6%	1 6%	3 9%	1 5%	1 4%	3 7%	2 5%	1 5%	1 5%	1 7%	1 5%	2 13%	3 8%	-	-	-
$125	2 2%	2 4%	-	-	-	1 3%	1 2%	2 3%	-	-	-	2 7%	2 5%	-	-	1 5%	1 7%	-	-	1 3%	-	-	1 17%
$140	2 2%	2 4%	-	-	-	1 3%	1 2%	1 2%	1 6%	1 3%	1 5%	-	1 2%	1 3%	1 5%	1 5%	-	-	-	2 5%	-	-	-
$145	8 10%	6 11%	2 18%	-	2 8%	2 7%	6 12%	5 8%	2 13%	4 12%	2 10%	2 7%	3 7%	5 13%	2 9%	4 20%	1 7%	1 5%	-	8 22%	-	-	-
$150	10 12%	6 11%	2 18%	2 14%	4 16%	5 17%	4 8%	7 11%	2 13%	5 15%	2 10%	3 11%	6 14%	4 10%	2 9%	2 10%	1 7%	4 18%	3 20%	5 14%	2 13%	-	-
$160	4 5%	4 7%	-	-	-	1 3%	3 6%	2 3%	2 13%	4 12%	-	-	1 2%	3 8%	2 9%	-	2 14%	-	-	4 11%	-	-	-

DHM Research - Online Tenant Survey - March 2015
(continued)
Q13. Monthly Cost

Base: Parking provided by building at a monthly cost

		Age				Gender		Ethnicity		Lived In Portland			People In Unit		Income				Study Areas				
	Total	18-34	35-54	55+	35+	Male	Fe-male	White	Other	< 1 Yr	1-5 Yrs	5+ Yrs	1	2+	<$50K	$50K-$75K	$75K-$99K	$100K Or >	SE Div-ision	28th And Burn-side	Hol-ly-wood	Miss-iss-ippi	St. Johns
$165	1	-	1B	-	1	-	1	1	-	-	-	1	-	1	-	-	1	-	-	1	-	-	-
	1%		9%		4%		2%	2%				4%		3%			7%			3%			
$170	2	2	-	-	-	1	1	1	1	1	-	1	1	1	2	-	-	-	1	1	-	-	-
	2%	4%				3%	2%	2%	6%	3%		4%	2%	3%	9%				7%	3%			
$175	1	-	1B	-	1	1	-	1	-	-	1	-	-	1	-	1	-	-	1	-	-	-	-
	1%		9%		4%	3%		2%			5%			3%		5%			7%				
$180	1	1	-	-	-	-	1	1	-	1	-	-	-	1	-	1	-	-	-	1	-	-	-
	1%	2%					2%	2%		3%				3%		5%				3%			
$190	1	1	-	-	-	-	1	-	-	1	-	-	-	1	-	-	-	-	-	1	-	-	-
	1%	2%					2%			3%				3%						3%			
$200	1	1	-	-	-	-	1	1	-	1	-	-	1	-	1	-	-	-	-	1	-	-	-
	1%	2%					2%	2%		3%			2%		5%					3%			
Don't know	4	3	-	1	1	2	2	2	2	1	1	2	3	1	1	-	1	2	1	3	-	-	-
	5%	5%		7%	4%	7%	4%	3%	13%	3%	5%	7%	7%	3%	5%		7%	9%	7%	8%			
Mean base	77	53	11	13	24	28	48	60	14	32	20	25	39	38	21	20	13	20	14	34	15	6	6
	95%	95%	100%	93%	96%	93%	96%	97%	88%	97%	95%	93%	93%	97%	95%	100%	93%	91%	93%	92%	100%	100%	100%
Mean	112.6	119.2	125.5D	75.0	98.1	113.4	111.4	107.9	122.1	131.6K	94.5	102.8	105.4	120.0	116.2	110.5	115.4	103.0	116.8	139.1S	77.7	94.2	88.3
		DE								L									U	UVW			
Median	115	120	145	75	75	100	100	100	140	145	75	100	100	120	120	120	120	100	100	145	75	95	100

(sig=.05) (all_pairs) columns tested BCD, BE, FG, HI, JKL, MN, OPQR, STUVW

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Q14. Most days of the week, where do you typically park your vehicle?

	Total	Age 18-34	Age 35-54	Age 55+	Age 35+	Gender Male	Gender Female	Ethnicity White	Ethnicity Other	Lived In Portland < 1 Yr	Lived In Portland 1-5 Yrs	Lived In Portland 5+ Yrs	People In Unit 1	People In Unit 2+	Income <$50K	Income $50K-$75K	Income $75K-$99K	Income $100K Or >	Study Areas SE Division	Study Areas 28th And Burnside	Study Areas Hollywood	Study Areas Mississippi	Study Areas St. Johns
Total	158 100%	94 100% (B)	36 100% (C)	26 100% (D)	62 100% (E)	61 100% (F)	92 100% (G)	121 100% (H)	30 100% (I)	48 100% (J)	49 100% (K)	60 100% (L)	75 100% (M)	83 100% (N)	38 100% (O)	39 100% (P)	33 100% (Q)	41 100% (R)	54 100% (S)	47 100% (T)	22 100% (U)	8 100% (V)	13 100% (W)
In a parking spot provided by your building	44 28%	17 18%	12 33%	15B 58%	27B 44%	15 25%	26 28%	37 31%	4 13%	13 27%	7 14%	24K 40%	22 29%	22 27%	7 18%	8 21%	11 33%	15 37%	5 9%	19S 40%	12S 55%	3S 38%	3 23%
Street parking in front of your building	17 11%	12 13%	2 6%	3 12%	5 8%	7 11%	10 11%	10 8%	7H 23%	5 10%	9L 18%	3 5%	7 9%	10 12%	6 16%	5 13%	3 9%	3 7%	2 4%	3 6%	1 5%	2S 25%	5STU 38%
Street parking within a few blocks of your building	73 46%	53DE 56%	19D 53%	1 4%	20 32%	28 46%	45 49%	56 46%	14 47%	26 54%	22 45%	25 42%	32 43%	41 49%	17 45%	19 49%	16 48%	19 46%	41TUV 76%W	18U 38%	3 14%	2 25%	3 23%
In a nearby parking garage	2 1%	-	1 3%	1 4%	2 3%	-	2 2%	2 2%	-	-	1 2%	1 2%	1 1%	1 1%	1 3%	1 3%	-	-	-	-	-	-	2ST 15%
Street - General	5 3%	-	1 3%	3B 12%	4B 6%	1 2%	2 2%	4 3%	1 3%	-	2 4%	2 3%	1 1%	4 5%	1 3%	1 3%	1 3%	2 5%	1 2%	3 6%	-	-	1 8%
Do not have a vehicle	21 13%	12 13%	2 6%	6C 23%	8 13%	11 18%	9 10%	16 13%	4 13%	4 8%	10 20%	7 12%	12 16%	9 11%	6 16%	6 15%	3 9%	4 10%	5 9%	7 15%	6S 27%	1 13%	-

(sig=.05) (all_pairs) columns tested BCD, BE, FG, HI, JKL, MN, OPQR, STUVW

Final Draft

Q15. Was the availability of parking a factor when choosing where you currently live?

		Age				Gender		Ethnicity		Lived In Portland			People In Unit		Income				Study Areas				
	Total	18-34	35-54	55+	35+	Male	Female	White	Other	< 1 Yr	1-5 Yrs	5+ Yrs	1	2+	<$50K	$50K-$75K	$75K-$99K	$100K Or >	SE Division	28th And Burnside	Hollywood	Mississippi	St. Johns
Total	158 100%	94 100% (B)	36 100% (C)	26 100% (D)	62 100% (E)	61 100% (F)	92 100% (G)	121 100% (H)	30 100% (I)	48 100% (J)	49 100% (K)	60 100% (L)	75 100% (M)	83 100% (N)	38 100% (O)	39 100% (P)	33 100% (Q)	41 100% (R)	54 100% (S)	47 100% (T)	22 100% (U)	8 100% (V)	13 100% (W)
Net yes	103 65%	60 64%	25 69%	17 65%	42 68%	36 59%	63 68%	80 66%	17 57%	31 65%	27 55%	44 73%	47 63%	56 67%	24 63%	22 56%	26 79%	27 66%	33 61%	34 72%	14 64%	5 63%	8 62%
Yes, a large factor	33 21%	15 16%	10 28%	8 31%	18 29%	11 18%	21 23%	28 23%	3 10%	9 19%	7 14%	17 28%	15 20%	18 22%	6 16%	7 18%	7 21%	12 29%	6 11%	11 23%	6 27%	3 38%	5S 38%
Yes, it was a consideration	70 44%	45 48%	15 42%	9 35%	24 39%	25 41%	42 46%	52 43%	14 47%	22 46%	20 41%	27 45%	32 43%	38 46%	18 47%	15 38%	19 58%	15 37%	27 50%	23 49%	8 36%	2 25%	3 23%
No, I did not consider parking when deciding where to live	55 35%	34 36%	11 31%	9 35%	20 32%	25 41%	29 32%	41 34%	13 43%	17 35%	22 45%	16 27%	28 37%	27 33%	14 37%	17 44%	7 21%	14 34%	21 39%	13 28%	8 36%	3 38%	5 38%

(sig=.05) (all_pairs) columns tested BCD, BE, FG, HI, JKL, MN, OPQR, STUVW

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Q16. How do you personally feel about the scale of new mixed use and apartment buildings in your area?

		Age				Gender		Ethnicity		Lived In Portland			People In Unit		Income				Study Areas				
	Total	18-34	35-54	55+	35+	Male	Female	White	Other	< 1 Yr	1-5 Yrs	5+ Yrs	1	2+	<$50K	$50K-$75K	$75K-$99K	$100K Or >	SE Division	28th And Burnside	Hollywood	Mississippi	St. Johns
Total	158 100%	94 100% (B)	36 100% (C)	26 100% (D)	62 100% (E)	61 100% (F)	92 100% (G)	121 100% (H)	30 100% (I)	48 100% (J)	49 100% (K)	60 100% (L)	75 100% (M)	83 100% (N)	38 100% (O)	39 100% (P)	33 100% (Q)	41 100% (R)	54 100% (S)	47 100% (T)	22 100% (U)	8 100% (V)	13 100% (W)
Scale is generally fine	82 52%	53 56%	17 47%	12 46%	29 47%	34 56%	48 52%	63 52%	16 53%	26 54%	29 59%	27 45%	50N 67%	32 39%	26R 68%	22 56%	16 48%	17 41%	31 57%	20 43%	15V 68%	2 25%	7 54%
Smaller buildings would be preferable	50 32%	28 30%	12 33%	10 38%	22 35%	16 26%	32 35%	41 34%	7 23%	15 31%	14 29%	21 35%	14 19%	36M 43%	8 21%	11 28%	10 30%	17 41%	15 28%	18 38%	6 27%	3 38%	5 38%
Larger/taller buildings would be preferable	9 6%	7 7%	2 6%	-	2 3%	6 10%	3 3%	5 4%	4 13%	3 6%	2 4%	4 7%	4 5%	5 6%	-	2 5%	4O 12%	3 7%	2 4%	3 6%	1 5%	3STUW 38%	-
Other	17 11%	6 6%	5 14%	4 15%	9 15%	5 8%	9 10%	12 10%	3 10%	4 8%	4 8%	8 13%	7 9%	10 12%	4 11%	4 10%	3 9%	4 10%	6 11%	6 13%	-	-	1 8%
Ok if: provide parking, keeps costs affordable; not too big; nice design	12 8%	2 2%	4B 11%	4B 15%	8B 13%	4 7%	5 5%	7 6%	3 10%	-	3 6%	8J 13%	6 8%	6 7%	3 8%	2 5%	3 9%	2 5%	5 9%	3 6%	-	-	1 8%
Fine; Perfect	3 2%	2 2%	-	1 4%	1 2%	-	3 3%	3 2%	-	2 4%	1 2%	-	1 1%	2 2%	1 3%	1 3%	-	1 2%	2 4%	1 2%	-	-	-
Too large; too many; renovate old instead of build new	2 1%	-	2B 6%	-	2 3%	1 2%	1 1%	2 2%	-	-	1 2%	1 2%	2 3%	-	-	1 3%	-	1 2%	1 2%	-	-	-	-
Should be a mix of sizes	1 1%	1 1%	-	-	-	-	1 1%	1 1%	-	1 2%	-	-	-	1 1%	-	1 3%	-	-	-	1 2%	-	-	-
Making costs too high	1 1%	1 1%	-	-	-	1 2%	-	1 1%	-	1 2%	-	-	-	1 1%	-	-	-	1 2%	-	1 2%	-	-	-

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(sig=.05) (all_pairs) columns tested BCD, BE, FG, HI, JKL, MN, OPQR, STUVW

Q17. What are the most important attributes the city could encourage in new mixed use or apartment buildings?

		Age				Gender		Ethnicity		Lived In Portland			People In Unit		Income				Study Areas				
	Total	18-34	35-54	55+	35+	Male	Female	White	Other	< 1 Yr	1-5 Yrs	5+ Yrs	1	2+	<$50K	$50K-$75K	$75K-$99K	$100K Or >	SE Division	28th And Burnside	Hollywood	Mississippi	St. Johns
Total	158 100%	94 100% (B)	36 100% (C)	26 100% (D)	62 100% (E)	61 100% (F)	92 100% (G)	121 100% (H)	30 100% (I)	48 100% (J)	49 100% (K)	60 100% (L)	75 100% (M)	83 100% (N)	38 100% (O)	39 100% (P)	33 100% (Q)	41 100% (R)	54 100% (S)	47 100% (T)	22 100% (U)	8 100% (V)	13 100% (W)
Affordability of units	112 71%	72C 77%	21 58%	18 69%	39 63%	42 69%	68 74%	86 71%	22 73%	36 75%	34 69%	41 68%	57 76%	55 66%	28 74%	31R 79%	26R 79%	23 56%	36 67%	34 72%	16 73%	7 88%	12 92%
Variety of unit sizes (e.g., multiple bedrooms, etc.)	36 23%	19 20%	11 31%	6 23%	17 27%	12 20%	22 24%	23 19%	11H 37%	9 19%	11 22%	16 27%	17 23%	19 23%	8 21%	6 15%	6 18%	13 32%	13 24%	11 23%	7 32%	1 13%	1 8%
Commercial/retail space	28 18%	17 18%	8 22%	3 12%	11 18%	13 21%	14 15%	20 17%	6 20%	9 19%	5 10%	14 23%	11 15%	17 20%	5 13%	6 15%	8 24%	8 20%	9 17%	10 21%	3 14%	-	2 15%
Green features and landscaping	53 34%	34 36%	10 28%	8 31%	18 29%	24 39%	28 30%	43 36%	8 27%	19L 40%	20L 41%	13 22%	28 37%	25 30%	14 37%	13 33%	11 33%	13 32%	23 43%	15 32%	5 23%	2 25%	4 31%
Alternatives to car ownership	30 19%	15 16%	8 22%	7 27%	15 24%	15 25%	15 16%	25 21%	4 13%	8 17%	10 20%	12 20%	15 20%	15 18%	5 13%	9 23%	5 15%	10 24%	7 13%	10 21%	4 18%	3 38%	1 8%
On-site parking	64 41%	39 41%	15 42%	8 31%	23 37%	18 30%	42F 46%	51 42%	9 30%	16 33%	16 33%	31K 52%	31 41%	33 40%	13 34%	16 41%	12 36%	17 41%	27 50%	17 36%	9 41%	4 50%	3 23%
Plazas/public space	33 21%	15 16%	11 31%	6 23%	17 27%	17 28%	15 16%	26 21%	5 17%	8 17%	14 29%	11 18%	18 24%	15 18%	5 13%	12 31%	7 21%	8 20%	8 15%	9 19%	5 23%	-	5 38%
Access to natural light and air	61 39%	40 43%	13 36%	8 31%	21 34%	16 26%	45F 49%	49 40%	9 30%	20 42%	23 47%	18 30%	23 31%	38 46%	15 39%	16 41%	13 39%	15 37%	24 44%	17 36%	10 45%	3 38%	2 15%
Other	12 8%	6 6%	3 8%	3 12%	6 10%	2 3%	9 10%	10 8%	2 7%	3 6%	6 12%	3 5%	6 8%	6 7%	2 5%	4 10%	2 6%	4 10%	5 9%	3 6%	1 5%	-	1 8%
Design/Style; longevity of stucture	4 3%	2 2%	-	2 8%	2 3%	1 2%	3 3%	4 3%	-	1 2%	2 4%	1 2%	3 4%	1 1%	1 3%	1 3%	1 3%	1 2%	2 4%	1 2%	1 5%	-	-
Apt. Features: Storage; Pet friendly; roof top garden	3 2%	3 3%	-	-	-	-	3 3%	2 2%	1 3%	1 2%	2 4%	-	-	3 4%	1 3%	-	1 3%	1 2%	1 2%	1 2%	-	-	-
Parking	1 1%	-	1 3%	-	1 2%	-	1 1%	1 1%	-	-	1 2%	-	-	1 1%	-	1 3%	-	-	-	-	-	-	1S 8%
Multi-Purpose: Retail below, living units above	1 1%	1 1%	-	-	-	1 2%	-	1 1%	-	-	-	1 2%	1 1%	-	-	1 3%	-	-	1 2%	-	-	-	-
Size in relation to lot	1 1%	-	-	1 4%	1 2%	-	1 1%	1 1%	-	-	1 2%	-	1 1%	-	-	1 3%	-	-	1 2%	-	-	-	-
Easy access to public transportation	1 1%	-	1 3%	-	1 2%	-	1 1%	1 1%	-	-	1 2%	-	1 1%	-	-	1 3%	-	-	-	-	-	-	-
Environmentally friendly	1 1%	-	1 3%	-	1 2%	-	1 1%	-	1H 3%	1 2%	-	-	1 1%	-	-	-	-	1 2%	1 2%	-	-	-	-
Buy instead of rent	1 1%	-	-	1 4%	1 2%	-	-	1 1%	-	-	-	1 2%	-	1 1%	-	-	-	1 2%	-	1 2%	-	-	-

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(sig=.05) (all_pairs) columns tested BCD, BE, FG, HI, JKL, MN, OPQR, STUVW

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Q18. Which building amenities are important to you?

