

## Survey Response Summary

### Overview

On November 14, 2019, the Artesia and Aviation Corridors Area Plan (AACAP) was presented to the North Redondo Beach Business Association that included more than 30 local business owners and community members. The Plan was well received overall, with discussion primarily focused on the proposed street designs, parking, and incorporating strategies for revitalization from the Association’s past efforts.

More recently, the City of Redondo Beach hosted a community workshop on February 27, 2020 to facilitate a discussion and obtain feedback from the broader community related to their concerns and desired improvements for Artesia and Aviation Boulevards. Between February 21, 2020 and March 31, 2020, the City also solicited feedback from the public in an online survey. The online Survey identified the possible implementation actions for future improvements to the corridors identified in the AACAP, and asked community members to prioritize them in order of importance. The following is a summary of the input received as a part of the online survey. Additionally, a separate summary of comments received at the community workshop is provided as Appendix C and are complementary to the survey results provided here.

### Who Responded?

As shown on the graphs in the following pages, the survey garnered 156 unique responses from residents and business owners. Approximately 93 percent of respondents live in Redondo Beach, with 83 percent from North Redondo and 17 percent from South Redondo. Additionally, 22 percent of respondents work in Redondo Beach. Participants were represented almost equally from each age range; participation from most age groups generally ranged from 20-27 percent (see charts, Page 2).



*The AACAP Open House included a detailed presentation of the Plan, followed by a question and answer session.*

