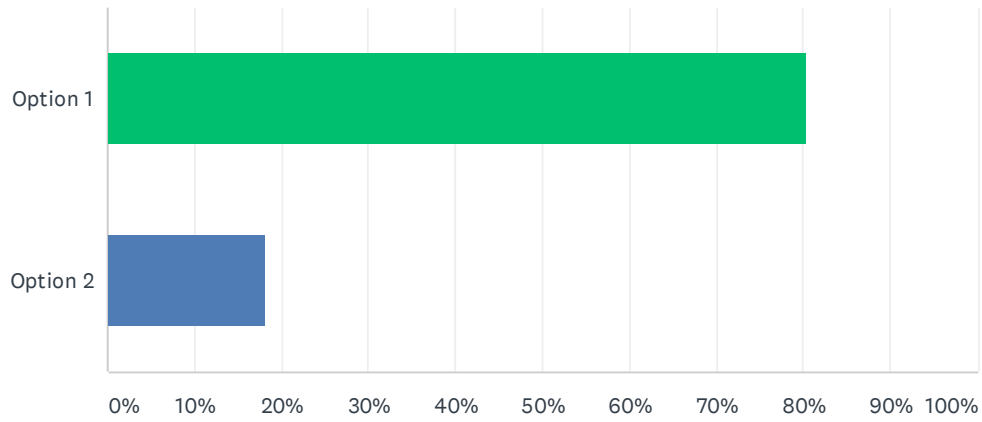


# Q1 Which of the two gateway options shown below do you like best?

Answered: 1,016 Skipped: 145



ANSWER CHOICES	RESPONSES	
Option 1	80.41%	817
Option 2	18.21%	185
TOTAL		1,016

## Lane Avenue Planning Study - Survey II

#	EXPLAIN:	DATE
1	Option 1 - I Like the trees, lighting and pedestrian friendly walk space. Option 2 signage is odd.	1/13/2020 7:39 AM
2	I like the "green" look of the trees.	1/12/2020 10:33 PM
3	Don't like the big LANE sign. Doesn't seem timeless.	1/12/2020 10:26 PM
4	I like that the lights are ascending in height towards the intersection in unison	1/12/2020 9:31 PM
5	Option 2 is just too gaudy, and option 1 has more class.	1/12/2020 9:13 PM
6	I don't like the words, Lane, in lights. It doesn't fit in with the residential area. I also like that Option 2 has some taller trees and not just low flowers. I am concerned that Lane Avenue will be going back to having so many lanes of traffic.	1/12/2020 5:45 PM
7	Number 1 seems more "refined", in keeping with the style of UA; #2 seems kind of gaudy	1/12/2020 7:06 AM
8	Why would I want to see 'lane' spelled out...seriously??	1/12/2020 5:14 AM
9	Looks more natural and decent.	1/11/2020 9:37 PM
10	Option 1 is artistic and modern. It opens the mind to interpretation. Later on, community members may want to develop this theme further. It is abstract enough to have many interpretations to the community as time goes by. It is pleasing to look at, and not distracting. At the same time, it is artistic, and makes me feel proud of our community.	1/11/2020 9:18 PM
11	Neither	1/11/2020 8:57 PM
12	Don't care for the large LANE sign	1/11/2020 7:14 PM
13	It goes with the overall vibe of the older homes in UA. Option 2 is too modern	1/11/2020 7:11 PM
14	More greenery and trees	1/11/2020 5:49 PM
15	Simple. Clean. That LANE art light, yikes	1/11/2020 5:02 PM
16	More shade makes for a nicer experience	1/11/2020 2:37 PM
17	Better reflects the defining characteristic of Upper Arlington created by our many mature trees and 'golf-course' like feeling	1/11/2020 12:59 PM
18	I prefer trees over shrubs.	1/11/2020 10:06 AM
19	More plants	1/11/2020 9:40 AM
20	Taller trees	1/11/2020 8:50 AM
21	Better branding recognition	1/11/2020 8:45 AM
22	Don't really like either. Like this one better than opt 2	1/10/2020 7:58 PM
23	More trees	1/10/2020 8:36 AM
24	Creates a distinct landmark	1/10/2020 6:26 AM
25	Not tacky	1/9/2020 11:26 PM
26	Like the greenery	1/9/2020 9:31 PM
27	Simple. Option 2 is gimmicky with the LANE lettering.	1/9/2020 9:02 PM
28	Foliage > signs	1/9/2020 5:20 PM
29	I like having more trees	1/9/2020 4:41 PM
30	More trees and balance	1/9/2020 2:50 PM
31	The Lane sign is distinctive and unique.	1/9/2020 1:27 PM
32	Strikes an gateway	1/9/2020 1:16 PM
33	Neither. I would hope the "gateway" design would reflect more of the character of Upper Arlington, i.e. stone and natural looking materials. These designs look rather "theme park-ish".	1/9/2020 1:10 PM