	Total	Age 18-34	Age 35-54	Age 55+	Age 35+	Gender Male	Gender Female	Ethnicity White	Ethnicity Other	Lived In Portland < 1 Yr	Lived In Portland 1-5 Yrs	Lived In Portland 5+ Yrs	People In Unit 1	People In Unit 2+	Income <$50K	Income $50K-$75K	Income $75K-$99K	Income $100K Or >	Study Areas SE Division	Study Areas 28th And Burnside	Study Areas Hollywood	Study Areas Mississippi	Study Areas St. Johns
Total	158 100%	94 100% (B)	36 100% (C)	26 100% (D)	62 100% (E)	61 100% (F)	92 100% (G)	121 100% (H)	30 100% (I)	48 100% (J)	49 100% (K)	60 100% (L)	75 100% (M)	83 100% (N)	38 100% (O)	39 100% (P)	33 100% (Q)	41 100% (R)	54 100% (S)	47 100% (T)	22 100% (U)	8 100% (V)	13 100% (W)
Elevator and/or other accessible/ADA features	46 29%	24 26%	7 19%	15BC 58%	22 35%	18 30%	26 28%	37 31%	8 27%	15 31%	11 22%	20 33%	23 31%	23 28%	12 32%	5 13%	13P 39%	15P 37%	11 20%	16 34%	8 36%	2 25%	6 46%
Facilities to accommodate children (e.g., stroller storage, play area)	6 4%	4 4%	1 3%	1 4%	2 3%	2 3%	4 4%	4 3%	2 7%	1 2%	1 2%	4 7%	1 1%	5 6%	2 5%	-	1 3%	3 7%	2 4%	2 4%	-	-	1 8%
Outdoor/open area (e.g., rooftop deck, garden, or pet exercise area)	108 68%	72CE 77%	21 58%	15 58%	36 58%	36 59%	71F 77%	84 69%	20 67%	36 75%	37 76%	35 58%	52 69%	56 67%	30R 79%	30R 77%	21 64%	22 54%	42 78%	29 62%	16 73%	4 50%	9 69%
Private balconies	82 52%	44 47%	26BD 72%	11 42%	37 60%	28 46%	52 57%	66 55%	13 43%	19 40%	31J 63%	31 52%	37 49%	45 54%	13 34%	27OR 69%	19 58%	19 46%	31U 57%	21 45%	7 32%	6U 75%	7 54%
Shared indoor space (party room, movie lounge, rec room)	21 13%	15 16%	2 6%	4 15%	6 10%	10 16%	11 12%	15 12%	4 13%	8 17%	9 18%	4 7%	12 16%	9 11%	5 13%	7 18%	4 12%	5 12%	5 9%	10 21%	5 23%	-	-
Something else	33 21%	16 17%	11 31%	4 15%	15 24%	16 26%	13 14%	22 18%	8 27%	10 21%	5 10%	17K 28%	13 17%	20 24%	7 18%	8 21%	5 15%	10 24%	10 19%	7 15%	6 27%	4T 50%	2 15%
Parking: Secure garage, parking area,	7 4%	3 3%	2 6%	1 4%	3 5%	3 5%	2 2%	4 3%	3 10%	-	2 4%	4 7%	3 4%	4 5%	1 3%	3 8%	1 3%	1 2%	2 4%	3 6%	-	1 13%	1 8%
Noise insulation; privacy	7 4%	3 3%	2 6%	2 8%	4 6%	6G 10%	1 1%	6 5%	1 3%	3 6%	-	4 7%	3 4%	4 5%	1 3%	3 8%	1 3%	2 5%	3 6%	1 2%	3 14%	-	-
Gym, Pool	6 4%	5 5%	1 3%	-	1 2%	1 2%	4 4%	2 2%	3H 10%	3 6%	1 2%	2 3%	1 1%	5 6%	2 5%	2 5%	-	1 2%	2 4%	1 2%	2 9%	1 13%	-
Bike parking: secure area, indoor area	5 3%	2 2%	3 8%	-	3 5%	4 7%	1 1%	4 3%	-	1 2%	1 2%	3 5%	1 1%	4 5%	1 3%	-	2 6%	2 5%	1 2%	1 2%	-	1 13%	-
Quality interior and exterior	3 2%	2 2%	1 3%	-	1 2%	2 3%	1 1%	3 2%	-	2 4%	-	1 2%	1 1%	2 2%	-	1 3%	-	2 5%	-	2 4%	1 5%	-	-
Storage	2 1%	1 1%	1 3%	-	1 2%	-	2 2%	2 2%	-	1 2%	-	1 2%	1 1%	1 1%	1 3%	-	-	1 2%	2 4%	-	-	-	-
Environmentally Friendly	2 1%	-	1 3%	1 4%	2 3%	2 3%	-	1 1%	1 3%	-	-	2 3%	1 1%	1 1%	1 3%	-	-	1 2%	1 2%	-	-	-	-
Security	2 1%	1 1%	-	-	-	1 2%	-	1 1%	-	1 2%	-	1 2%	2 3%	-	-	-	1 3%	-	1 2%	-	-	-	-
Elevator	2 1%	-	1 3%	-	1 2%	1 2%	-	-	-	-	-	2 3%	1 1%	1 1%	-	-	-	1 2%	-	-	-	-	-
Electric car charging area	1 1%	1 1%	-	-	-	-	1 1%	1 1%	-	-	-	1 2%	-	1 1%	-	-	-	1 2%	-	-	-	1ST 13%	-

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(continued)
Q18. Which building amenities are important to you?

		Age				Gender		Ethnicity		Lived In Portland			People In Unit		Income				Study Areas				
	Total	18-34	35-54	55+	35+	Male	Female	White	Other	< 1 Yr	1-5 Yrs	5+ Yrs	1	2+	<$50K	$50K-$75K	$75K-$99K	$100K Or >	SE Division	28th And Burnside	Hollywood	Mississippi	St. Johns
Washer/Dryer in Unit	1 1%	1 1%	-	-	-	-	1 1%	1 1%	-	-	1 2%	-	1 1%	-	1 3%	-	-	-	-	-	-	-	1S 8%
Other	1 1%	-	-	1 4%	1 2%	1 2%	-	1 1%	-	1 2%	-	-	-	1 1%	-	-	1 3%	-	-	-	1 5%	-	-

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(sig=.05) (all_pairs) columns tested BCD, BE, FG, HI, JKL, MN, OPQR, STUVW

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Q19. Which of the following categories best represents your age?

		Age				Gender		Ethnicity		Lived In Portland			People In Unit		Income				Study Areas				
	Total	18-34	35-54	55+	35+	Male	Female	White	Other	< 1 Yr	1-5 Yrs	5+ Yrs	1	2+	<$50K	$50K-$75K	$75K-$99K	$100K Or >	SE Division	28th And Burnside	Hollywood	Mississippi	St. Johns
Total	158 100%	94 100% (B)	36 100% (C)	26 100% (D)	62 100% (E)	61 100% (F)	92 100% (G)	121 100% (H)	30 100% (I)	48 100% (J)	49 100% (K)	60 100% (L)	75 100% (M)	83 100% (N)	38 100% (O)	39 100% (P)	33 100% (Q)	41 100% (R)	54 100% (S)	47 100% (T)	22 100% (U)	8 100% (V)	13 100% (W)
18-24	12 8%	12CE 13%	-	-	-	4 7%	8 9%	8 7%	2 7%	6 13%	2 4%	4 7%	5 7%	7 8%	7Q 18%	2 5%	-	2 5%	3 6%	3 6%	1 5%	1 13%	4STU 31%
25-34	82 52%	82CDE 87%	-	-	-	31 51%	50 54%	62 51%	18 60%	35KL 73%	23 47%	24 40%	35 47%	47 57%	19 50%	23 59%	21 64%	17 41%	33U 61%	29U 62%	5 23%	5 63%	5 38%
35-44	29 18%	-	29BD 81%	-	29B 47%	11 18%	18 20%	21 17%	6 20%	4 8%	14J 29%	11 18%	14 19%	15 18%	1 3%	9O 23%	7O 21%	11O 27%	11 20%	6 13%	2 9%	2 25%	2 15%
45-54	7 4%	-	7BD 19%	-	7B 11%	4 7%	3 3%	7 6%	-	1 2%	1 2%	5 8%	2 3%	5 6%	-	-	2 6%	4 10%	4 7%	2 4%	1 5%	-	-
55-64	12 8%	-	-	12BC 46%	12B 19%	6 10%	5 5%	11 9%	1 3%	-	5J 10%	7J 12%	7 9%	5 6%	2 5%	3 8%	1 3%	6 15%	2 4%	5 11%	4S 18%	-	1 8%
65 or older	14 9%	-	-	14BC 54%	14B 23%	5 8%	8 9%	12 10%	2 7%	2 4%	4 8%	8 13%	10 13%	4 5%	8PR 21%	2 5%	2 6%	1 2%	-	2 4%	9STVW 41%	-	1S 8%
Refused	2 1%	-	-	-	-	-	-	-	1H 3%	-	-	1 2%	2 3%	-	1 3%	-	-	-	1 2%	-	-	-	-

(sig=.05) (all_pairs) columns tested BCD, BE, FG, HI, JKL, MN, OPQR, STUVW

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Q20. Gender

		Age				Gender		Ethnicity		Lived In Portland			People In Unit		Income				Study Areas				
	Total	18-34	35-54	55+	35+	Male	Female	White	Other	< 1 Yr	1-5 Yrs	5+ Yrs	1	2+	<$50K	$50K-$75K	$75K-$99K	$100K Or >	SE Division	28th And Burnside	Hollywood	Mississippi	St. Johns
Total	158 100%	94 100% (B)	36 100% (C)	26 100% (D)	62 100% (E)	61 100% (F)	92 100% (G)	121 100% (H)	30 100% (I)	48 100% (J)	49 100% (K)	60 100% (L)	75 100% (M)	83 100% (N)	38 100% (O)	39 100% (P)	33 100% (Q)	41 100% (R)	54 100% (S)	47 100% (T)	22 100% (U)	8 100% (V)	13 100% (W)
Male	61 39%	35 37%	15 42%	11 42%	26 42%	61G 100%	-	46 38%	12 40%	19 40%	20 41%	22 37%	27 36%	34 41%	12 32%	18 46%	12 36%	18 44%	24 44%	16 34%	10 45%	4 50%	5 38%
Female	92 58%	58 62%	21 58%	13 50%	34 55%	-	92F 100%	74 61%	16 53%	28 58%	29 59%	35 58%	46 61%	46 55%	25 66%	21 54%	21 64%	22 54%	28 52%	29 62%	12 55%	4 50%	8 62%
Other	1 1%	-	-	-	-	-	-	-	1H 3%	-	-	-	1 1%	-	1 3%	-	-	-	1 2%	-	-	-	-
Refused	4 3%	1 1%	-	2 8%	2 3%	-	-	1 1%	1 3%	1 2%	-	3 5%	1 1%	3 4%	-	-	-	1 2%	1 2%	2 4%	-	-	-

(sig=.05) (all_pairs) columns tested BCD, BE, FG, HI, JKL, MN, OPQR, STUVW

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Q21. Which of the following best describes your racial or ethnic background?

		Age				Gender		Ethnicity		Lived In Portland			People In Unit		Income				Study Areas				
	Total	18-34	35-54	55+	35+	Male	Fe-male	White	Other	< 1 Yr	1-5 Yrs	5+ Yrs	1	2+	<$50K	$50K-$75K	$75K-$99K	$100K Or >	SE Div-ision	28th And Burn-side	Hol-ly-wood	Miss-iss-ippi	St. Johns
Total	158 100%	94 100% (B)	36 100% (C)	26 100% (D)	62 100% (E)	61 100% (F)	92 100% (G)	121 100% (H)	30 100% (I)	48 100% (J)	49 100% (K)	60 100% (L)	75 100% (M)	83 100% (N)	38 100% (O)	39 100% (P)	33 100% (Q)	41 100% (R)	54 100% (S)	47 100% (T)	22 100% (U)	8 100% (V)	13 100% (W)
White/Caucasian	131 83%	76 81%	30 83%	25 96%	55 89%	49 80%	80 87%	121I 100%	10 33%	37 77%	42 86%	52 87%	68N 91%	63 76%	30 79%	33 85%	31 94%	34 83%	44 81%	39 83%	20 91%	6 75%	11 85%
African American/ Black	2 1%	2 2%	-	-	-	1 2%	1 1%	-	2H 7%	1 2%	1 2%	-	-	2 2%	-	-	-	1 2%	2 4%	-	-	-	-
Hispanic/Latino	11 7%	9 10%	2 6%	-	2 3%	6 10%	5 5%	-	11H 37%	4 8%	4 8%	3 5%	3 4%	8 10%	5Q 13%	2 5%	-	4 10%	-	6S 13%	2S 9%	-	2S 15%
Asian/ Pacific Islander	11 7%	6 6%	3 8%	2 8%	5 8%	4 7%	6 7%	-	11H 37%	2 4%	5 10%	4 7%	3 4%	8 10%	1 3%	3 8%	3 9%	2 5%	3 6%	5 11%	-	2U 25%	-
Native American/ American Indian	1 1%	1 1%	-	-	-	-	1 1%	-	1H 3%	-	1 2%	-	-	1 1%	-	-	-	1 2%	1 2%	-	-	-	-
Other	5 3%	2 2%	1 3%	1 4%	2 3%	1 2%	3 3%	-	5H 17%	2 4%	-	2 3%	4 5%	1 1%	4P 11%	-	-	1 2%	3 6%	1 2%	1 5%	-	-
Refused	7 4%	4 4%	2 6%	-	2 3%	3 5%	2 2%	-	-	2 4%	1 2%	4 7%	2 3%	5 6%	-	3 8%	-	1 2%	3 6%	2 4%	-	-	-

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(sig=.05) (all_pairs) columns tested BCD, BE, FG, HI, JKL, MN, OPQR, STUVW

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Q22. How long have you lived in the City of Portland?

		Age				Gender		Ethnicity		Lived In Portland			People In Unit		Income				Study Areas				
	Total	18-34	35-54	55+	35+	Male	Female	White	Other	< 1 Yr	1-5 Yrs	5+ Yrs	1	2+	<$50K	$50K-$75K	$75K-$99K	$100K Or >	SE Division	28th And Burnside	Hollywood	Mississippi	St. Johns
Total	158 100%	94 100% (B)	36 100% (C)	26 100% (D)	62 100% (E)	61 100% (F)	92 100% (G)	121 100% (H)	30 100% (I)	48 100% (J)	49 100% (K)	60 100% (L)	75 100% (M)	83 100% (N)	38 100% (O)	39 100% (P)	33 100% (Q)	41 100% (R)	54 100% (S)	47 100% (T)	22 100% (U)	8 100% (V)	13 100% (W)
Less than 1 year	48 30%	41CDE 44%	5 14%	2 8%	7 11%	19 31%	28 30%	37 31%	9 30%	48KL 100%	-	-	18 24%	30 36%	12 32%	10 26%	13 39%	9 22%	17 31%	18U 38%	3 14%	4U 50%	5 38%
1 to 2 years	20 13%	11 12%	6 17%	3 12%	9 15%	5 8%	15 16%	16 13%	3 10%	-	20JL 41%	-	11 15%	9 11%	4 11%	8R 21%	6 18%	2 5%	9T 17%	2 4%	3 14%	-	1 8%
2 to 5 years	29 18%	14 15%	9 25%	6 23%	15 24%	15 25%	14 15%	21 17%	8 27%	-	29JL 59%	-	13 17%	16 19%	4 11%	8 21%	8 24%	9 22%	9 17%	10 21%	4 18%	1 13%	3 23%
5 to 10 years	33 21%	19 20%	9 25%	5 19%	14 23%	9 15%	22 24%	27 22%	4 13%	-	-	33JK 55%	15 20%	18 22%	8 21%	8 21%	3 9%	12Q 29%	13 24%	12 26%	2 9%	1 13%	1 8%
More than 10 years	27 17%	9 10%	7 19%	10B 38%	17B 27%	13 21%	13 14%	20 17%	5 17%	-	-	27JK 45%	17 23%	10 12%	9 24%	5 13%	3 9%	9 22%	5 9%	5 11%	10ST 45%	2 25%	3 23%
Refused	1 1%	-	-	-	-	-	-	-	1H 3%	-	-	-	1 1%	-	1 3%	-	-	-	1 2%	-	-	-	-

(sig=.05) (all_pairs) columns tested BCD, BE, FG, HI, JKL, MN, OPQR, STUVW

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Q23. Including yourself, how many people currently live in your unit?