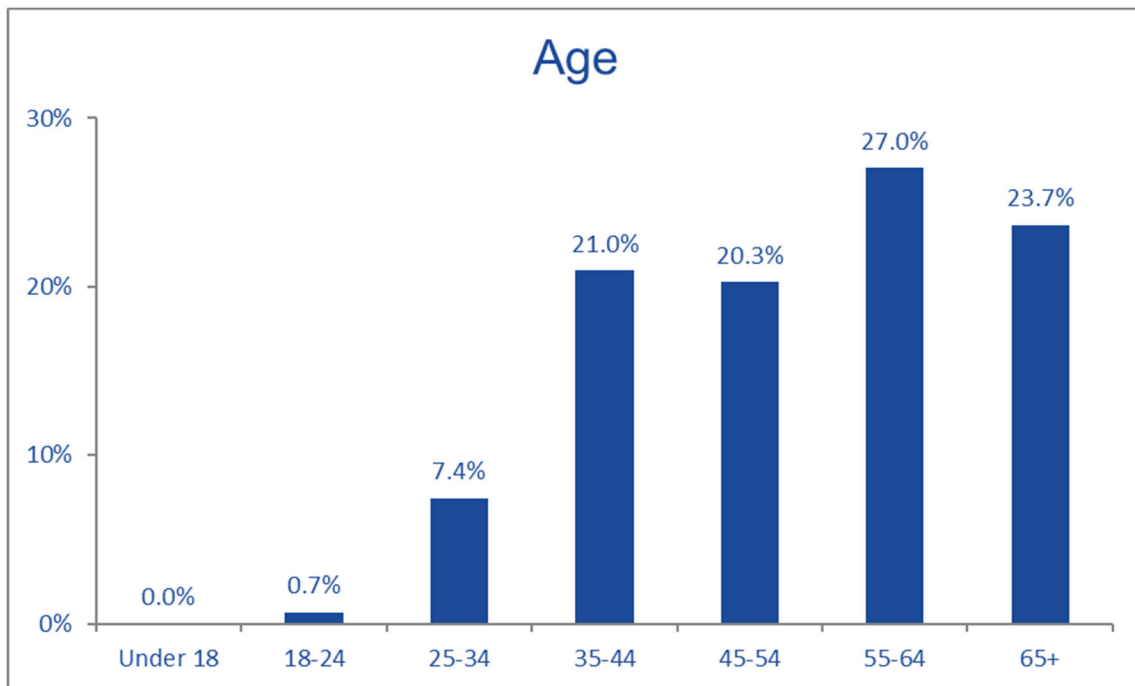
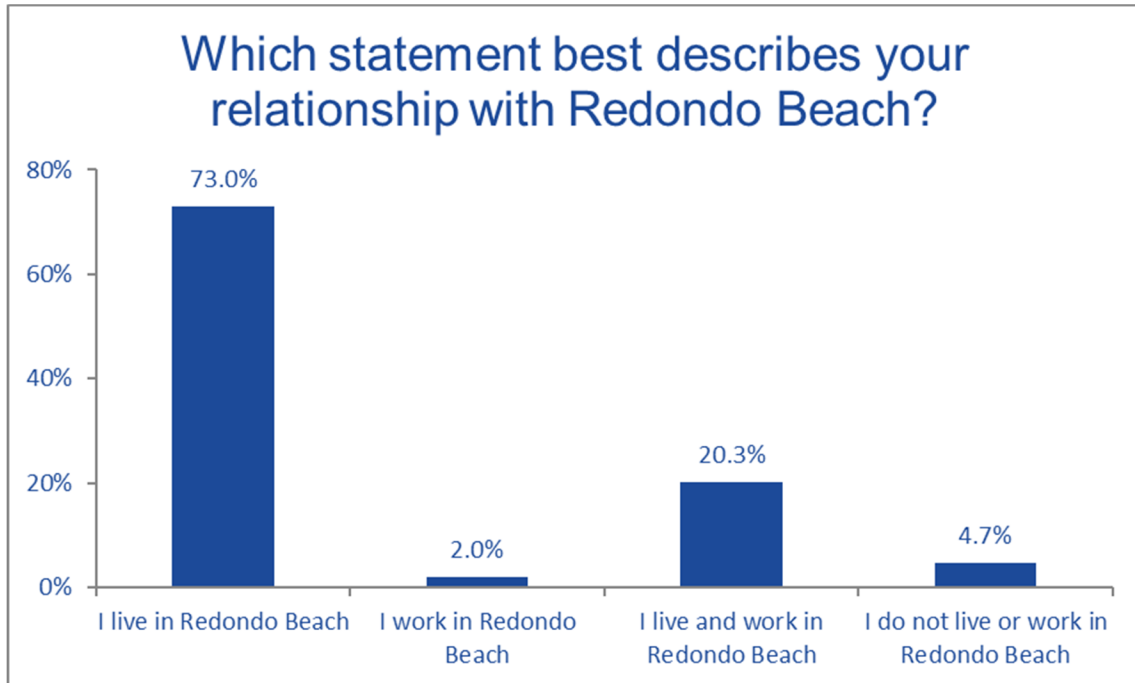


*Table displays allowed Open House attendees to learn more about the AACAP elements and have questions answered by City Staff and consultants.*

## Survey Response Summary

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### Characteristics of Survey Respondents



## Survey Response Summary

### Implementation Actions of Highest Priority to the Community

The 39 detailed implementation actions identified in the AACAP were grouped into 11 broader categories. Each generally focused on economic enhancement or physical/placemaking attributes. Participants were asked to rank the implementation categories in order of importance for the City to prioritize as funding (and required resources) become available. The specific actions related to each of the broad categories are provided in Appendix A of this summary for ease of reference. Each implementation category was scored based on respondent rankings; an implementation category received 11 points for being ranked first, 10 points for second, 9 points for third, and so on, with the lowest ranked action receiving 1 point. If respondents did not rank an item, it was given 0 points. Aggregate scores were calculated by multiplying the total number of first, second, third, etc. votes by the corresponding point values and summing the resulting totals.

### Results Summary

Using the scoring method described above, survey respondents prioritized the implementation categories as noted in the table below (aggregate score in parenthesis). The three highest ranked categories generally focused on economic enhancements intended to assist and improve existing business in the corridor. The next cluster of priorities generally emphasized the pedestrian and biking experience and physical improvements that could be made to increase the safety, activity, usability and vitality of the corridors.