		Age				Gender		Ethnicity		Lived In Portland			People In Unit		Income				Study Areas				
	Total	18-34	35-54	55+	35+	Male	Fe-male	White	Other	< 1 Yr	1-5 Yrs	5+ Yrs	1	2+	<$50K	$50K-$75K	$75K-$99K	$100K Or >	SE Div-ision	28th And Burn-side	Hol-ly-wood	Miss-iss-ippi	St. Johns
Total	158 100%	94 100% (B)	36 100% (C)	26 100% (D)	62 100% (E)	61 100% (F)	92 100% (G)	121 100% (H)	30 100% (I)	48 100% (J)	49 100% (K)	60 100% (L)	75 100% (M)	83 100% (N)	38 100% (O)	39 100% (P)	33 100% (Q)	41 100% (R)	54 100% (S)	47 100% (T)	22 100% (U)	8 100% (V)	13 100% (W)
1	75 47%	40 43%	16 44%	17B 65%	33 53%	27 44%	46 50%	63 52%	10 33%	18 38%	24 49%	32 53%	75N 100%	-	27QR 71%	21 54%	13 39%	13 32%	21V 39%	22V 47%	18STV 82%	-	7V 54%
2	80 51%	52 55%	19 53%	9 35%	28 45%	32 52%	45 49%	55 45%	20H 67%	29 60%	25 51%	26 43%	-	80M 96%	11 29%	17 44%	19O 58%	27O 66%	31U 57%	25U 53%	4 18%	8STUW 100%	5 38%
3	2 1%	1 1%	1 3%	-	1 2%	1 2%	1 1%	2 2%	-	-	-	2 3%	-	2 2%	-	1 3%	-	1 2%	2 4%	-	-	-	-
4	1 1%	1 1%	-	-	-	1 2%	-	1 1%	-	1 2%	-	-	-	1 1%	-	-	1 3%	-	-	-	-	-	1S 8%
Mean	1.6	1.6D	1.6	1.3	1.5	1.6	1.5	1.5	1.7	1.7	1.5	1.5	1.0	2.0M	1.3	1.5	1.7O	1.7O	1.6U	1.5U	1.2	2.0TU	1.6

(sig=.05) (all_pairs) columns tested BCD, BE, FG, HI, JKL, MN, OPQR, STUVW

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Q24. How many children under the age of 18 live in your household?

Base: More than 1 person in household

		Age				Gender		Ethnicity		Lived In Portland			People In Unit		Income				Study Areas				
	Total	18-34	35-54	55+	35+	Male	Female	White	Other	< 1 Yr	1-5 Yrs	5+ Yrs	1	2+	<$50K	$50K-$75K	$75K-$99K	$100K Or >	SE Division	28th And Burnside	Hollywood	Mississippi	St. Johns
Total	83	54	20	9	29	34	46	58	20	30	25	28	-	83	11	18	20	28	33	25	4	8	6
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
		(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)	(S)	(T)	(U)	(V)	(W)
None	78	51	18	9	27	32	43	54	19	29	25	24	-	78	10	17	19	26	29	25	4	8	5
	94%	94%	90%	100%	93%	94%	93%	93%	95%	97%	100%	86%		94%	91%	94%	95%	93%	88%	100%	100%	100%	83%
1	2	2	-	-	-	-	2	1	1	-	-	2	-	2	1	-	-	1	2	-	-	-	-
	2%	4%					4%	2%	5%			7%		2%	9%			4%	6%				
2	3	1	2	-	2	2	1	3	-	1	-	2	-	3	-	1	1	1	2	-	-	-	1
	4%	2%	10%		7%	6%	2%	5%		3%		7%		4%		6%	5%	4%	6%				17%
Mean	0.1	0.1	0.2	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.2	?	0.1	0.1	0.1	0.1	0.1	0.2	0.0	0.0	0.0	0.3T

(sig=.05) (all_pairs) columns tested BCD, BE, FG, HI, JKL, MN, OPQR, STUVW

Final Draft

Q25. Do you own or rent your unit?

		Age				Gender		Ethnicity		Lived In Portland			People In Unit		Income				Study Areas				
	Total	18-34	35-54	55+	35+	Male	Female	White	Other	< 1 Yr	1-5 Yrs	5+ Yrs	1	2+	<$50K	$50K-$75K	$75K-$99K	$100K Or >	SE Division	28th And Burnside	Hollywood	Mississippi	St. Johns
Total	158 100%	94 100% (B)	36 100% (C)	26 100% (D)	62 100% (E)	61 100% (F)	92 100% (G)	121 100% (H)	30 100% (I)	48 100% (J)	49 100% (K)	60 100% (L)	75 100% (M)	83 100% (N)	38 100% (O)	39 100% (P)	33 100% (Q)	41 100% (R)	54 100% (S)	47 100% (T)	22 100% (U)	8 100% (V)	13 100% (W)
Own	17 11%	1 1%	6B 17%	9B 35%	15B 24%	8 13%	6 7%	11 9%	4 13%	1 2%	4 8%	12J 20%	6 8%	11 13%	3 8%	3 8%	1 3%	8Q 20%	-	10SU 21%	-	1S 13%	2S 15%
Rent	140 89%	92CDE 98%	30 83%	17 65%	47 76%	53 87%	86 93%	110 91%	26 87%	46L 96%	45 92%	48 80%	69 92%	71 86%	35 92%	36 92%	32R 97%	33 80%	53TW 98%	37 79%	22T 100%	7 88%	11 85%
Refused	1 1%	1 1%	-	-	-	-	-	-	-	1 2%	-	-	-	1 1%	-	-	-	-	1 2%	-	-	-	-

(sig=.05) (all_pairs) columns tested BCD, BE, FG, HI, JKL, MN, OPQR, STUVW

Q26. What category best describes your household's annual income?

		Age				Gender		Ethnicity		Lived In Portland			People In Unit		Income				Study Areas				
	Total	18-34	35-54	55+	35+	Male	Female	White	Other	< 1 Yr	1-5 Yrs	5+ Yrs	1	2+	<$50K	$50K-$75K	$75K-$99K	$100K Or >	SE Division	28th And Burnside	Hollywood	Mississippi	St. Johns
Total	158 100%	94 100% (B)	36 100% (C)	26 100% (D)	62 100% (E)	61 100% (F)	92 100% (G)	121 100% (H)	30 100% (I)	48 100% (J)	49 100% (K)	60 100% (L)	75 100% (M)	83 100% (N)	38 100% (O)	39 100% (P)	33 100% (Q)	41 100% (R)	54 100% (S)	47 100% (T)	22 100% (U)	8 100% (V)	13 100% (W)
Less than $10,000	6 4%	5 5%	-	1 4%	1 2%	2 3%	4 4%	5 4%	1 3%	2 4%	2 4%	2 3%	5 7%	1 1%	6PQR 16%	-	-	-	1 2%	3 6%	1 5%	-	1 8%
$10,000 to $14,999	2 1%	-	-	2B 8%	2 3%	2 3%	-	1 1%	1 3%	1 2%	-	1 2%	2 3%	-	2 5%	-	-	-	1 2%	-	1 5%	-	-
$15,000 to $24,999	6 4%	3 3%	-	2 8%	2 3%	1 2%	4 4%	5 4%	1 3%	1 2%	-	4 7%	6N 8%	-	6PQR 16%	-	-	-	2 4%	1 2%	3 14%	-	-
$25,000 to $34,999	13 8%	9 10%	1 3%	3 12%	4 6%	3 5%	10 11%	9 7%	4 13%	4 8%	3 6%	6 10%	10N 13%	3 4%	13PQR 34%	-	-	-	4 7%	3 6%	3 14%	-	3 23%
$35,000 to $49,999	11 7%	9 10%	-	2 8%	2 3%	4 7%	7 8%	8 7%	3 10%	4 8%	3 6%	4 7%	4 5%	7 8%	11PQR 29%	-	-	-	4 7%	2 4%	2 9%	1 13%	2 15%
$50,000 to $74,999	39 25%	25 27%	9 25%	5 19%	14 23%	18 30%	21 23%	31 26%	5 17%	10 21%	16 33%	13 22%	21 28%	18 22%	-	39OQR 100%	-	-	13 24%	12 26%	4 18%	2 25%	2 15%
$75,000 to $99,999	33 21%	21 22%	9 25%	3 12%	12 19%	12 20%	21 23%	30 25%	3 10%	13L 27%	14L 29%	6 10%	13 17%	20 24%	-	-	33OPR 100%	-	11 20%	9 19%	2 9%	2 25%	5U 38%
$100,000 to $149,999	28 18%	13 14%	9 25%	6 23%	15 24%	13 21%	14 15%	21 17%	6 20%	7 15%	8 16%	13 22%	9 12%	19 23%	-	-	-	28OPQ 68%	7 13%	11 23%	5 23%	2 25%	-
$150,000 to $199,999	10 6%	5 5%	5 14%	-	5 8%	3 5%	7 8%	7 6%	3 10%	2 4%	3 6%	5 8%	2 3%	8 10%	-	-	-	10OPQ 24%	6 11%	4 9%	-	-	-
$200,000 or more	3 2%	1 1%	1 3%	1 4%	2 3%	2 3%	1 1%	3 2%	-	-	-	3 5%	2 3%	1 1%	-	-	-	3 7%	1 2%	-	1 5%	1T 13%	-
Refused	7 4%	3 3%	2 6%	1 4%	3 5%	1 2%	3 3%	1 1%	3H 10%	4K 8%	-	3 5%	1 1%	6 7%	-	-	-	-	4 7%	2 4%	-	-	-

(sig=.05) (all_pairs) columns tested BCD, BE, FG, HI, JKL, MN, OPQR, STUVW

DHM Research - Online Tenant Survey - March 2015

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Q27. As a resident, are there other issues or situations the city should pay particular attention to as they think about the design and location of new commercial/mixed use or apartment buildings?
Base: Valid Respondents

		Age				Gender		Ethnicity		Lived In Portland			People In Unit		Income				Study Areas				
	Total	18-34	35-54	55+	35+	Male	Female	White	Other	< 1 Yr	1-5 Yrs	5+ Yrs	1	2+	<$50K	$50K-$75K	$75K-$99K	$100K Or >	SE Division	28th And Burnside	Hollywood	Mississippi	St. Johns
Total	130	75	28	25	53	53	72	97	26	35	44	50	58	72	32	33	24	34	43	34	20	8	12
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
		(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)	(S)	(T)	(U)	(V)	(W)
Parking: Designated parking areas, off street parking; free parking; handicap park	40	24	7	8	15	14	24	30	7	8	11	21	19	21	9	13	5	9	16	11	8	1	1
	31%	32%	25%	32%	28%	26%	33%	31%	27%	23%	25%	42%	33%	29%	28%	39%	21%	26%	37%	32%	40%	13%	8%
Affordability, Cost of rent	21	9	6	6	12	8	12	15	5	5	10	6	10	11	6	5	5	4	6	3	5	3T	3
	16%	12%	21%	24%	23%	15%	17%	15%	19%	14%	23%	12%	17%	15%	19%	15%	21%	12%	14%	9%	25%	38%	25%
Design, attractiveness of building, look fits with existing homes and businesses	21	11	7	3	10	6	14	17	3	7	5	9	8	13	4	4	2	10	7	9	2	1	1
	16%	15%	25%	12%	19%	11%	19%	18%	12%	20%	11%	18%	14%	18%	13%	12%	8%	29%	16%	26%	10%	13%	8%
Designated bike paths/lanes; designated walking paths;walkability	18	8	6	4	10	10	8	15	1	2	6	10	7	11	6	5	1	6	5	7	2	1	1
	14%	11%	21%	16%	19%	19%	11%	15%	4%	6%	14%	20%	12%	15%	19%	15%	4%	18%	12%	21%	10%	13%	8%
Character of neighborhood; gentrification	13	7	3	2	5	5	7	10	3	5	3	4	6	7	3	3	3	4	6	2	2	1	2
	10%	9%	11%	8%	9%	9%	10%	10%	12%	14%	7%	8%	10%	10%	9%	9%	13%	12%	14%	6%	10%	13%	17%
Proximity to "green spaces"	13	9	2	1	3	4	8	9	3	3	3	7	7	6	3	3	4	2	7	3	1	1	-
	10%	12%	7%	4%	6%	8%	11%	9%	12%	9%	7%	14%	12%	8%	9%	9%	17%	6%	16%	9%	5%	13%	
Amenities:view, pet friendly, variety of floor plans,	12	9	2	1	3	4	8	9	3	4	7L	1	4	8	2	2	3	4	5	2	2	1	1
	9%	12%	7%	4%	6%	8%	11%	9%	12%	11%	16%	2%	7%	11%	6%	6%	13%	12%	12%	6%	10%	13%	8%
Size of building: Too tall; don't make them taller than...	11	5	3	3	6	5	5	8	2	3	3	5	3	8	2	1	1	5	3	6	1	1	-
	8%	7%	11%	12%	11%	9%	7%	8%	8%	9%	7%	10%	5%	11%	6%	3%	4%	15%	7%	18%	5%	13%	
Traffic; unsafe drivers; congestion	10	5	4	1	5	3	7	7	3	3	4	3	4	6	4P	-	1	4P	5	1	-	1	3TU
	8%	7%	14%	4%	9%	6%	10%	7%	12%	9%	9%	6%	7%	8%	13%		4%	12%	12%	3%		13%	25%
Noise from: Street, businesses, night life	7	4	2	1	3	3	4	5	2	2	5L	-	6N	1	2	3	2	-	3	1	1	1	-
	5%	5%	7%	4%	6%	6%	6%	5%	8%	6%	11%		10%	1%	6%	9%	8%		7%	3%	5%	13%	
Homeless population; low income population: Housing needs must be addressed	7	2	2	2	4	3	3	6	-	1	3	3	4	3	1	2	1	2	-	-	3ST	1ST	-
	5%	3%	7%	8%	8%	6%	4%	6%		3%	7%	6%	7%	4%	3%	6%	4%	6%			15%	13%	
Too many new buildings; have built enough; too much construction at once	7	4	-	3	3	1	5	7	-	-	2	5	3	4	2	3	1	1	3	3	-	-	-
	5%	5%		12%	6%	2%	7%	7%			5%	10%	5%	6%	6%	9%	4%	3%	7%	9%			

DHM Research - Online Tenant Survey - March 2015
(continued)
Q27. As a resident, are there other issues or situations the city should pay particular attention to as they think about the design and location of new commercial/mixed use or apartment buildings?
Base: Valid Respondents

		Age				Gender		Ethnicity		Lived In Portland			People In Unit		Income				Study Areas				
	Total	18-34	35-54	55+	35+	Male	Female	White	Other	< 1 Yr	1-5 Yrs	5+ Yrs	1	2+	<$50K	$50K-$75K	$75K-$99K	$100K Or >	SE Division	28th And Burnside	Hollywood	Mississippi	St. Johns
Keep variety: Mix of housing and businesses; mixed use buildings	6 5%	5 7%	-	1 4%	1 2%	2 4%	3 4%	6 6%	-	2 6%	3 7%	1 2%	2 3%	4 6%	-	2 6%	2 8%	2 6%	2 5%	2 6%	1 5%	-	-
Environmentally friendly/ sustainable/LEED	5 4%	3 4%	2 7%	-	2 4%	2 4%	3 4%	3 3%	1 4%	3 9%	-	2 4%	1 2%	4 6%	2 6%	-	-	2 6%	1 2%	2 6%	-	1 13%	-
Public Transportation	4 3%	2 3%	1 4%	1 4%	2 4%	1 2%	3 4%	2 2%	2 8%	-	4L 9%	-	3 5%	1 1%	-	3 9%	1 4%	-	1 2%	1 3%	-	-	-
Overcrowding	3 2%	1 1%	-	2 8%	2 4%	-	3 4%	3 3%	-	1 3%	-	2 4%	2 3%	1 1%	1 3%	1 3%	-	1 3%	-	-	2S 10%	1ST 13%	-
Other	19 15%	9 12%	3 11%	7 28%	10 19%	10 19%	8 11%	12 12%	6 23%	5 14%	7 16%	7 14%	6 10%	13 18%	4 13%	4 12%	5 21%	5 15%	3 7%	4 12%	3 15%	-	6STUV 50%

(sig=.05) (all_pairs) columns tested BCD, BE, FG, HI, JKL, MN, OPQR, STUVW

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Q28. The City of Portland will be holding additional informational discussion about development, livability, and parking in your neighborhood. Would you be interested in receiving additional information and invitations to discussions? Would you like to be entered into the drawing for the Visa cash card?

		Age				Gender		Ethnicity		Lived In Portland			People In Unit		Income				Study Areas				
	Total	18-34	35-54	55+	35+	Male	Female	White	Other	< 1 Yr	1-5 Yrs	5+ Yrs	1	2+	<$50K	$50K-$75K	$75K-$99K	$100K Or >	SE Division	28th And Burnside	Hollywood	Mississippi	St. Johns
Total	158	94	36	26	62	61	92	121	30	48	49	60	75	83	38	39	33	41	54	47	22	8	13
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
		(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)	(S)	(T)	(U)	(V)	(W)
Yes, I would be interested in participating in further discussion	85	44	25B	15	40B	37	45	64	18	27	27	30	30	55M	16	22	17	27O	30	25	10	6	8
	54%	47%	69%	58%	65%	61%	49%	53%	60%	56%	55%	50%	40%	66%	42%	56%	52%	66%	56%	53%	45%	75%	62%
Yes, I would like to be entered in the drawing for the Visa cash card	120	76	25	18	43	42	76F	91	24	40	34	45	58	62	32	27	28	30	43	35	15	7	11
	76%	81%	69%	69%	69%	69%	83%	75%	80%	83%	69%	75%	77%	75%	84%	69%	85%	73%	80%	74%	68%	88%	85%
No thank you	21	12	5	3	8	9	10	17	2	4	8	9	11	10	4	7	3	5	6	7	4	-	1
	13%	13%	14%	12%	13%	15%	11%	14%	7%	8%	16%	15%	15%	12%	11%	18%	9%	12%	11%	15%	18%		8%
No answer	1	-	-	1	1	-	1	1	-	-	-	1	1	-	-	1	-	-	-	-	1	-	-
	1%			4%	2%		1%	1%				2%	1%			3%					5%		

(sig=.05) (all_pairs) columns tested BCD, BE, FG, HI, JKL, MN, OPQR, STUVW

Final Draft

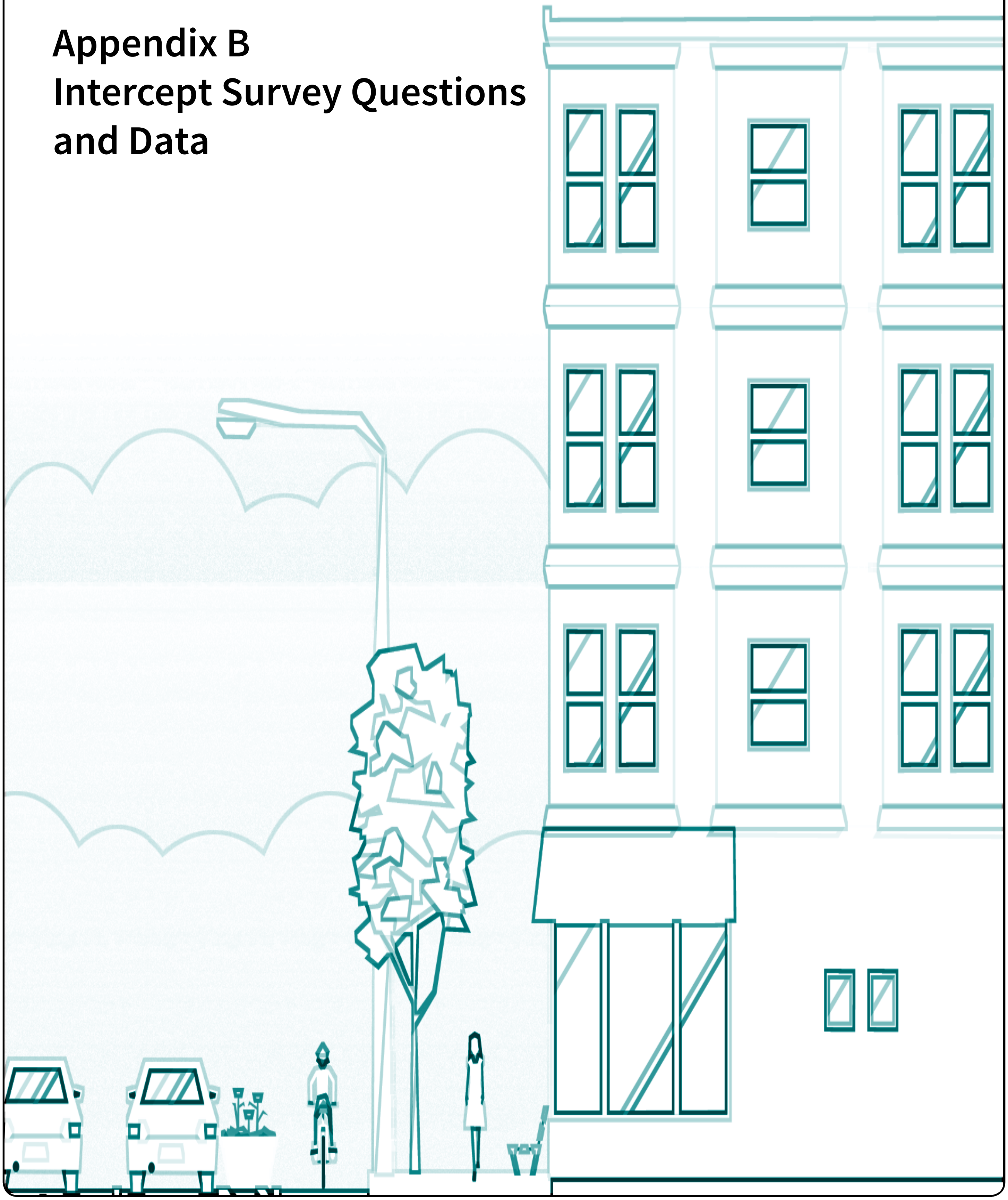
Study Areas

	Total	Age: 18-34	Age: 35-54	Age: 55+	Age: 35+	Gender: Male	Gender: Female	Ethnicity: White	Ethnicity: Other	Lived In Portland: < 1 Yr	Lived In Portland: 1-5 Yrs	Lived In Portland: 5+ Yrs	People In Unit: 1	People In Unit: 2+	Income: <$50K	Income: $50K-$75K	Income: $75K-$99K	Income: $100K Or >	Study Areas: SE Division	Study Areas: 28th And Burnside	Study Areas: Hollywood	Study Areas: Mississippi	Study Areas: St. Johns
Total	158	94	36	26	62	61	92	121	30	48	49	60	75	83	38	39	33	41	54	47	22	8	13
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
		(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)	(S)	(T)	(U)	(V)	(W)
SE Division	54	36D	15D	2	17	24	28	42	9	17	18	18	21	33	12	13	11	14	54TUVW	-	-	-	-
	34%	38%	42%	8%	27%	39%	30%	35%	30%	35%	37%	30%	28%	40%	32%	33%	33%	34%	100%				
28th and Burnside	47	32	8	7	15	16	29	33	12	18	12	17	22	25	9	12	9	15	-	47SUVW	-	-	-
	30%	34%	22%	27%	24%	26%	32%	27%	40%	38%	24%	28%	29%	30%	24%	31%	27%	37%		100%			
Hollywood	22	6	3	13BC	16B	10	12	19	3	3	7	12J	18N	4	10Q	4	2	6	-	-	22STVW	-	-
	14%	6%	8%	50%	26%	16%	13%	16%	10%	6%	14%	20%	24%	5%	26%	10%	6%	15%			100%		
Mississippi	8	6	2	-	2	4	4	6	2	4	1	3	-	8M	1	2	2	3	-	-	-	8STUW	-
	5%	6%	6%		3%	7%	4%	5%	7%	8%	2%	5%		10%	3%	5%	6%	7%				100%	
St. Johns	13	9	2	2	4	5	8	11	2	5	4	4	7	6	6R	2	5R	-	-	-	-	-	13STUV
	8%	10%	6%	8%	6%	8%	9%	9%	7%	10%	8%	7%	9%	7%	16%	5%	15%						100%

(sig=.05) (all_pairs) columns tested BCD, BE, FG, HI, JKL, MN, OPQR, STUVW

Final Draft

Appendix B
Intercept Survey Questions and Data



Final Draft

City of Portland
APRIL 13-19, 2015; N=250
TRANSPORTATION AND NEIGHBORHOOD INTERCEPT SURVEY
DHM RESEARCH

Zone

Response Category	N=250
SE Division	20%
28th and Burnside	20%
Hollywood	20%
Mississippi	20%
St. Johns	20%

1. Which of the following best describes your visit to **[NEIGHBORHOOD]** today?

Response Category	N=250
Resident	38%
Visitor	38%
Passing through	10%
Employee	9%
Student	4%

2. **[IF NOT RESIDENT]** In general, how many times per month do you visit **[NEIGHBORHOOD]**?

Response Category	N=155
1 time	30%
2	10%
3	8%
4	11%
5-10	12%
11-20	12%
More than 20 times	16%
Mean	**8.7**

3. What is your primary reason for visiting **[NEIGHBORHOOD]** today?

Response Category	N=155
Dining/restaurants	19%
Stores/shopping	19%
Work related/business reasons	19%
Visiting friends/family	10%
Family oriented activities	6%
Beauty services/salon/haircut	5%
Entertainment/nightlife/social scene	4%
Fitness/recreational activities	4%
Medical reasons/appointments	1%
Something else	9%
Nothing/passing through	5%

4. About how many businesses, shops, and restaurants will you visit today?

Response Category	N=250
0	6%
1	27%
2	27%
3	17%
4	12%
5 or more	11%
Mean	**2.6**

5. Will your visit last about:

Response Category	N=250
One hour or less	31%
Between 1 and 2 hours	28%
Between 2 and 3 hours	14%
More than 3 hours	27%

6. And, how did you get to **[NEIGHBORHOOD]** today?

Response Category	N=250
Walked	38%
Drove alone	21%
Drove with other adults	17%
Bus	17%
Biked	7%
Light rail	4%
Streetcar	0%
Other	2%

7. **[IF DROVE]** Did you park on-street or off-street? **(INTERVIEWER CLARIFY)**

Response Category	N=95
Net On Street	**89%**
On street—main strip	28%
On street—Side street/residential street	61%
Net Off Street	**11%**
Off street—parking lot	8%
Off street—parking garage	2%

8. **[IF DROVE]** Did you find it very difficult, somewhat difficult, not too difficult, or not at all difficult to find parking in **[NEIGHBORHOOD]**?

Response Category	N=95
Very difficult	5%
Somewhat difficult	24%
Not too difficult	28%
Not at all difficult	42%

9. Do you ever hesitate to visit **[NEIGHBORHOOD]** because of parking?

Response Category	N=250
Yes	17%
No	83%

10. Which of the following best defines your age group?

Response Category	N=250
18-24	14%
25-34	36%
35-54	38%
55 and older	13%

11. Could I please have you zip code where you currently live?
See separate crosstab file

12. Gender

Response Category	N=250
Male	61%
Female	39%

13. Would you like to be entered into a drawing to win one of 5 $50 gifts cards?

Response Category	N=250
Yes	41%
No	59%

DHM Research: City of Portland Transportation and Neighborhood Intercept Survey - April 2015

Zone

		Zone					Age						Gender		Q8: Parking Difficulty		Q1:Resident		City	
	Total	SE Division	28th And Burnside	Hollywood	Mississippi	St. Johns	18-24	25-34	35-54	55+	18-34	35+	Men	Women	Very/ Smwht	Not Too/ NAA	Resident	Non Resident	Portland	Not Portland
Total	250 100%	50 100% (B)	50 100% (C)	50 100% (D)	50 100% (E)	50 100% (F)	35 100% (G)	89 100% (H)	94 100% (I)	32 100% (J)	124 100% (K)	126 100% (L)	152 100% (M)	98 100% (N)	28 100% (O)	67 100% (P)	95 100% (Q)	155 100% (R)	197 100% (S)	51 100% (T)
SE Division	50 20%	50CDEF 100%	-	-	-	-	5 14%	18 20%	20 21%	7 22%	23 19%	27 21%	32 21%	18 18%	6 21%	17 25%	19 20%	31 20%	39 20%	10 20%
28th and Burnside	50 20%	-	50BDEF 100%	-	-	-	3 9%	20 22%	21 22%	6 19%	23 19%	27 21%	27 18%	23 23%	5 18%	11 16%	15 16%	35 23%	39 20%	11 22%
Hollywood	50 20%	-	-	50BCEF 100%	-	-	9 26%	12 13%	21 22%	8 25%	21 17%	29 23%	30 20%	20 20%	4 14%	10 15%	13 14%	37 24%	42 21%	8 16%
Mississippi	50 20%	-	-	-	50BCDF 100%	-	9 26%	22 25%	13 14%	6 19%	31 25%	19 15%	35 23%	15 15%	11 39%	16 24%	16 17%	34 22%	29 15%	20S 39%
St. Johns	50 20%	-	-	-	-	50BCDE 100%	9 26%	17 19%	19 20%	5 16%	26 21%	24 19%	28 18%	22 22%	2 7%	13 19%	32R 34%	18 12%	48T 24%	2 4%

(sig=.05) (all_pairs) columns tested BCDEF, GHIJ, KL, MN, OP, QR, ST

Time

	Total	Zone: SE Division	Zone: 28th And Burnside	Zone: Hollywood	Zone: Mississippi	Zone: St. Johns	Age: 18-24	Age: 25-34	Age: 35-54	Age: 55+	Age: 18-34	Age: 35+	Gender: Men	Gender: Women	Q8: Parking Difficulty: Very/ Smwht	Q8: Parking Difficulty: Not Too/ NAA	Q1:Resident: Res-dent	Q1:Resident: Non Resi-dent	City: Port-land	City: Not Port-land
Total	250 100%	50 100% (B)	50 100% (C)	50 100% (D)	50 100% (E)	50 100% (F)	35 100% (G)	89 100% (H)	94 100% (I)	32 100% (J)	124 100% (K)	126 100% (L)	152 100% (M)	98 100% (N)	28 100% (O)	67 100% (P)	95 100% (Q)	155 100% (R)	197 100% (S)	51 100% (T)
1	8 3%	-	-	-	6BCD 12%	2 4%	-	3 3%	3 3%	2 6%	3 2%	5 4%	5 3%	3 3%	1 4%	2 3%	4 4%	4 3%	6 3%	1 2%
2	13 5%	-	-	-	8BCD 16%	5BCD 10%	2 6%	6 7%	4 4%	1 3%	8 6%	5 4%	9 6%	4 4%	2 7%	3 4%	5 5%	8 5%	9 5%	4 8%
3	5 2%	-	-	-	-	5BCDE 10%	-	1 1%	3 3%	1 3%	1 1%	4 3%	4 3%	1 1%	-	1 1%	4 4%	1 1%	5 3%	-
4	5 2%	-	1 2%	-	-	4BDE 8%	1 3%	2 2%	2 2%	-	3 2%	2 2%	3 2%	2 2%	-	2 3%	1 1%	4 3%	5 3%	-
5	1 *	-	-	-	-	1 2%	-	1 1%	-	-	1 1%	-	1 1%	-	-	1 1%	1 1%	-	1 1%	-
6	8 3%	-	2 4%	6BEF 12%	-	-	1 3%	2 2%	3 3%	2 6%	3 2%	5 4%	6 4%	2 2%	-	1 1%	1 1%	7 5%	7 4%	1 2%
7	82 33%	17 34%	11 22%	17 34%	21C 42%	16 32%	16 46%	27 30%	29 31%	10 31%	43 35%	39 31%	46 30%	36 37%	12 43%	19 28%	29 31%	53 34%	62 31%	19 37%
8	50 20%	14C 28%	5 10%	13C 26%	9 18%	9 18%	5 14%	18 20%	19 20%	8 25%	23 19%	27 21%	30 20%	20 20%	4 14%	13 19%	19 20%	31 20%	41 21%	9 18%
9	40 16%	9 18%	10 20%	10 20%	6 12%	5 10%	6 17%	13 15%	18 19%	3 9%	19 15%	21 17%	26 17%	14 14%	4 14%	12 18%	15 16%	25 16%	30 15%	10 20%
10	24 10%	4E 8%	14BDEF 28%	4E 8%	-	2 4%	2 6%	9 10%	10 11%	3 9%	11 9%	13 10%	15 10%	9 9%	4 14%	7 10%	9 9%	15 10%	19 10%	5 10%
11	14 6%	6DE 12%	7DEF 14%	-	-	1 2%	2 6%	7 8%	3 3%	2 6%	9 7%	5 4%	7 5%	7 7%	1 4%	6 9%	7 7%	7 5%	12 6%	2 4%

(sig=.05) (all_pairs) columns tested BCDEF, GHIJ, KL, MN, OP, QR, ST
Note: Percentage less than 0.5 printed as *.

DHM Research: City of Portland Transportation and Neighborhood Intercept Survey - April 2015

Day

		Zone					Age						Gender		Q8: Parking Difficulty		Q1:Resident		City	
	Total	SE Division	28th And Burnside	Hollywood	Mississippi	St. Johns	18-24	25-34	35-54	55+	18-34	35+	Men	Women	Very/ Smwht	Not Too/ NAA	Resident	Non Resident	Portland	Not Portland
Total	250	50	50	50	50	50	35	89	94	32	124	126	152	98	28	67	95	155	197	51
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
		(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)	(S)	(T)
2	50	25DEF	25DEF	-	-	-	5	19	19	7	24	26	32	18	4	16	20	30	44T	5
	20%	50%	50%				14%	21%	20%	22%	19%	21%	21%	18%	14%	24%	21%	19%	22%	10%
3	50	-	-	-	25BCD	25BCD	13IJ	19	15	3	32L	18	30	20	6	16	25	25	39	10
	20%				50%	50%	37%	21%	16%	9%	26%	14%	20%	20%	21%	24%	26%	16%	20%	20%
4	25	-	-	25BCEF	-	-	2	7	13	3	9	16	18	7	3	5	7	18	23	2
	10%			50%			6%	8%	14%	9%	7%	13%	12%	7%	11%	7%	7%	12%	12%	4%
6	25	-	-	-	13BCD	12BCD	3	11	7	4	14	11	15	10	4	6	11	14	18	7
	10%				26%	24%	9%	12%	7%	13%	11%	9%	10%	10%	14%	9%	12%	9%	9%	14%
7	100	25EF	25EF	25EF	12	13	12	33	40	15	45	55	57	43	11	24	32	68	73	27S
	40%	50%	50%	50%	24%	26%	34%	37%	43%	47%	36%	44%	38%	44%	39%	36%	34%	44%	37%	53%

(sig=.05) (all_pairs) columns tested BCDEF, GHIJ, KL, MN, OP, QR, ST

DHM Research: City of Portland Transportation and Neighborhood Intercept Survey - April 2015

Q1. Which of the following best describes your visit to ..... today?