### Implementation Categories of Highest Priority in the AACAP Area as Identified by Survey Respondents

1. Initiate strategies to visually enhance the corridor and create a cohesive identity (1085)
2. Revise zoning or approval processes to encourage new uses or improvements (1083)
3. Provide assistance or incentives for businesses (1061)
  
4. Enhance pedestrian comfort and safety throughout the Corridors (983)
5. Improve the social experience to encourage more visitors (959)
6. Expand walking and biking access to the Corridors (926)
7. Develop a long-range parking strategy to optimize use of space (869)
  
8. Identify potential funding sources for each implementation action (729)
9. Develop strategies to address signage in the Corridors (712)
10. Improve transit access to and from the Corridors (603)
11. Publicize and promote improvements (574)

## Survey Response Summary

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### Other Things to Consider

Since the survey was designed primarily as a prioritization exercise, community members were encouraged to submit any additional comments to the City via letter or email. Subsequently, the City received a handful of written comments, which are summarized below. All comment letters received are attached to this summary as Appendix B.

- AACAP should include recommendations to “green up” the corridors
- AACAP does not address issues experienced by residents who commute out of Redondo Beach for work; some recommendations make commutes more challenging, such as expanding non-motorized infrastructure
- Strategy for Artesia seems to pit pedestrians/cyclists against drivers
- Consider penalties for owners with persistently vacant parcels
- Do not sacrifice on-street parking for pedestrian/bicycle amenities
- Consistent, prominent signage is necessary to help all road users identify stores
- Proposed streetlet on McKay is ill-advised; intersection with Artesia is very busy

# APPENDIX A

The following Implementation Actions are included in the AACAP and were provided to survey participants for reference purposes when they were identifying their top priorities for the corridors. Tags were included at the end of each bullet point for easy referencing with the Implementation Actions table in Chapter 6 of the AACAP document.

### **Initiate strategies to visually enhance the corridor and create a cohesive identity**

- Develop a Corridor brand and marketing strategy [PM.13]
- Adopt and implement design guidelines for buildings [PM.4]
- Continue Public Art initiative [PM.20]
- Construct gateways and monumentation [PM.17]

### **Revise zoning or approval processes to encourage new uses or improvements**

- Streamline applications and expedite permitting for preferred uses (sit down restaurant & office uses) [PM.2]
- Increase commercial intensity within the corridor [PM.6]
- Relax parking requirements for outdoor dining in Activity Nodes [PM.11]
- Establish on-site public open space for commercial properties [PM.23 & PM.25]
- Identify strategies to dedicate/preserve private land for public use [PM.24]

### **Provide assistance or incentives for businesses**

- Establish a Business Improvement District to encourage reinvestment [PM.1]
- Offer low cost loans to finance tenant improvements [PM.3]
- Continue storefront improvement program [PM.12]

### **Enhance pedestrian comfort and safety throughout the Corridors**

- Conduct a study to identify where mid-block crossings would improve access and safety [MO.9]
- Based on results of the crosswalk study, install mid-block crossings [MO.10]
- Identify locations to install overhead street lighting and/or enhanced crosswalks to improve nighttime visibility [MO.11]
- Conduct a local access study to assess impact of driveways on walkability and safety [MO.6 & MO.7]
- Establish maximum width of curb cuts and encourage property owners to consolidate driveways to make for more consistent walking paths [MO.8]
- Evaluate impact of drive-thru businesses on walkability and safety [MO.20]

## Survey Response Summary

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### **Improve the social experience to encourage more visitors**

- Establish a pilot program for outdoor retail display permits within Activity Nodes [PM.10]
- Extend and implement existing Sidewalk Dining Permit Program within Activity Nodes [PM.9]
- Engage designers and/or artists to install a unique “family of streetscape amenities” [PM.21]
- Encourage developers to engage artists/designers to integrate art into new projects [PM.22]
- Install a temporary pilot streetlet; install additional streetlets if feedback is positive [PM.5 & MO.13]

### **Expand walking and biking access to the Corridors**

- Study feasibility and allow pedestrian pass-through routes to connecting residential properties from adjacent commercial development [PM.7 & PM.8]
- Determine optimal location for, and install, bike parking throughout the Corridors [MO.14]
- Require new projects to provide bike parking [MO.15]
- Designate Mathews Avenue and Vanderbilt Lane as bike boulevards [MO.16]
- Determine feasibility and strategy to install bike lanes along Artesia and Aviation corridors [MO.17]

### **Develop a long-range parking strategy to optimize use of space [MO.4]**

- Conduct a detailed parking study to identify opportunities for shared off-street parking [MO.2]
- Study, identify, and establish future rideshare and autonomous vehicle pickup/drop-off zones [MO.5]
- Require private development projects to study/utilize shared parking/drives when feasible [MO.3]
- Reduce parking requirements in Activity Nodes, where feasible [MO.1]

### **Identify potential funding sources for each implementation action [FU.3]**

#### **Develop strategies to address signage in the Corridors [PM.14]**

- Allow A-frame sidewalk signs within Activity Nodes [PM.15]
- Install wayfinding and identification signage [PM.18]
- Establish and implement a banner program similar to Riviera Village [PM.19]
- Provide incentives for businesses to comply with/participate in Signage Master Plan [PM.16]

#### **Improve transit access to and from the Corridors**

- Install curb extensions to accommodate transit stops [MO.18]
- Pilot a trolley service between Activity Nodes and the Galleria [MO.19]

#### **Publicize and promote improvements**

- Keep the community updated regarding new grants, incentives, or City-led initiatives proposed in the corridors [FU.1]
- Release an annual report documenting implementation progress, challenges encountered, and analysis of impacts on the community [FU.2]

## APPENDIX B

Other Things to Consider: Additional Comments Received  
From The Community

## Lina Portolese

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**From:** Barbara Epstein [REDACTED]  
**Sent:** Wednesday, March 4, 2020 9:42 AM  
**To:** Planredondo  
**Subject:** Draft AACAP Comments for GPAC

[City Logo] ATTN: Email is from an external source; Stop, Look, and Think before opening attachments or links.

Thank you so much for including me in the survey.

After reading it carefully, I find it hard for me to respond.

I have recommended "greening up" Redondo, especially North Redondo, in the past, but did not see this idea mentioned in the survey.

Sadly, up until now, there has not been much space provided for planting anything along Artesia that I recall.

Whatever you can do in "greening" this area to add the missing beauty and charm of Nature here would be much appreciated.

Thank You For Your Efforts,



Barbara Epstein  
Redondo Beach

Sent from my iPad



**RE: Draft AACAP**

**Thank you, in advance, for your consideration of my input.**

**Lisa Falk (31-year Redondo Beach resident)** [REDACTED]

From AACAP (Artesia & Aviation Corridors Area Plan) "Artesia Boulevard...the hub of North Redondo, providing...amenities to meet the daily needs for nearby residents. With about **12K people living within a quarter-mile** walking distance of the Corridor, and **22K people within a half-mile** bike ride, this segment of Artesia Boulevard has potential to become a thriving, pedestrian-oriented destination where residents and visitors come to fulfill their daily needs, relax in public, encounter familiar faces, and meet new people; The area surrounding the Corridors is primarily residential; The Artesia Corridor is primarily multifamily developments with a handful of single-family homes scattered throughout the neighborhoods. The Aviation Corridor is generally surrounded by tall and narrow single-family homes to the north and a mix of single-family and 2- to 3-unit lots to the south.

**The AACAP area** currently **serves** primarily two groups of users: residents who live nearby and use the amenities offered along the Corridors, and pass-through drivers who use the Corridors to get to and from destinations outside of the Area Plan."