		Zone					Age						Gender		Q8: Parking Difficulty		Q1:Resident		City	
	Total	SE Division	28th And Burnside	Hollywood	Mississippi	St. Johns	18-24	25-34	35-54	55+	18-34	35+	Men	Women	Very/ Smwht	Not Too/ NAA	Resident	Non Resident	Portland	Not Portland
Total	250	50	50	50	50	50	35	89	94	32	124	126	152	98	28	67	95	155	197	51
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
		(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)	(S)	(T)
Resident	95	19	15	13	16	32BCD	11	36	37	11	47	48	56	39	5	15	95R	-	95T	-
	38%	38%	30%	26%	32%	64%E	31%	40%	39%	34%	38%	38%	37%	40%	18%	22%	100%		48%	
Employee	23	4	3	8	3	5	4	10	8	1	14	9	11	12	4P	2	-	23Q	20	3
	9%	8%	6%	16%	6%	10%	11%	11%	9%	3%	11%	7%	7%	12%	14%	3%		15%	10%	6%
Student	10	-	4B	3	1	2	4I	4	2	-	8	2	5	5	-	1	-	10Q	9	1
	4%		8%	6%	2%	4%	11%	4%	2%		6%	2%	3%	5%		1%		6%	5%	2%
Visitor	96	22F	16F	24F	27CF	7	12	31	34	19GHI	43	53	62	34	16	46	-	96Q	54	40S
	38%	44%	32%	48%	54%	14%	34%	35%	36%	59%	35%	42%	41%	35%	57%	69%		62%	27%	78%
Passing through	26	5	12DEF	2	3	4	4	8	13	1	12	14	18	8	3	3	-	26Q	19	7
	10%	10%	24%	4%	6%	8%	11%	9%	14%	3%	10%	11%	12%	8%	11%	4%		17%	10%	14%

(sig=.05) (all_pairs) columns tested BCDEF, GHIJ, KL, MN, OP, QR, ST

Q2. In general, how many times per month do you visit .....?

Base: Non-Residents

		Zone					Age						Gender		Q8: Parking Difficulty		Q1:Resident		City	
	Total	SE Division	28th And Burnside	Hollywood	Mississippi	St. Johns	18-24	25-34	35-54	55+	18-34	35+	Men	Women	Very/ Smwht	Not Too/ NAA	Resident	Non Resident	Portland	Not Portland
Total	155 100%	31 100% (B)	35 100% (C)	37 100% (D)	34 100% (E)	18 100% (F)	24 100% (G)	53 100% (H)	57 100% (I)	21 100% (J)	77 100% (K)	78 100% (L)	96 100% (M)	59 100% (N)	23 100% (O)	52 100% (P)	- (Q)	155 100% (R)	102 100% (S)	51 100% (T)
0	2 1%	1 3%	-	1 3%	-	-	1 4%	-	1 2%	-	1 1%	1 1%	1 1%	1 2%	-	-	-	2 1%	2 2%	-
1	46 30%	12 39%	6 17%	8 22%	17CDF 50%	3 17%	4 17%	15 28%	18 32%	9 43%	19 25%	27 35%	35N 36%	11 19%	10 43%	17 33%	-	46 30%	16 16%	29S 57%
2	16 10%	3 10%	7 20%	2 5%	3 9%	1 6%	1 4%	7 13%	6 11%	2 10%	8 10%	8 10%	9 9%	7 12%	-	7 13%	-	16 10%	9 9%	7 14%
3	12 8%	2 6%	6 17%	3 8%	1 3%	-	1 4%	4 8%	7 12%	-	5 6%	7 9%	7 7%	5 8%	-	5 10%	-	12 8%	9 9%	3 6%
4	17 11%	4 13%	5 14%	5 14%	2 6%	1 6%	4 17%	3 6%	8 14%	2 10%	7 9%	10 13%	10 10%	7 12%	3 13%	8 15%	-	17 11%	12 12%	5 10%
5	3 2%	1 3%	-	-	2 6%	-	-	3 6%	-	-	3 4%	-	2 2%	1 2%	-	-	-	3 2%	2 2%	-
6	6 4%	-	2 6%	1 3%	1 3%	2 11%	1 4%	1 2%	1 2%	3HI 14%	2 3%	4 5%	5 5%	1 2%	1 4%	3 6%	-	6 4%	4 4%	2 4%
7	2 1%	-	1 3%	-	-	1 6%	1 4%	1 2%	-	-	2 3%	-	1 1%	1 2%	1 4%	-	-	2 1%	2 2%	-
8	2 1%	-	-	2 5%	-	-	-	-	2 4%	-	-	2 3%	2 2%	-	-	1 2%	-	2 1%	2 2%	-
10	6 4%	1 3%	-	3 8%	1 3%	1 6%	-	3 6%	2 4%	1 5%	3 4%	3 4%	3 3%	3 5%	3 13%	2 4%	-	6 4%	6 6%	-
12	4 3%	1 3%	3 9%	-	-	-	-	1 2%	2 4%	1 5%	1 1%	3 4%	2 2%	2 3%	-	2 4%	-	4 3%	4 4%	-
15	1 1%	1 3%	-	-	-	-	-	1 2%	-	-	1 1%	-	-	1 2%	-	-	-	1 1%	1 1%	-
16	2 1%	1 3%	-	-	1 3%	-	-	2 4%	-	-	2 3%	-	-	2 3%	1 4%	-	-	2 1%	2 2%	-
20	12 8%	1 3%	2 6%	4 11%	2 6%	3 17%	2 8%	5 9%	4 7%	1 5%	7 9%	5 6%	7 7%	5 8%	2 9%	2 4%	-	12 8%	10 10%	2 4%
24	1 1%	-	-	1 3%	-	-	-	-	1 2%	-	-	1 1%	-	1 2%	1 4%	-	-	1 1%	-	1 2%
25	5 3%	1 3%	-	3 8%	-	1 6%	3I 13%	1 2%	1 2%	-	4 5%	1 1%	3 3%	2 3%	-	1 2%	-	5 3%	4 4%	1 2%
26	1 1%	-	-	-	-	1 6%	-	1 2%	-	-	1 1%	-	1 1%	-	-	-	-	1 1%	1 1%	-
30	15 10%	2 6%	2 6%	4 11%	4 12%	3 17%	6HI 25%	4 8%	3 5%	2 10%	10 13%	5 6%	8 8%	7 12%	1 4%	4 8%	-	15 10%	14T 14%	1 2%
31	1 1%	-	-	-	-	1 6%	-	1 2%	-	-	1 1%	-	-	1 2%	-	-	-	1 1%	1 1%	-

Q2. In general, how many times per month do you visit .....?

Base: Non-Residents

	Zone						Age						Gender		Q8: Parking Difficulty		Q1:Resident		City	
	Total	SE Division	28th And Burnside	Hollywood	Mississippi	St. Johns	18-24	25-34	35-54	55+	18-34	35+	Men	Women	Very/ Smwht	Not Too/ NAA	Resident	Non Resident	Portland	Not Portland
40	1 1%	-	1 3%	-	-	-	-	-	1 2%	-	-	1 1%	-	1 2%	-	-	-	1 1%	1 1%	-
Mean	8.7	6.5	7.2	10.6	6.9	15.0B CE	13.9IJ	8.9	7.2	6.7	10.5L	7.0	7.4	10.9M	7.6	6.4	?	8.7	11.2T	4.0
Median	4.0	2.0	3.0	4.0	1.0	10.0	6.0	4.0	3.0	2.0	4.0	3.0	3.0	4.0	4.0	3.0	?	4.0	6.0	1.0

(sig=.05) (all_pairs) columns tested BCDEF, GHIJ, KL, MN, OP, QR, ST

Q3. What is your primary reason for visiting ..... today?

Base: Non-Residents

		Zone					Age						Gender		Q8: Parking Difficulty		Q1:Resident		City	
	Total	SE Division	28th And Burnside	Hollywood	Mississippi	St. Johns	18-24	25-34	35-54	55+	18-34	35+	Men	Women	Very/ Smwht	Not Too/ NAA	Resident	Non Resident	Portland	Not Portland
Total	155 100%	31 100% (B)	35 100% (C)	37 100% (D)	34 100% (E)	18 100% (F)	24 100% (G)	53 100% (H)	57 100% (I)	21 100% (J)	77 100% (K)	78 100% (L)	96 100% (M)	59 100% (N)	23 100% (O)	52 100% (P)	- (Q)	155 100% (R)	102 100% (S)	51 100% (T)
Dining/restaurants	30 19%	13DE 42%	7D 20%	1 3%	6D 18%	3 17%	4 17%	11 21%	10 18%	5 24%	15 19%	15 19%	22 23%	8 14%	5 22%	14 27%	-	30 19%	16 16%	14 27%
Stores/shopping	29 19%	2 6%	5 14%	10B 27%	10B 29%	2 11%	2 8%	10 19%	9 16%	8GI 38%	12 16%	17 22%	15 16%	14 24%	3 13%	15 29%	-	29 19%	17 17%	12 24%
Entertainment/ nightlife/social scene	6 4%	1 3%	1 3%	3 8%	1 3%	-	2 8%	1 2%	3 5%	-	3 4%	3 4%	4 4%	2 3%	1 4%	2 4%	-	6 4%	5 5%	1 2%
Visiting friends/ family	15 10%	1 3%	4 11%	2 5%	7B 21%	1 6%	2 8%	6 11%	4 7%	3 14%	8 10%	7 9%	11 11%	4 7%	4 17%	4 8%	-	15 10%	9 9%	6 12%
Medical reasons/ appointments	2 1%	1 3%	-	1 3%	-	-	2HI 8%	-	-	-	2 3%	-	1 1%	1 2%	1 4%	-	-	2 1%	2 2%	-
Work related/ business reasons	29 19%	6 19%	3 9%	11CE 30%	3 9%	6CE 33%	6 25%	10 19%	12 21%	1 5%	16 21%	13 17%	19 20%	10 17%	4 17%	4 8%	-	29 19%	23 23%	5 10%
Fitness/recreational activities	6 4%	2 6%	2 6%	-	-	2D 11%	-	1 2%	4 7%	1 5%	1 1%	5 6%	2 2%	4 7%	-	3 6%	-	6 4%	6 6%	-
Beauty services/ salon/haircut	7 5%	2 6%	1 3%	2 5%	1 3%	1 6%	2 8%	1 2%	3 5%	1 5%	3 4%	4 5%	3 3%	4 7%	-	4 8%	-	7 5%	5 5%	2 4%
Family oriented activities	9 6%	-	5BE 14%	3 8%	-	1 6%	-	6 11%	3 5%	-	6 8%	3 4%	6 6%	3 5%	1 4%	3 6%	-	9 6%	6 6%	3 6%
Something else	14 9%	1 3%	4 11%	3 8%	4 12%	2 11%	2 8%	4 8%	6 11%	2 10%	6 8%	8 10%	9 9%	5 8%	3 13%	2 4%	-	14 9%	8 8%	5 10%
Nothing/passing through	8 5%	2 6%	3 9%	1 3%	2 6%	-	2 8%	3 6%	3 5%	-	5 6%	3 4%	4 4%	4 7%	1 4%	1 2%	-	8 5%	5 5%	3 6%

(sig=.05) (all_pairs) columns tested BCDEF, GHIJ, KL, MN, OP, QR, ST

DHM Research: City of Portland Transportation and Neighborhood Intercept Survey - April 2015

Q4. About how many businesses, shops, and restaurants will you visit today?

		Zone					Age						Gender		Q8: Parking Difficulty		Q1:Resident		City	
	Total	SE Division	28th And Burnside	Hollywood	Mississippi	St. Johns	18-24	25-34	35-54	55+	18-34	35+	Men	Women	Very/ Smwht	Not Too/ NAA	Resident	Non Resident	Portland	Not Portland
Total	250	50	50	50	50	50	35	89	94	32	124	126	152	98	28	67	95	155	197	51
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
		(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)	(S)	(T)
0	15	2	5	3	3	2	1	8	4	2	9	6	8	7	1	2	1	14Q	12	2
	6%	4%	10%	6%	6%	4%	3%	9%	4%	6%	7%	5%	5%	7%	4%	3%	1%	9%	6%	4%
1	67	19E	17	12	9	10	7	25	27	8	32	35	40	27	7	16	25	42	58	9
	27%	38%	34%	24%	18%	20%	20%	28%	29%	25%	26%	28%	26%	28%	25%	24%	26%	27%	29%	18%
2	67	10	14	18	11	14	12	24	23	8	36	31	42	25	6	18	25	42	53	14
	27%	20%	28%	36%	22%	28%	34%	27%	24%	25%	29%	25%	28%	26%	21%	27%	26%	27%	27%	27%
3	43	6	8	12	10	7	8	12	17	6	20	23	24	19	6	7	19	24	35	8
	17%	12%	16%	24%	20%	14%	23%	13%	18%	19%	16%	18%	16%	19%	21%	10%	20%	15%	18%	16%
4	31	7D	3	1	8D	12CD	4	11	13	3	15	16	23	8	6	9	15	16	23	7
	12%	14%	6%	2%	16%	24%	11%	12%	14%	9%	12%	13%	15%	8%	21%	13%	16%	10%	12%	14%
5	13	3	1	3	4	2	1	6	5	1	7	6	7	6	2	4	5	8	9	4
	5%	6%	2%	6%	8%	4%	3%	7%	5%	3%	6%	5%	5%	6%	7%	6%	5%	5%	5%	8%
6	6	1	2	-	1	2	-	-	3	3H	-	6K	3	3	-	5	4	2	5	1
	2%	2%	4%		2%	4%			3%	9%		5%	2%	3%		7%	4%	1%	3%	2%
7	1	1	-	-	-	-	-	-	1	-	-	1	1	-	-	1	-	1	1	-
	*	2%							1%			1%	1%			1%		1%	1%	
10	5	-	-	1	3	1	2	2	1	-	4	1	2	3	-	4	1	4	1	4S
	2%			2%	6%	2%	6%	2%	1%		3%	1%	1%	3%		6%	1%	3%	1%	8%
12	1	1	-	-	-	-	-	-	-	1	-	1	1	-	-	1	-	1	-	1S
	*	2%								3%		1%	1%			1%		1%		2%
20	1	-	-	-	1	-	-	1	-	-	1	-	1	-	-	-	-	1	-	1S
	*				2%			1%			1%		1%					1%		2%
Mean	2.6	2.5	2.0	2.3	3.4CD	2.8C	2.7	2.5	2.5	2.8	2.6	2.6	2.6	2.5	2.5	3.3	2.6	2.5	2.3	3.7S
Median	2.0	2.0	2.0	2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	3.0

(sig=.05) (all_pairs) columns tested BCDEF, GHIJ, KL, MN, OP, QR, ST
Note: Percentage less than 0.5 printed as *.

Q5. Will your visit last about:

		Zone					Age						Gender		Q8: Parking Difficulty		Q1:Resident		City	
	Total	SE Division	28th And Burnside	Hollywood	Mississippi	St. Johns	18-24	25-34	35-54	55+	18-34	35+	Men	Women	Very/ Smwht	Not Too/ NAA	Resident	Non Resident	Portland	Not Portland
Total	250	50	50	50	50	50	35	89	94	32	124	126	152	98	28	67	95	155	197	51
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
		(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)	(S)	(T)
One hour or less	78	14	19	17	15	13	8	23	35	12	31	47K	47	31	7	15	34	44	67T	10
	31%	28%	38%	34%	30%	26%	23%	26%	37%	38%	25%	37%	31%	32%	25%	22%	36%	28%	34%	20%
Between 1 and 2 hours	71	18	13	14	14	12	10	28	27	6	38	33	40	31	11	23	32	39	54	17
	28%	36%	26%	28%	28%	24%	29%	31%	29%	19%	31%	26%	26%	32%	39%	34%	34%	25%	27%	33%
Between 2 and 3 hours	34	2	10B	6	6	10B	6	9	12	7	15	19	22	12	1	12	9	25	26	8
	14%	4%	20%	12%	12%	20%	17%	10%	13%	22%	12%	15%	14%	12%	4%	18%	9%	16%	13%	16%
More than 3 hours	67	16	8	13	15	15	11	29	20	7	40	27	43	24	9	17	20	47	50	16
	27%	32%	16%	26%	30%	30%	31%	33%	21%	22%	32%	21%	28%	24%	32%	25%	21%	30%	25%	31%

(sig=.05) (all_pairs) columns tested BCDEF, GHIJ, KL, MN, OP, QR, ST

Q6. And, how did you get to ..... today?