**AACAP refers to "pass-through drivers" – as though THEY aren't ALSO residents?! There is a LOT of overlap - it isn't two separate groups!**

"...average daily traffic counts along **Artesia Boulevard** range between **33,000 and 36,000** vehicles per day...**Aviation Boulevard** within the AACAP area is also designated as a major arterial...daily traffic counts range between **32,000 and 37,000** vehicles per day.

**UNADDRESSED REALITY: From the 2019 SCAG Profile of the City of Redondo Beach:**

**"9.4% work and live in Redondo Beach, while 90.6% commute to other places."**

(That is about 30,000 people (per their chart) leaving and returning to RB every weekday.)

**"Between 2007 and 2017, the number of professional and management jobs in the city decreased by 12.7 percent."**

**In 2018, 42.9 percent of Redondo Beach commuters spent more than 30 minutes to travel to work ONE WAY.**

Over 31 years living in Redondo Beach, I have attended CSUDH, UCLA and worked in Palos Verdes Estates, Hermosa Beach, Torrance, Harbor Gateway, Long Beach, Downtown LA, West LA, Westchester and El Segundo. I have NEVER worked in Redondo Beach. My current commute of 6.5 miles has increased over the last 12 years from 20-25 minutes to 35-50 minutes.

Redondo Beach lacks corporate jobs. Until this changes, 30,000 people must all drive in and out on only three north south routes – beach route (Catalina – Hermosa Ave etc.); PCH which is at a standstill; Prospect to Aviation which is also often at a standstill.

**YET** - when I go and return – I stop along these routes to shop, pick up take-out, and otherwise utilize the retail businesses along these corridors. **REMOVING PARKING** to replace it with spaces for motorized bikes and scooters will hugely hinder my ability to utilize those stores and services!

If you want people to utilize electric bikes and scooters, if you want walkable/bikeable neighborhoods, we **MUST** stop with the unending push for residential infill and instead make serious attempts to attract corporate business - so that residents don't all have to **LEAVE AND RETURN** to Redondo Beach every day.

Instead of ideas that will likely make the commute more miserably sickening\* than it already is – why don't you work with MB to figure out how to flip a lane to better accommodate the morning northbound and evening southbound traffic? Or with Hermosa Beach to facilitate easing the disaster of un-synchronized & prolific traffic lights between Herondo and Aviation during commute hours?

There seems to be a huge lack of recognition of the ubiquitous commuting reality for residents of Redondo Beach. Which initiative/plan focuses on solving, or at least easing, that overarching issue?

You can't just say "there are 22,000 people within a half mile" when working adults are commuting and therefore absent from the city most, if not all day - utilizing stores and restaurants only on out-and-in-bound travel and weekends - AND plan to incentivize the removal of parking for cars in favor of parking for electric bikes and scooters – we aren't commuting on those!

\*Articles on the negative health effects of time spent commuting. (In SoCal, the gridlock means we cannot measure "distance" in miles – we must measure it in time – which is ever increasing!

This draft plan needs to more completely address the reality of life in Redondo Beach, and not act like there are 22,000 independent residents, always home in this area, waiting for walking/biking/relaxing areas in which to socialize at the expense of realistic endeavors to reduce commute times and parking availability for automobiles.

[https://www.ajpmonline.org/article/S0749-3797\(12\)00167-5/fulltext](https://www.ajpmonline.org/article/S0749-3797(12)00167-5/fulltext)

"...Results: Commuting distance was negatively associated with physical activity and CRF and positively associated with BMI, waist circumference, systolic and diastolic blood pressure, and continuous metabolic score in fully adjusted linear regression models. Logistic regression analyses yielded similar associations; however, of the models with metabolic risk indicators as outcomes, only the associations with elevated blood pressure remained significant after adjustment for physical activity and CRF." (CardioRespiratory Fitness)

<https://well.blogs.nytimes.com/2013/10/28/commutings-hidden-cost/>

"...A recent study ... showed that as these distances increased, physical activity and cardiovascular fitness dropped, and blood pressure, body weight, waist circumference and metabolic risks rose...provided causal evidence for earlier findings that linked the time spent driving to an increased risk of cardiovascular death ...found that the longer they commuted by car, subway or bus, the more health complaints they had. Lengthy commutes were associated with greater degrees of exhaustion, stress, lack of sleep and days missed from work."