	Total	Zone: SE Division	Zone: 28th And Burnside	Zone: Hollywood	Zone: Mississippi	Zone: St. Johns	Age: 18-24	Age: 25-34	Age: 35-54	Age: 55+	Age: 18-34	Age: 35+	Gender: Men	Gender: Women	Q8: Parking Difficulty: Very/ Smwht	Q8: Parking Difficulty: Not Too/ NAA	Q1:Resident: Resident	Q1:Resident: Non Resident	City: Portland	City: Not Portland
Total	250 100%	50 100% (B)	50 100% (C)	50 100% (D)	50 100% (E)	50 100% (F)	35 100% (G)	89 100% (H)	94 100% (I)	32 100% (J)	124 100% (K)	126 100% (L)	152 100% (M)	98 100% (N)	28 100% (O)	67 100% (P)	95 100% (Q)	155 100% (R)	197 100% (S)	51 100% (T)
Walked	95 38%	24D 48%	21 42%	14 28%	15 30%	21 42%	10 29%	38 43%	35 37%	12 38%	48 39%	47 37%	54 36%	41 42%	2 7%	6 9%	58R 61%	37 24%	89T 45%	6 12%
Biked	18 7%	6 12%	2 4%	3 6%	3 6%	4 8%	2 6%	8 9%	7 7%	1 3%	10 8%	8 6%	13 9%	5 5%	-	-	8 8%	10 6%	17T 9%	-
Drove alone	53 21%	8 16%	7 14%	13 26%	16C 32%	9 18%	8 23%	13 15%	23 24%	9 28%	21 17%	32 25%	29 19%	24 24%	19 68%	34 51%	14 15%	39 25%	38 19%	15 29%
Drove with other adults	43 17%	15DF 30%	10D 20%	1 2%	11D 22%	6 12%	5 14%	15 17%	15 16%	8 25%	20 16%	23 18%	29 19%	14 14%	10 36%	33 49%	6 6%	37Q 24%	20 10%	22S 43%
Light rail	11 4%	1 2%	1 2%	8BCEF 16%	-	1 2%	4H 11%	1 1%	4 4%	2 6%	5 4%	6 5%	8 5%	3 3%	-	-	3 3%	8 5%	8 4%	3 6%
Streetcar	1 *	-	-	1 2%	-	-	-	-	1 1%	-	-	1 1%	1 1%	-	-	-	-	1 1%	1 1%	-
Bus	43 17%	3 6%	13BE 26%	11B 22%	5 10%	11B 22%	4 11%	20 22%	16 17%	3 9%	24 19%	19 15%	27 18%	16 16%	-	-	11 12%	32 21%	35 18%	8 16%
Other	6 2%	-	-	2 4%	3 6%	1 2%	4HI 11%	1 1%	1 1%	-	5 4%	1 1%	4 3%	2 2%	-	1 1%	1 1%	5 3%	4 2%	2 4%

(sig=.05) (all_pairs) columns tested BCDEF, GHIJ, KL, MN, OP, QR, ST
Note: Percentage less than 0.5 printed as *.

DHM Research: City of Portland Transportation and Neighborhood Intercept Survey - April 2015

Q7. Did you park on-street or off-street?

Base: Drove

		Zone					Age						Gender		Q8: Parking Difficulty		Q1:Resident		City	
	Total	SE Division	28th And Burnside	Hollywood	Mississippi	St. Johns	18-24	25-34	35-54	55+	18-34	35+	Men	Women	Very/ Smwht	Not Too/ NAA	Resident	Non Resident	Portland	Not Portland
Total	95 100%	23 100% (B)	16 100% (C)	14 100% (D)	27 100% (E)	15 100% (F)	13 100% (G)	27 100% (H)	38 100% (I)	17 100% (J)	40 100% (K)	55 100% (L)	57 100% (M)	38 100% (N)	28 100% (O)	67 100% (P)	20 100% (Q)	75 100% (R)	57 100% (S)	37 100% (T)
Net on street	85 89%	21 91%	14 88%	9 64%	27D 100%	14 93%	12 92%	26 96%	31 82%	16 94%	38 95%	47 85%	50 88%	35 92%	25 89%	60 90%	18 90%	67 89%	53 93%	32 86%
On street - main strip	27 28%	7 30%	4 25%	1 7%	11D 41%	4 27%	6H 46%	3 11%	9 24%	9HI 53%	9 23%	18 33%	14 25%	13 34%	5 18%	22 33%	5 25%	22 29%	14 25%	13 35%
On street - Side street/residential street	58 61%	14 61%	10 63%	8 57%	16 59%	10 67%	6 46%	23GIJ 85%	22 58%	7 41%	29 73%	29 53%	36 63%	22 58%	20 71%	38 57%	13 65%	45 60%	39 68%	19 51%
Net off street	10 11%	2 9%	2 13%	5E 36%	-	1 7%	1 8%	1 4%	7 18%	1 6%	2 5%	8 15%	7 12%	3 8%	3 11%	7 10%	2 10%	8 11%	4 7%	5 14%
Off street - parking lot	8 8%	1 4%	2 13%	4BE 29%	-	1 7%	1 8%	1 4%	5 13%	1 6%	2 5%	6 11%	6 11%	2 5%	3 11%	5 7%	2 10%	6 8%	4 7%	4 11%
Off street - parking garage	2 2%	1 4%	-	1 7%	-	-	-	-	2 5%	-	-	2 4%	1 2%	1 3%	-	2 3%	-	2 3%	-	1 3%

(sig=.05) (all_pairs) columns tested BCDEF, GHIJ, KL, MN, OP, QR, ST

Q8. Did you find it very difficult, somewhat difficult, not too difficult, or not at all difficult to find parking in .....?

Base: Drove

		Zone					Age						Gender		Q8: Parking Difficulty		Q1:Resident		City	
	Total	SE Division	28th And Burnside	Hollywood	Mississippi	St. Johns	18-24	25-34	35-54	55+	18-34	35+	Men	Women	Very/ Smwht	Not Too/ NAA	Resident	Non Resident	Portland	Not Portland
Total	95	23	16	14	27	15	13	27	38	17	40	55	57	38	28	67	20	75	57	37
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
		(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)	(S)	(T)
Very/Somewhat	28	6	5	4	11	2	5	9	10	4	14	14	17	11	28P	-	5	23	17	11
	29%	26%	31%	29%	41%	13%	38%	33%	26%	24%	35%	25%	30%	29%	100%		25%	31%	30%	30%
Very difficult	5	1	1	-	2	1	1	-	4	-	1	4	4	1	5P	-	1	4	3	2
	5%	4%	6%		7%	7%	8%		11%		3%	7%	7%	3%	18%		5%	5%	5%	5%
Somewhat difficult	23	5	4	4	9	1	4	9	6	4	13	10	13	10	23P	-	4	19	14	9
	24%	22%	25%	29%	33%	7%	31%	33%	16%	24%	33%	18%	23%	26%	82%		20%	25%	25%	24%
Not too/Not at all	67	17	11	10	16	13	8	18	28	13	26	41	40	27	-	67O	15	52	40	26
	71%	74%	69%	71%	59%	87%	62%	67%	74%	76%	65%	75%	70%	71%		100%	75%	69%	70%	70%
Not too difficult	27	7	5	3	8	4	4	11I	6	6	15	12	12	15	-	27O	7	20	17	10
	28%	30%	31%	21%	30%	27%	31%	41%	16%	35%	38%	22%	21%	39%		40%	35%	27%	30%	27%
Not at all difficult	40	10	6	7	8	9	4	7	22H	7	11	29K	28	12	-	40O	8	32	23	16
	42%	43%	38%	50%	30%	60%	31%	26%	58%	41%	28%	53%	49%	32%		60%	40%	43%	40%	43%

(sig=.05) (all_pairs) columns tested BCDEF, GHIJ, KL, MN, OP, QR, ST

Q9. Do you ever hesitate to visit ..... because of parking?

		Zone					Age						Gender		Q8: Parking Difficulty		Q1:Resident		City	
	Total	SE Division	28th And Burnside	Hollywood	Mississippi	St. Johns	18-24	25-34	35-54	55+	18-34	35+	Men	Women	Very/ Smwht	Not Too/ NAA	Resident	Non Resident	Portland	Not Portland
Total	250 100%	50 100% (B)	50 100% (C)	50 100% (D)	50 100% (E)	50 100% (F)	35 100% (G)	89 100% (H)	94 100% (I)	32 100% (J)	124 100% (K)	126 100% (L)	152 100% (M)	98 100% (N)	28 100% (O)	67 100% (P)	95 100% (Q)	155 100% (R)	197 100% (S)	51 100% (T)
Yes	42 17%	14CF 28%	5 10%	9F 18%	12F 24%	2 4%	5 14%	12 13%	21 22%	4 13%	17 14%	25 20%	20 13%	22 22%	8 29%	10 15%	17 18%	25 16%	34 17%	8 16%
No	208 83%	36 72%	45B 90%	41 82%	38 76%	48BDE 96%	30 86%	77 87%	73 78%	28 88%	107 86%	101 80%	132 87%	76 78%	20 71%	57 85%	78 82%	130 84%	163 83%	43 84%

(sig=.05) (all_pairs) columns tested BCDEF, GHIJ, KL, MN, OP, QR, ST

Q10. Age

		Zone					Age						Gender		Q8: Parking Difficulty		Q1:Resident		City	
	Total	SE Division	28th And Burnside	Hollywood	Mississippi	St. Johns	18-24	25-34	35-54	55+	18-34	35+	Men	Women	Very/ Smwht	Not Too/ NAA	Resident	Non Resident	Portland	Not Portland
Total	250	50	50	50	50	50	35	89	94	32	124	126	152	98	28	67	95	155	197	51
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
		(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)	(S)	(T)
18 - 24	35	5	3	9	9	9	35HIJ	-	-	-	35L	-	14	21M	5	8	11	24	25	10
	14%	10%	6%	18%	18%	18%	100%				28%		9%	21%	18%	12%	12%	15%	13%	20%
25 - 34	89	18	20	12	22D	17	-	89GIJ	-	-	89L	-	51	38	9	18	36	53	71	17
	36%	36%	40%	24%	44%	34%		100%			72%		34%	39%	32%	27%	38%	34%	36%	33%
35 - 54	94	20	21	21	13	19	-	-	94GHJ	-	-	94K	67N	27	10	28	37	57	79	14
	38%	40%	42%	42%	26%	38%			100%			75%	44%	28%	36%	42%	39%	37%	40%	27%
55+	32	7	6	8	6	5	-	-	-	32GHI	-	32K	20	12	4	13	11	21	22	10
	13%	14%	12%	16%	12%	10%				100%		25%	13%	12%	14%	19%	12%	14%	11%	20%

(sig=.05) (all_pairs) columns tested BCDEF, GHIJ, KL, MN, OP, QR, ST

Q11. Zip Code

	Total	Zone: SE Division	Zone: 28th And Burnside	Zone: Hollywood	Zone: Mississippi	Zone: St. Johns	Age: 18-24	Age: 25-34	Age: 35-54	Age: 55+	Age: 18-34	Age: 35+	Gender: Men	Gender: Women	Q8: Parking Difficulty: Very/ Smwht	Q8: Parking Difficulty: Not Too/ NAA	Q1:Resident: Resident	Q1:Resident: Non Resident	City: Portland	City: Not Portland
Total	250 100%	50 100% (B)	50 100% (C)	50 100% (D)	50 100% (E)	50 100% (F)	35 100% (G)	89 100% (H)	94 100% (I)	32 100% (J)	124 100% (K)	126 100% (L)	152 100% (M)	98 100% (N)	28 100% (O)	67 100% (P)	95 100% (Q)	155 100% (R)	197 100% (S)	51 100% (T)
10033	1 *	-	-	1 2%	-	-	-	-	1 1%	-	-	1 1%	-	1 1%	-	1 1%	-	1 1%	-	1S 2%
33405	1 *	-	-	-	1 2%	-	-	-	1 1%	-	-	1 1%	1 1%	-	-	1 1%	-	1 1%	-	1S 2%
78705	1 *	-	-	-	1 2%	-	-	1 1%	-	-	1 1%	-	1 1%	-	-	1 1%	-	1 1%	-	1S 2%
80301	1 *	-	-	-	1 2%	-	-	1 1%	-	-	1 1%	-	-	1 1%	1 4%	-	-	1 1%	-	1S 2%
90026	1 *	1 2%	-	-	-	-	-	-	1 1%	-	-	1 1%	1 1%	-	1 4%	-	-	1 1%	-	1S 2%
92103	1 *	-	-	-	1 2%	-	-	1 1%	-	-	1 1%	-	1 1%	-	-	-	-	1 1%	-	1S 2%
94024	1 *	-	-	-	-	1 2%	1 3%	-	-	-	1 1%	-	-	1 1%	-	1 1%	-	1 1%	-	1S 2%
94114	1 *	-	-	-	1 2%	-	-	-	1 1%	-	-	1 1%	1 1%	-	-	-	-	1 1%	-	1S 2%
94129	1 *	-	-	-	1 2%	-	-	1 1%	-	-	1 1%	-	1 1%	-	-	-	-	1 1%	-	1S 2%
95991	1 *	1 2%	-	-	-	-	-	-	1 1%	-	-	1 1%	1 1%	-	-	-	-	1 1%	-	1S 2%
97002	1 *	-	-	-	1 2%	-	-	1 1%	-	-	1 1%	-	1 1%	-	-	1 1%	-	1 1%	-	1S 2%
97003	2 1%	-	2 4%	-	-	-	-	1 1%	1 1%	-	1 1%	1 1%	-	2 2%	-	-	-	2 1%	-	2S 4%
97006	2 1%	1 2%	-	-	1 2%	-	1 3%	1 1%	-	-	2 2%	-	1 1%	1 1%	1 4%	1 1%	-	2 1%	-	2S 4%
97007	1 *	1 2%	-	-	-	-	-	-	1 1%	-	-	1 1%	1 1%	-	-	1 1%	-	1 1%	-	1S 2%
97008	1 *	-	-	-	-	1 2%	-	-	-	1 3%	-	1 1%	1 1%	-	-	1 1%	-	1 1%	-	1S 2%
97030	4 2%	-	3 6%	1 2%	-	-	1 3%	3 3%	-	-	4L 3%	-	1 1%	3 3%	-	-	-	4 3%	-	4S 8%
97045	1 *	-	-	-	1 2%	-	-	-	-	1 3%	-	1 1%	1 1%	-	1 4%	-	-	1 1%	-	1S 2%
97070	1 *	-	-	1 2%	-	-	-	1 1%	-	-	1 1%	-	1 1%	-	-	-	-	1 1%	-	1S 2%
97086	2 1%	-	-	2 4%	-	-	1 3%	-	1 1%	-	1 1%	1 1%	1 1%	1 1%	1 4%	1 1%	-	2 1%	-	2S 4%
97132	1 *	-	-	-	1 2%	-	1 3%	-	-	-	1 1%	-	1 1%	-	-	1 1%	-	1 1%	-	1S 2%

Q11. Zip Code

		Zone: SE Division	Zone: 28th And Burnside	Zone: Hollywood	Zone: Mississippi	Zone: St. Johns	Age: 18-24	Age: 25-34	Age: 35-54	Age: 55+	Age: 18-34	Age: 35+	Gender: Men	Gender: Women	Q8: Parking Difficulty: Very/ Smwht	Q8: Parking Difficulty: Not Too/ NAA	Q1:Resident: Resident	Q1:Resident: Non Resident	City: Portland	City: Not Portland
	Total																			
97202	21	14CDEF	4F	1	2	-	3	6	10	2	9	12	13	8	2	3	9	12	21T	-
	8%	28%	8%	2%	4%		9%	7%	11%	6%	7%	10%	9%	8%	7%	4%	9%	8%	11%	
97203	42	-	2	1	1	38BCDE	8	16	14	4	24	18	25	17	2	7	31R	11	42T	-
	17%		4%	2%	2%	76%	23%	18%	15%	13%	19%	14%	16%	17%	7%	10%	33%	7%	21%	
97205	2	-	-	1	-	1	-	1	1	-	1	1	2	-	-	-	-	2	2	-
	1%			2%		2%		1%	1%		1%	1%	1%					1%	1%	
97206	9	7CDEF	1	-	1	-	1	5	2	1	6	3	3	6	-	4	2	7	9	-
	4%	14%	2%		2%		3%	6%	2%	3%	5%	2%	2%	6%		6%	2%	5%	5%	
97208	1	-	-	-	1	-	-	-	-	1	-	1	-	1	-	1	-	1	-	1S
	*				2%					3%		1%		1%		1%		1%		2%
97209	6	-	4BE	1	-	1	-	1	4	1	1	5	4	2	-	1	1	5	6	-
	2%		8%	2%		2%		1%	4%	3%	1%	4%	3%	2%		1%	1%	3%	3%	
97211	8	1	1	2	3	1	1	1	5	1	2	6	5	3	1	3	2	6	8	-
	3%	2%	2%	4%	6%	2%	3%	1%	5%	3%	2%	5%	3%	3%	4%	4%	2%	4%	4%	
97212	18	3	1	9CF	5F	-	2	5	7	4	7	11	12	6	3	6	9	9	18T	-
	7%	6%	2%	18%	10%		6%	6%	7%	13%	6%	9%	8%	6%	11%	9%	9%	6%	9%	
97213	20	3	4EF	13BCEF	-	-	4	6	7	3	10	10	12	8	3	4	9	11	20T	-
	8%	6%	8%	26%			11%	7%	7%	9%	8%	8%	8%	8%	11%	6%	9%	7%	10%	
97214	16	6E	7EF	2	-	1	-	7	8	1	7	9	9	7	1	3	9	7	16T	-
	6%	12%	14%	4%		2%		8%	9%	3%	6%	7%	6%	7%	4%	4%	9%	5%	8%	
97215	2	-	-	2	-	-	-	-	1	1	-	2	1	1	-	-	-	2	2	-
	1%			4%					1%	3%		2%	1%	1%				1%	1%	
97216	3	1	-	1	-	1	1	1	1	-	2	1	2	1	1	-	-	3	3	-
	1%	2%		2%		2%	3%	1%	1%		2%	1%	1%	1%	4%			2%	2%	
97217	7	-	-	-	6BCD	1	1	4	2	-	5	2	4	3	1	2	5	2	7	-
	3%				12%	2%	3%	4%	2%		4%	2%	3%	3%	4%	3%	5%	1%	4%	
97218	3	1	-	2	-	-	1	1	1	-	2	1	3	-	-	1	-	3	3	-
	1%	2%		4%			3%	1%	1%		2%	1%	2%			1%		2%	2%	
97221	1	-	-	-	1	-	-	1	-	-	1	-	1	-	-	-	-	1	1	-
	*				2%			1%			1%		1%					1%	1%	
97222	1	-	-	-	-	1	1	-	-	-	1	-	-	1	-	-	-	1	1	-
	*					2%	3%				1%			1%				1%	1%	
97223	1	-	-	1	-	-	-	1	-	-	1	-	1	-	-	-	-	1	1	-
	*			2%				1%			1%		1%					1%	1%	
97227	8	-	-	-	8BCDF	-	-	6	2	-	6	2	6	2	-	-	6R	2	8	-
	3%				16%			7%	2%		5%	2%	4%	2%			6%	1%	4%	
97229	1	1	-	-	-	-	-	-	-	1	-	1	1	-	-	1	-	1	1	-
	*	2%								3%		1%	1%			1%		1%	1%	
97230	3	-	1	-	-	2	-	-	3	-	-	3	1	2	1	1	1	2	3	-
	1%		2%			4%			3%			2%	1%	2%	4%	1%	1%	1%	2%	
97231	1	-	-	-	-	1	-	-	1	-	-	1	-	1	-	1	-	1	1	-
	*					2%			1%			1%		1%		1%		1%	1%	
97232	16	-	11BDEF	3	2	-	1	5	8	2	6	10	11	5	2	1	10R	6	16T	-
	6%		22%	6%	4%		3%	6%	9%	6%	5%	8%	7%	5%	7%	1%	11%	4%	8%	

Q11. Zip Code

		Zone					Age						Gender		Q8: Parking Difficulty		Q1:Resident		City	
	Total	SE Division	28th And Burnside	Hollywood	Mississippi	St. Johns	18-24	25-34	35-54	55+	18-34	35+	Men	Women	Very/ Smwht	Not Too/ NAA	Resident	Non Resident	Portland	Not Portland
97233	4 2%	1 2%	3 6%	-	-	-	1 3%	2 2%	1 1%	-	3 2%	1 1%	2 1%	2 2%	-	-	-	4 3%	4 2%	-
97236	2 1%	1 2%	-	1 2%	-	-	-	2 2%	-	-	2 2%	-	1 1%	1 1%	-	2 3%	1 1%	1 1%	2 1%	-
97266	2 1%	-	-	2 4%	-	-	-	-	1 1%	1 3%	-	2 2%	-	2 2%	-	-	-	2 1%	2 1%	-
97301	2 1%	1 2%	-	-	1 2%	-	1 3%	1 1%	-	-	2 2%	-	1 1%	1 1%	-	1 1%	-	2 1%	-	2S 4%
97302	1 *	1 2%	-	-	-	-	-	-	1 1%	-	-	1 1%	1 1%	-	-	1 1%	-	1 1%	-	1S 2%
97338	2 1%	-	2 4%	-	-	-	-	-	2 2%	-	-	2 2%	1 1%	1 1%	1 4%	1 1%	-	2 1%	-	2S 4%
97498	1 *	1 2%	-	-	-	-	-	-	1 1%	-	-	1 1%	1 1%	-	-	1 1%	-	1 1%	-	1S 2%
97501	1 *	-	1 2%	-	-	-	-	-	-	1 3%	-	1 1%	1 1%	-	-	1 1%	-	1 1%	-	1S 2%
97601	1 *	-	-	-	1 2%	-	-	-	-	1 3%	-	1 1%	1 1%	-	1 4%	-	-	1 1%	-	1S 2%
98034	1 *	1 2%	-	-	-	-	-	-	1 1%	-	-	1 1%	1 1%	-	1 4%	-	-	1 1%	-	1S 2%
98103	1 *	-	-	-	1 2%	-	-	1 1%	-	-	1 1%	-	-	1 1%	-	1 1%	-	1 1%	-	1S 2%
98125	1 *	-	-	1 2%	-	-	1 3%	-	-	-	1 1%	-	1 1%	-	-	-	-	1 1%	-	1S 2%
98144	1 *	-	-	-	1 2%	-	-	-	1 1%	-	-	1 1%	1 1%	-	1 4%	-	-	1 1%	-	1S 2%
98498	1 *	1 2%	-	-	-	-	-	-	-	1 3%	-	1 1%	1 1%	-	-	1 1%	-	1 1%	-	1S 2%
98604	1 *	-	1 2%	-	-	-	-	-	-	1 3%	-	1 1%	1 1%	-	-	1 1%	-	1 1%	-	1S 2%
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98682	2 1%	-	-	1 2%	1 2%	-	-	1 1%	-	1 3%	1 1%	1 1%	1 1%	1 1%	1 4%	1 1%	-	2 1%	-	2S 4%
No answer	3 1%	2 4%	-	-	1 2%	-	-	1 1%	1 1%	1 3%	1 1%	2 2%	3 2%	-	-	2 3%	-	3 2%	-	1S 2%

(sig=.05) (all_pairs) columns tested BCDEF, GHIJ, KL, MN, OP, QR, ST
Note: Percentage less than 0.5 printed as *.

Q11. City (From Zip Code)

	Total	Zone: SE Division	Zone: 28th And Burnside	Zone: Hollywood	Zone: Mississippi	Zone: St. Johns	Age: 18-24	Age: 25-34	Age: 35-54	Age: 55+	Age: 18-34	Age: 35+	Gender: Men	Gender: Women	Q8: Parking Difficulty: Very/ Smwht	Q8: Parking Difficulty: Not Too/ NAA	Q1:Resident: Resident	Q1:Resident: Non Resident	City: Portland	City: Not Portland
Total	250 100%	50 100% (B)	50 100% (C)	50 100% (D)	50 100% (E)	50 100% (F)	35 100% (G)	89 100% (H)	94 100% (I)	32 100% (J)	124 100% (K)	126 100% (L)	152 100% (M)	98 100% (N)	28 100% (O)	67 100% (P)	95 100% (Q)	155 100% (R)	197 100% (S)	51 100% (T)
Portland	197 79%	39E 78%	39E 78%	42E 84%	29 58%	48BCDE 96%	25 71%	71 80%	79 84%	22 69%	96 77%	101 80%	119 78%	78 80%	17 61%	40 60%	95R 100%	102 66%	197T 100%	-
Not Portland	51 20%	10F 20%	11F 22%	8F 16%	20BDF 40%	2 4%	10 29%	17 19%	14 15%	10I 31%	27 22%	24 19%	31 20%	20 20%	11 39%	26 39%	-	51Q 33%	-	51S 100%
No answer	2 1%	1 2%	-	-	1 2%	-	-	1 1%	1 1%	-	1 1%	1 1%	2 1%	-	-	1 1%	-	2 1%	-	-

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(sig=.05) (all_pairs) columns tested BCDEF, GHIJ, KL, MN, OP, QR, ST

DHM Research: City of Portland Transportation and Neighborhood Intercept Survey - April 2015

Q12. Gender

		Zone					Age						Gender		Q8: Parking Difficulty		Q1:Resident		City	
	Total	SE Division	28th And Burnside	Hollywood	Mississippi	St. Johns	18-24	25-34	35-54	55+	18-34	35+	Men	Women	Very/ Smwht	Not Too/ NAA	Resident	Non Resident	Portland	Not Portland
Total	250	50	50	50	50	50	35	89	94	32	124	126	152	98	28	67	95	155	197	51
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
		(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)	(S)	(T)
Men	152	32	27	30	35	28	14	51	67GH	20	65	87K	152N	-	17	40	56	96	119	31
	61%	64%	54%	60%	70%	56%	40%	57%	71%	63%	52%	69%	100%		61%	60%	59%	62%	60%	61%
Women	98	18	23	20	15	22	21I	38I	27	12	59L	39	-	98M	11	27	39	59	78	20
	39%	36%	46%	40%	30%	44%	60%	43%	29%	38%	48%	31%		100%	39%	40%	41%	38%	40%	39%

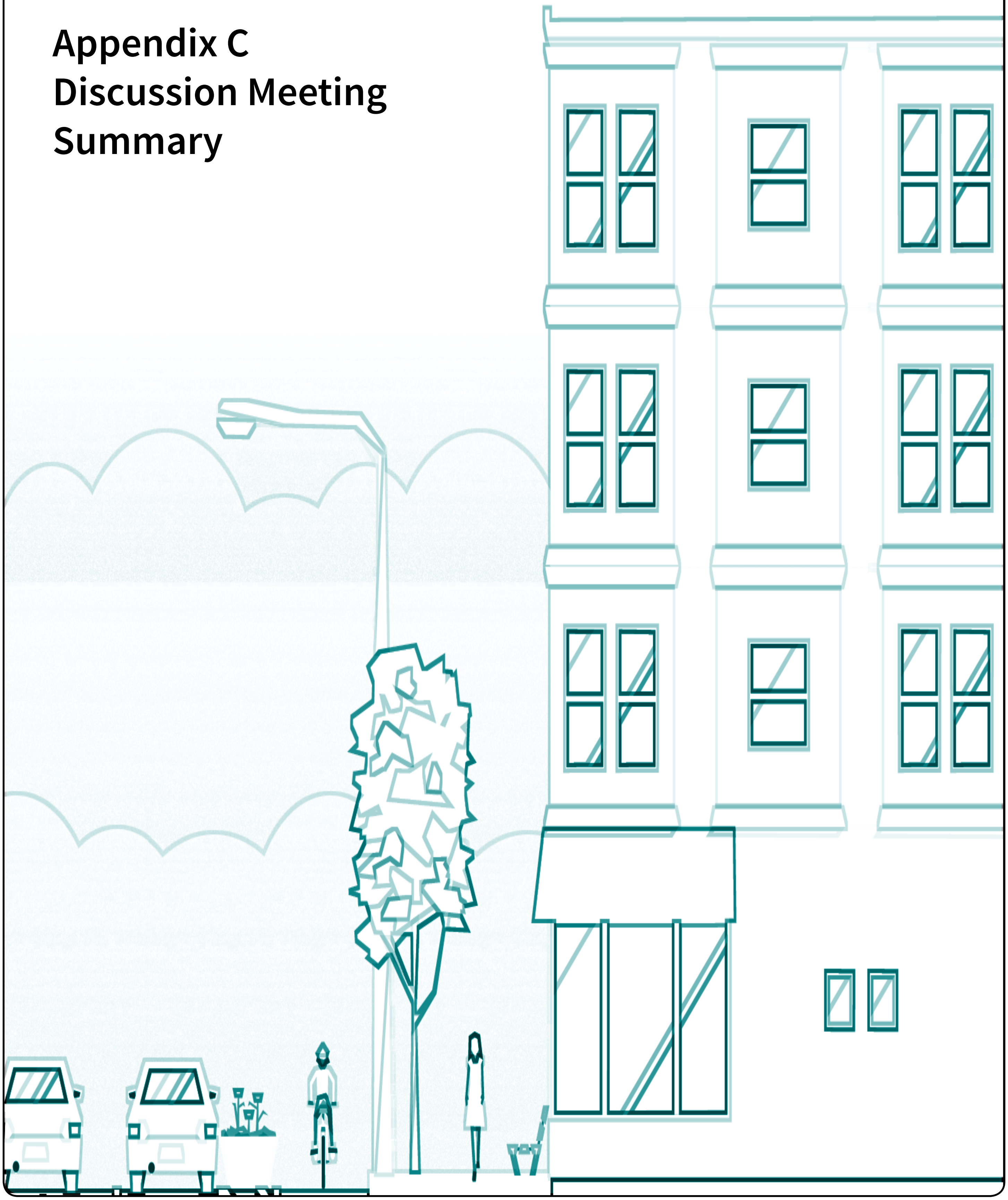
(sig=.05) (all_pairs) columns tested BCDEF, GHIJ, KL, MN, OP, QR, ST

Q13. Like to be entered in drawing

		Zone					Age						Gender		Q8: Parking Difficulty		Q1:Resident		City	
	Total	SE Division	28th And Burnside	Hollywood	Mississippi	St. Johns	18-24	25-34	35-54	55+	18-34	35+	Men	Women	Very/ Smwht	Not Too/ NAA	Resident	Non Resident	Portland	Not Portland
Total	250	50	50	50	50	50	35	89	94	32	124	126	152	98	28	67	95	155	197	51
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
		(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)	(S)	(T)
Yes	102	22	27DE	13	13	27DE	18J	42J	38J	4	60L	42	54	48M	11	21	47R	55	88T	14
	41%	44%	54%	26%	26%	54%	51%	47%	40%	13%	48%	33%	36%	49%	39%	31%	49%	35%	45%	27%
No	148	28	23	37CF	37CF	23	17	47	56	28GHI	64	84K	98N	50	17	46	48	100Q	109	37S
	59%	56%	46%	74%	74%	46%	49%	53%	60%	88%	52%	67%	64%	51%	61%	69%	51%	65%	55%	73%

(sig=.05) (all_pairs) columns tested BCDEF, GHIJ, KL, MN, OP, QR, ST

Appendix C
Discussion Meeting Summary



Portland Mixed-Use Zoning Discussion Group Summary

Overview

Two discussion groups were conducted by APG together with City of Portland staff. Participants were provided with an optional questionnaire of open-ended questions organized by community, building, and parking topics. The questionnaire was subsequently emailed to all online survey participants to ensure those that weren't able to attend a group discussion meeting had an opportunity to provide additional input.

The first discussion group meeting was held June 8th at the Center for Intercultural Organizing with five participants. The second discussion group meeting was held June 10th at the SE Uplift Building with six participants. Discussion group participants included both apartment tenants and condominium owners. While the meetings were small, at least one person from four of the five study areas participated, including SE Division, Burnside and 26th, Mississippi, and St. Johns. The emailed questionnaire received an additional five responses.

Summary

Discussion Groups

Group discussions and email responses supported survey findings and provided additional insight into people's perceptions of their neighborhood and buildings. Overall, people participating in the group discussions shared more in common over what they like (or dislike) about their neighborhood as compared to what they like (or dislike) about their building. For their neighborhood, they liked having access to nearby amenities and alternative transportation options and they disliked varying aspects of affordability. Regarding their buildings, participants provided a wider variety of opinions about what they liked or disliked, but secure bike parking and access some form of quality public or shared community space were two elements that were generally noted.

Neighborhood

In general, participants expressed resounding support for the access to nearby amenities provided by their location. Accessibility to commercial and public amenities by means of active or public transportation was a common reason among all participants for why they like their neighborhood. Common examples included being able to go to a grocery store, a coffee shop, restaurants, or a nearby park by walking or riding a bicycle. Participant also expressed a desire for a greater diversity of nearby amenities, particularly ones supportive of day-to-day activities or increase livability in the neighborhood. Example given included a shipping store, ATM, ZoomCare, and a convenient store.

Participants also like being close to downtown or having good public transportation accessibility to downtown. However, some participants expressed that transit wasn't frequent enough for them to use particularly on evenings and weekends, or that crossing busy streets felt unsafe as a pedestrian or bicyclist.

Affordability, or lack thereof, was a widely agreed upon limiting factor for living accommodations and neighborhood. Even though they liked their neighborhoods, , many participants expressed concern over not being able to afford to live there in the future due to short-term leases and rent volatility. Others mentioned the tradeoffs considered between commute time and community given affordability constraints and how that affected where chose to live.

Litter and garbage management was a concern for some participants. Several participants noted the need for additional public garbage cans and street clean up due to the proximity to commercial uses and transit. Some participants noted issues with intermingling garbage cans between building residents and ground-floor retail establishments. Participants generally expressed a desire to stay in their neighborhood long-term However, some noted concerns about the neighborhood continuing to change. Some would prefer to live in a single-family house either within their neighborhood or another with similar amenities.

Building

Discussions on building likes, dislikes, and desired amenities touched on several unique building features. The most commonly desired amenity between both discussion groups was additional or more secure bike storage. Participants mentioned how bikes have been stolen in the past or they're afraid their bike might be stolen in the future.