<https://www.theloop.ca/if-your-daily-commute-is-this-long-chances-are-youre-going-to-burn-out/>

"...The time it takes to get to and from work contributes majorly to a worker's burnout risk, according to a study out of the University of Montreal. The severity of the burnout depends on commute distance, the mode of transport (whether by car, train, bus, or bike), and whether you commute in a rural or urban area...When a commute lasts longer than 20 minutes, chances are high you will eventually suffer burnout. Above 35 minutes? You're pretty much guaranteed. For people travelling by car, the larger the city, the more stressful the commute ... passengers are more likely to be stressed out than drivers. "Carpooling reduces the passenger commuters' sense of control, which causes them more stress before they've even arrived at work," Barreck said...If you're thinking "Don't look at me, I take the bus/subway!" with a smug smirk on your face, think again...People taking public transit in major urban centres ... (though we can say from experience it's a different sort of hell), according to the study. Because there are more options, and trains/buses leave at multiple times during the day, it's not as stressful for the commuter, but other things make up for that ... like congestion, traffic, rudeness, people who eat McDonald's on the subway ... sorry, we're getting away from ourselves here.

So what if you cycle to work? You're damned if you do, damned if you don't. On one hand, in the city, there are more bike lanes and bike-friendly streets but increasingly more congestion and chances for accidents with cars. In the suburbs or country, there aren't many bike lanes, but you're generally safer as long as you're a conscientious rider."

**From:** Holly Osborne [REDACTED]  
**Sent:** Monday, March 30, 2020 10:55 PM  
**To:** Sean Scully <[Sean.Scully@redondo.org](mailto:Sean.Scully@redondo.org)>; Lina Portolese <[Lina.Portolese@redondo.org](mailto:Lina.Portolese@redondo.org)>  
**Subject:** Fw: Artesia Survey

I just finished reading the WHOLE plan, and then I took the survey, and there was NO opportunity to input comments, so here they are.

There was a lot of work put into the plan (thank you) Here are my points, not in order,

1. As I was reading it, I noticed a conflict, Artesia is a main corridor. Were we trying to make the businesses more friendly to cars, so that drivers would be inspired to stop and shop, or more friendly to pedestrians? Those are two different strategies.
2. If you were trying to make it **so the businesses would be able to attract more customers from cars**, then to me, the best parking strategy is where you have a "mini lot" in front of a group of stores. Then as you are driving down Artesia, you see the "mini strip mall" where your store is, you drive in and you park, and you have about 8 stores available to you. (This is like the situation on the North side of Artesia, near Emerald Garden, at one end, and a burger "slider" at the other end. But note: NOT ALL STORES FACE THE STREET, which you said was one of your goals. The stores are in a U shape around the parking lot. (You don't **need** the stores to face the street!) The important part of this is the signage. You must have one big sign that identifies each store that is in the "mini strip mall" so that drivers (me) can see it without constantly turning my head.

The important part of the lot is you can enter and exit without backing up. There are some stores that have a driveway so narrow and a lot also narrow, that once you get in, you cannot turn around and get out. That is the situation, also on the North side of Artesia, near where there is a fitness center. I accidentally drove into it one time (I got out with great difficulty, and scraped my almost brand new car against a pole.)

If I had a magic wand, if there were two stores like that next to each other, I would make them tear down any wall between them, and make a wider driveway, (and a wider lot behind the stores.) If these stores come up for sale, if any of them are owned by a single landlord, you should make them regroup the stores, somehow.