Shared community space or public space was another prominent discussion topic. Participants generally favored community or public spaces; they either had access to it and used it, or it wasn't available within their building and they wanted it to be. Several participants mentioned that nearby parks or public open spaces substituted for not having those amenities with their building. The delineation between public and private space appeared to impact the desirability of that space. Shared private areas (such as rooftop terraces) were described positively, but those areas that were shared with general public were not necessarily seen as an amenity to the residents. Similarly, a ground floor resident noted the need to have additional space/privacy between the sidewalk and the unit.

Parking & Car Ownership

All but two of the participants own cars for varying reasons. Some own a car for commuting to work, while some use transit for commuting and a car for other trips. Some participants noted that neighborhood amenities and accessibility allowed them to become a one-car household. Despite their car ownership, participants were not completely reliant on using it to reach their destinations. Most participants mentioned using some form of alternative transportation on a regular basis.

Most car owners in the group discussion were comfortable using on-street parking as far as a couple blocks away, further on a Friday or Saturday evening. One participant actively sought out a building with available off-street parking, while another participant had to make special arrangements with the property to install an electric car-charging station for their electric vehicle. Participants expressed mixed experiences with on-street guest parking, but everyone generally agreed it's important to them.

Of those that owned cars, the most likely condition for when they might no longer use a car would be better and more frequent transit access, particularly to their work destination. Access to more car-sharing services also appears to be a promising condition for no longer using a car, however some participants didn't fully understand the benefits or options available to them, highlighting the need for better education about these programs. The use of on-street parking permits would have a mixed effect on parking choices and car ownership. Most people expressed uncertainty over how it would affect their decisions. Interestingly, several participants are currently opting for on-street parking rather than paying for the relatively expensive on-site parking available at their building. This preference appears to be reflected in the result of the Parking Survey below.

Mixed Use Tenant Discussion Questions
Responses by email

Some respondents did not answer all questions. All responses that we did receive over email are included below. One tenant who participated also followed up with additional thoughts – her email is included below.

Name & Building

[redacted]

Topic 1 – Your Neighborhood

1a. What do you like about your neighborhood?
- I am right next to a park, and I can walk to the library, a grocery store, the post office, and public transportation
- Access to MAX and various bus routes is easy due to Hollywood transit center and Sandy Blvd. Great mix of generations in the neighborhood. Lots of parks within walking distance. Great farmers market year round. Senior center, library, community center, various yoga and exercise facilities, small, eclectic shops (although these are disappearing), wonderful coffee shops!!!!
- Walkability/resources/location relative to the rest of the city/excellent transportation options + the vibe, especially pre-gentrification but even now
- Walkability, bikeability, several great restaurants/bars/ice cream shops/pie shops. Proximity to downtown and ease of biking to work

1b. Would you change anything?
- Provide safer pedestrian use for families and seniors!!!! Traffic is too fast on Sandy, Tillamook, Halsey, 42nd, etc. Add clothing and shoe stores. Provide training to everyone in communications with homeless, vagrants, alcoholics and drug users. We need a resource center for assistance for all of us. We do have a low income residence here but don't know much about it
- Lessen the landlord's growing greed
- I would prefer to see fewer high-end boutiques and more practical services/food establishments for people who live in the neighborhood. The new ZoomCare on Division is a positive step in that direction. In essence, less focus on drawing outside folks to the neighborhood and more on how to make the neighborhood livable for the surrounding community
- We really need an ATM and a shipping store on Division Street (UPS Store, FedEx, etc.) I have to get in my car during my workday in order to complete bank deposits or client mailings. I'd also love to have a few more corner stores where we could pick up a gallon of milk or a lemon on the way home, to save a trip to the grocery store. This kind of corner store could also offer take out dinners. Division Street has

fine dining covered, but there's a lot that could be done to help the regular working folks who live in the neighborhood

1c. Do you like to walk to shopping, transit, restaurants, parks, or other entertainment? If not, what would make it a more positive experience? What about biking?
- Love to walk and use transit. Wish evening transit frequency was increased for 9 to 11:30 pm
- Yes - I walk nearly everywhere + take buses & trains; I'm no longer a bicyclist (knee injury took me out)
- YES, I love walking and biking everywhere!

1d. Do you see yourself staying in the long-term? Why/why not? What do you aspire to in a living situation?
- Absolutely
- I've been in this apartment eleven years - if the greed sparked by current population influx prices me out, I'll be VERY unhappy; I'd like to live here the rest of my life. Increasing gentrification (invasion of actual/nonfiction Portlandia types) does not deter me; this IS the living situation I aspire to
- Maybe, maybe not. We love the apartment and the location, but long for a garden/outdoor space beyond just a little balcony. What if more new developments were built with rooftop gardens for residents to use for hosting and for growing fruit and vegetables?

<u>Topic 2 – Your Building</u>

2a. What do you like about your building?
- Location, accessibility, security, management, eco-friendly fixtures and appliances in units
- Quiet/mostly friendly neighbors/mixed income tenants/variety of shapes & sizes of apartments/exceptionally good maintenance staff
- Sustainable design (it stays so cool in the heat!), internal courtyard, location, size (not too tall or too many units), bike room

2b. What amenities/features of the building do you find the most useful or enjoyable?
- The location
- Central, shared rooftop patio with garden and grill. Small workout gym on ground level. Washing machine and dryer are small and in the unit
- Maintenance staff/being above the library
- Bike room, fire pits (I wish they were on more often!), layout of the apartments.

2c. Does your building have any outdoor space? If so, is it shared or private? Do you use it very often? If it doesn't have any outdoor space, would you value that?
- It does have some outdoor space, but it is not very usable. It's the court yard to the garages. I wish that there were pleasant areas where neighbors would gather more naturally. Still, there is a park on the north end of the complex
- Yes! Love it. Use it in the am. Like to weed in the garden
- Yes - a "terrace" on the second floor. There are some separate/private sections, but it's mostly shared by all tenants. I don't use it often, but I enjoy it - plants, open air, etc.
- Yes, shared, but it's an internal courtyard with minimal seating. I would LOVE to have a rooftop space or yard space that could be reserved for hosting friends/family for dinner, and potentially a space for growing food

2d. What would you change if you could?
- There are windows, but many of them don't open.
- Wish fellow tenants knew how to live with others :-(. But that happens everywhere doesn't it?
- The landlord's increasing greed
- See 2c: I would LOVE to have a rooftop space or yard space that could be reserved for hosting friends/family for dinner, and potentially a space for growing food
- (Division) I would like to eliminate the pot smell that drifts into my office from the neighboring business. I am concerned that they are building an outdoor patio behind the building. I really like SE Portland, but secondhand pot smoke could ultimately drive me away. It's really not appropriate for a professional office

Topic 3 – Driving & Parking

3a. How do you make most of your trips… to work? To the grocery store?
- A combination of walking, public transportation and automobile.
- Walk
- Walking/public transportation
- Trips to work are almost exclusively by bike. Trips to the grocery store are typically on foot, though occasionally by car.
- We walk to work every day, but drive to the grocery store so that we can carry more bags to feed our family

3b. Do you own a car? (Y/N)
- Yes
- No
- No
- Yes
- Yes

3c. If YES: How often do you use the car? What kind of trips do you use it for?
- 4 to 5 times a week
- We use our car often on the weekends and only occasionally during the week. We love hiking and backpacking, so use the car often for trips out of town. We also have family in the SW hills, so we go to visit them regularly. Otherwise, the car is used for running occasional errands
- We primarily use the car for grocery shopping and driving the kids to extracurricular activities (baseball games, music lessons, etc.)

3d. If YES: Where do you park? What influences your choice – convenience? cost? availability? Has parking been a problem?
- I have a garage, but I park on the street. The garage is small and my vehicle is a mini-van. It would be a challenge for me to get it in the garage, and I don't want to risk damaging the building. I would buy a smaller car but I can't afford to. (The van is old and I drove it here when I moved from Michigan two years ago)
- We park on the street. There were no spots available in our building when we rented, though at $100/month, the cost seemed extravagant given that we could park around the corner for free
- We keep our car at home, a few blocks away from our office. We have a terrible problem with people

parking in front of our garage. We have to tow people away several times each month. Parking Enforcement does not patrol this area very often, and they close at 7pm. Response times later in the evening from Portland Police can vary dramatically, and this has been a huge inconvenience. In addition, I am very concerned about the visibility at intersections where people can park right up to the corner. This makes it very difficult to drive through an intersection, when I cannot see oncoming bikes and cars.

3e. If YES: If on-street parking became "permit only" with a fee, how would that affect your choices?
- It would be problematic for me
- That's fine. I think the city should charge a modest fee and have permits for residents
It would not affect my personal choices. As a business owner, I would like to make sure that any parking time limits would be long enough for me to complete my 90 minute meetings. We would need 2 hour parking at a minimum. I'd love it if there were a dedicated lot for customers of the Division Street customers

3f. If Yes: can you foresee a time when you would no longer need your car? What would have to change to make that possible?
- If bus service to town were more frequent and efficient, I would be driving a lot less. (The 4 bus is frequent it takes a long time to get to town from St. Johns. The 16 is great, but it is not very frequent especially later in the day)
- No, we like to be able to take the car for the weekend to go camping/backpacking, and want to be able to make an impromptu trip around town when we need to. I also occasionally need to use my car for work, and need to store work materials in it overnight, which makes renting difficult
- After my kids are independent and no longer need me to drive carpool

3g. If NO: Have you owned or had a car before? What made you decide to be car free?
- Yes. It's been a goal for a long time. When I moved in here, I could act on it
- Sure, I had a car; I gave it away in 1974 because the money and attention it required were more than I cared to give to it. Also, then - as now and, luckily, in all years since - I lived where there was good public transportation

3h. If NO: Are there situations when you think you need to own a car? What do you find to be most difficult about not owning a vehicle?
- Infrequent but schedules
- I use Zipcar for those situations. There is one right behind this building and another only 2 blocks away.
- I never think I need to own one - I sometimes think I need to use one; then I borrow or rent - but this "need" is quite rare (I don't drive more than half a dozen times in a year). I also can ask a friend to drive me somewhere, but I rarely do. Sometimes I go places with friends in their cars - to hiking trails in the Gorge, for instance; I give them some money for gasoline. Every now & then I need to think seriously about how to reciprocate, since I can't give THEM rides

3i. If NO: Do you foresee a time when you would wish to own a car?
- No!
- Nope. If I'm wrong and that situation develops, I'll be out of luck - by then I'll be too old to drive anyway

<u>Topic 4 – What else would you like to discuss?</u>
- Yes, if you have any direct line to traffic management, please tell them that we need flashing lights at

the 45th and Sandy crosswalk. It is used by bicyclists, families, students and seniors. Farmer's market day is particularly scary. I wear a reflective vest and wave a bright green shopping bag which I wave when I'm standing in the walk. Drivers are so focused on beating the light at 44th (going west) or the light at 47th (going east) they zip right past. My greatest wish is that they would reduce the traffic speed like they did on Fremont. 35 MPH IS TOO FAST!
- I'd like to believe these surveys and the meetings/conversations you're having will have actual impact; how will folks know if that's the case?
- Nothing else! I think the new development is good for Portland, though I understand the animosity around traffic and parking. I do think our building should have more parking for residents, and at a lower cost

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Email follow-up from one discussion attendee:

Madeline, good to meet you and your team last night.

Below is the link to the OPB discussion that was mentioned during the group discussion on Monday night:

http://www.opb.org/radio/programs/thinkoutloud/segment/how-dense-tall-should-pdx-be/

The representative from City of Portland in the interview is Joe Zehnder.

In further thoughts about living in a mixed-use building are as follows:

- Those who own in a mixed-use building have a different relationship to their community compared to those who rent. Our building is 95% owner-owned and we are all invested in the community around us, we know our neighbors by name and our neighborhood association.

- More consideration to manage differences/tensions between retail (particularly bars and restaurants) and residents in the same building - what is the recourse for settling differences/defusing tension between the two?

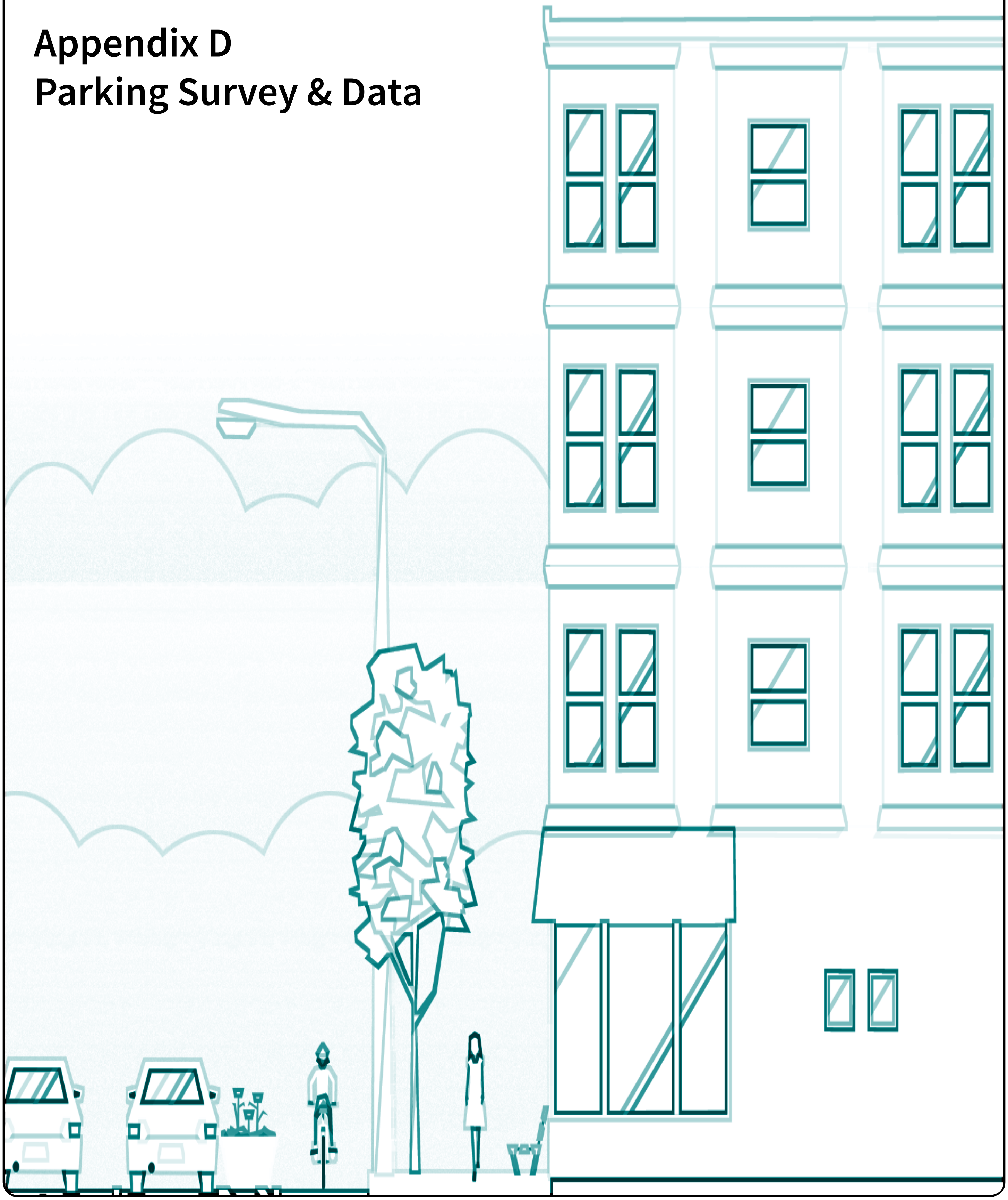
- Trash management & rodent control - are there laws in place to take these into consideration in mixed use buildings, particularly for bars and restaurants. What department oversees this and is there a way for residents to report irresponsible retail neighbors (and vice versa)?

- Some ideas for mixed-use building enhancements: spots for charging electric/hybrid cars, car-sharing/bike-sharing parking spots, green roof/living roof finish (or rooftop community garden)

Thank you and your team for your careful consideration and thoughtful way forward.

Best,
[redacted]
Kerns resident

Appendix D
Parking Survey & Data



									MIDNIGHT (PEAK)		9:00 AM		RATIO	RATIO
Building Name	Centers & Corridors Study Area	Address	Survey Date	Units	Units Occupied	% Units Occupied	Built Parking Stalls	Cost per stall (monthly)	Stalls Occupied (% Occupancy)		Stalls Occupied (% Occupancy)		Built Stalls per unit	Actual PEAK DEMAND per occupied unit
The Beverly	Sandy	2025 NE 44th Ave	4/16/2015	53	47	89%	62	$ 75.00	32	52%	12	19%	*1.17*	*0.68*
Burnside 26	28th Avenue	2625 E Burnside	4/21/2015	135	123	91%	52	$ 160.00	43	83%	27	52%	*0.39*	*0.35*
The Prescott	N/A	1450 N Prescott	4/23/2015	155	148	95%	101	$ 75.00	87	86%	42	42%	*0.65*	*0.59*
2121 Belmont	N/A	2121 SE Belmont	4/28/2015	123	122	99%	126	$ 125.00	77	61%	48	38%	*1.02*	*0.63*
			COMBINED TOTALS	**466**	**440**	**94%**	**341**	**$ 108.75**	**239**	**70%**	**129**	**38%**	***0.73***	***0.54***

Final Draft