3. Absolutely no more mixed use, You made the right call on that one. The problem with mixed use is, the residential part of it drives the cost so high, that the builder has to build high to make a profit, but that also makes them more expensive, And also he can't rent the store "cheap", to put in something useful, etc, etc. You know the problems with vacant mixed use stores!

4. Please make the **stores have their street number somewhere obvious**, on the front door.

5. Back to FAR. You wanted to increase it. I read a paper that said, if you have a land owner who has a vacant lot,, then threaten to DECREASE his FAR for every month he has it vacant. That would get him to rent it out/develop it.

6. If you wanted the street to be pedestrian friendly, I suppose that is where all those requirements came in about making the stores face the front of the street, etc. But frankly, to do all the pedestrian friendly, bike friendly things you want, you would have to have a super magic wand and make Artesia Boulevard wider. (I read somewhere that the reason some German cities have such nice planned streets was that they had some unplanned demolition in the 40's, and had to start over. I do not see that on Artesia.). I just do not see the feasibility of this, and I do not want to eliminate on street parking.

7. **More about parking, and number of spaces.** On page 21, you talk about the number of parking spaces (and reference Appendix A, which I do not have.) You say else-where that we are over-parked, i.e. have too many spaces, But that cannot be totally true, else why did you add a parking lot near the Bike Path?

For the businesses that existed (use the beginning of 2019 for a time frame) how many parking spaces for the Artesia businesses did we have, and **how many were we supposed to have?** (I am going to assume that some of the businesses have been there so long, if they were short on parking, they were just grandfathered it.)

Part of the reason I am asking this is, at the forum you had a Perry Park in January, it was mentioned how difficult it was to find a buyer for Kurt's hardware , because of the parking situation. I asked how many spaces did Kurt's have, and how many were needed. It turns out, there are 21 spaces. (The man sitting next to me supplied that answer. He was a real estate agent, and was in a position to know.) So, is 21 spaces for a new hardware store enough? Or did a potential buyer want a different use which required more? I did not get any specific answers to the question, about which type of businesses require more spaces than others; and which type of businesses that site (Kurt's hardware) had enough spaces for.

I had better send this off , before March 31. You may pass this on to whoever else is interested.

Holly

## Lina Portolese

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**From:** lisa [REDACTED]  
**Sent:** Friday, February 28, 2020 5:57 PM  
**To:** Planredondo  
**Subject:** Draft AACAP Comments



*ATTN: Email is from an external source; Stop, Look, and Think before opening attachments or links.*

Hello,

I was unable to attend last night's meeting and have the following comments on the plan.

- I am in overall agreement with the goals and elements of achieving them.
- I prefer the approach of the other beach cities to use consistent street signs throughout the city. Given that Redondo is not taking that approach, I'm not sure why the signage has changed on Artesia and nearby streets but not on Aviation Blvd.
- I think the streetlet on McKay and Artesia is a bad idea.
  - The location is very busy and loud and I would not want to spend recreation time there, especially with the bike path/SCE easement so close by. Adding allowable elements to the easement would be much more appealing and economical
  - McKay is very busy and represents a route for the nearby school. Cutting off access to Artesia would greatly worsen traffic at drop off and pick up times.

Thanks for all the work that has been done so far.

Lisa Soncotski

# APPENDIX C

Summary of comments received at the AACAP workshop.

## Circulation & Parking

### Comments in Q&A & Discussion at Table

- Resident asked about permit parking, issue with employees of the Chick-Fil-A and Beach Babies day care parking all day around Aviation Wy/Matthews Ave
- Resident would like to see signal progression on Artesia Bl improved to maintain consistent traffic flow
- Resident is concerned about the existing bulbouts on Artesia Bl. They clip them on turns.
- Consider the tradeoffs and priorities related to bulbouts on Artesia Bl.
- Consider the tradeoffs involved with reducing street parking to improve pedestrian traffic
- Resident or business owner concerned that off-street parking requirements hinder reinvestment on the Artesia corridor
- The corridor needs a comprehensive parking plan that looks at all possibilities (e.g. structure, diagonal parking, etc.)
- Duplicate what is happening in Riviera Village with shared off-street parking. Parking is not a barrier there.
- Consider angled parking on Artesia Bl, like Larchmont Village in the City of Los Angeles. Will create more parking supply and village like atmosphere. Artesia Bl should not be to serve traffic flow to the Galleria.
- Would like to see study prepared that shows how slowing vehicle speeds and improving the walking experience improves business
- Concerned about walking safety. Resident walks on the Artesia corridor but feels unsafe
- Post Office parcel is a great location for a shared parking structure
- Use Streetlets as a location for structures? (underground)
- With autonomous vehicles in the future, how much parking will we really need?
- Will the bike lane be used enough to justify the loss of parking?
- Want to see more permanent materials used for the Streetlets. Temporary materials lower the potential that people will want to use them.
- Suggest using the under-utilized off-street parking spaces as plazas or open spaces if it can be worked out with the owners
- Planning commissioner had questions around how the City can encourage owners to open up their parking for other uses. We talked about addressing security and liability concerns. The City could provide for security patrols, and potentially indemnify owners, or provide financial incentives to obtain insurance. These costs could also be covered if a parking district is formed that collects in-lieu fees, etc.

## Survey Response Summary

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- Resident would like to see edge-line striping on Aviation Bl delineate the parking from the travel lane, and give the driver the impression that the road is narrowed as a measure to slow driving speeds.
- Resident is concerned about the signal phasing at Grant Ave / Aviation Bl. Would like to see a yellow flashing left turn arrow implemented on the westbound approach when left turns need to yield to conflicting eastbound through traffic. Consider split phasing east/west bound
- (Outside of AACAP area comment): Stop bars need to be restriped around Perry Park. Would like to see stop signs upgraded to include flashing LEDs.
- Note from staff: off-street parking maps are confusing because they show the whole parcel, not the parking (FP comment, these were done in GIS and joined to the City's parcel database. We could manually modify if desired, but not all parking is visible from an aerial so won't be fully accurate. Alternatively, we could add a note indicating that it is showing the whole parcel)

### Sticky Note Comments

- No bike lane
- Not supportive of on-street parking removal
- Convert underutilized off street spaces to plazas
- Roundabouts for gateway to the corridor & traffic calming
- Keep/increase street parking!
- If widening sidewalk must remove islands running down middle of street
- Do not decrease width of lanes for vehicles. Get rid of bulbouts. Bad for turning & damages cars.
- Matthews is a very hilly street for a bike path street and one-way
- Supportive of parklets/streetlets. Include bike racks
- Bike alternatives to Aviation: Harkness, Flagler, Wollacott
- The natural food market is a fantastic asset to the Artesia Bl neighborhood
- Please no housing for children that need schools, etc. Senior housing yes, no more schools when driving between Aviation & Inglewood.
- If we maintain speed, we can drive whole route without incurring a red light.
- If new business builds their parking under building then need ramps to get to business level. Park in back of building.

### **Placemaking**

#### Comments in Q&A & Discussion at Table

- Look at Larchmont Village (Los Angeles) as example of inviting street scene
- Consider allowing more intense development (property owners will want to reinvest if they can build taller; promotes creativity)
- Underground powerlines on Artesia
- Establish design guidelines because the buildings need to be updated
- Consider Streetlets with food trucks
- Taller buildings do work (resident cited Montecito). Consider:
  - More stories stepped back with rooftop dining
  - Increasing density at strategic blocks only

## Survey Response Summary

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### Sticky Note Comments

- Consider the streelets for above and below ground parking
- Trade off streetlet for underground parking
- Exit easement pond is forming (possible mosquito farm) south of Artesia and east of bike path
- Big lots corner would look great done by local art