## Lane Avenue Planning Study - Survey II

34	Do not like the lighted individual letter LANE sign in the 2nd option	1/9/2020 12:41 PM
35	Simple is better	1/9/2020 12:05 PM
36	don't really care for either, this appears to be the least offensive.	1/9/2020 10:39 AM
37	Effectively utilizes columnar trees and lighting elements to express a vertical gate through which one passes. More natural and timeless. Works for both faster moving vehicular traffic and slower more observant pedestrian traffic.	1/9/2020 10:26 AM
38	The lighting in Option 2 with the large LANE announcement is a bit much.	1/9/2020 10:17 AM
39	more organic	1/9/2020 8:41 AM
40	do not like the light up LANE sign on option 2	1/9/2020 8:24 AM
41	Stylish but with a little fun	1/8/2020 11:42 PM
42	The second option with the Lane Sign lit up doesn't fit with the character/design of the area.	1/8/2020 10:24 PM
43	Increase the number and size of plantings	1/8/2020 9:33 PM
44	Trees add definition and doesn't look too stark and concrete. Safety to know where road is at.	1/8/2020 8:12 PM
45	Option 2 is more formal and timeless; remain consistent throughout seasons and weather.	1/8/2020 8:02 PM
46	Neither. You are restricting driving which was already done and is a problem	1/8/2020 7:34 PM
47	Don't like the lane sign	1/8/2020 7:14 PM
48	Both schemes seem artificial. Option 2 lacks sophistication. Option 1 feels like an Art Deco statement. Not sure why either if these two designs are being advanced.	1/8/2020 6:09 PM
49	Trees add to any landscape and could be decorated with white lights.	1/8/2020 5:53 PM
50	The Lane sign looks tacky	1/8/2020 5:36 PM
51	Prefer the vertical trees and simplistic yet modern lighting	1/8/2020 5:04 PM
52	Going with Option 1, but the decorative lighting on both is pretty hideous and won't stand the test of time.	1/8/2020 5:00 PM
53	Spelling out Lane is cheesy. We're not Lane, we're UA.	1/8/2020 4:56 PM
54	Simple, clean and elegant....however please do not use the harsh lighting/footcandles that was installed at McCoy	1/8/2020 3:18 PM
55	It looks simpler and more refined.	1/8/2020 2:53 PM
56	I like the height of the lights and trees. In 20 years the trees will hopefully be approaching maturity and reach over the street providing a canopy	1/8/2020 2:18 PM
57	I prefer the lettering to the light poles. The light poles, to me, resemble emergency telephone stations such as are located around campus.	1/8/2020 1:39 PM
58	Neither option really defines the district and I don't see how a few lighted poles a good distance away from the crosswalk will improve pedestrian safety. Both seem like a frivolous addition at the taxpayers' expense. I would like to see more options with more thought put into the functionality.	1/8/2020 1:33 PM
59	Cleaner look. Do not care for "LANE" signage	1/8/2020 1:32 PM
60	More trees and less signage	1/8/2020 12:04 PM
61	the "LANE" letters are really tacky	1/8/2020 11:56 AM
62	it looks cleaner	1/8/2020 11:10 AM
63	Won't look as dated as the years pass. Simpler is always better.	1/8/2020 10:59 AM
64	More vegetation, looks less urban and has a more 'neighborhood' feel	1/8/2020 10:46 AM
65	It looks classier than option 2.	1/8/2020 9:37 AM

## Lane Avenue Planning Study - Survey II

66	Don't like the sign	1/8/2020 9:22 AM
67	The letters are overkill - that concept would be great for an entertainment district or large shopping center (ie. Easton), but this is a neighborhood and we need to maintain that feel.	1/8/2020 9:15 AM
68	More openp	1/8/2020 8:32 AM
69	It's okay but a bit too modern seems like it might take away from the uniqueness of Lane Avenue. You need to think ahead to how it will look after the developers leave.	1/8/2020 7:48 AM
70	Better visibility and clarity for pedestrian traffic. Safety should be paramount in a shopping district. The style of lighting is also trendy and chic, which will appeal to families staying at the hotel.	1/8/2020 7:10 AM
71	Lighting and sign concept are clean, sophisticated and modern.	1/8/2020 7:02 AM
72	Love the "Lane " sign	1/8/2020 6:25 AM
73	Not as bad as option 2	1/8/2020 5:49 AM
74	I like the trees	1/7/2020 11:16 PM
75	Cleaner	1/7/2020 11:14 PM
76	Option two is tacky with the lettering.	1/7/2020 11:13 PM
77	More classic and simple	1/7/2020 11:06 PM
78	The letters spelling out LANE look cheesy.	1/7/2020 10:50 PM
79	Love the idea of art, but those types of signage don't age well as continues changes in artistic trends.	1/7/2020 10:45 PM
80	I prefer more trees and less concrete. Also, I don't love the Lane signs.	1/7/2020 10:23 PM
81	more classy feeling	1/7/2020 10:13 PM
82	I don't like the LANE lettering	1/7/2020 10:02 PM
83	Because the big LANE is ridiculous in option 2	1/7/2020 9:50 PM
84	Don't like Lane spelled out.	1/7/2020 9:31 PM
85	Option 2 is tacky. So tacky.	1/7/2020 9:20 PM
86	i don't understand the question. Map is unclear, only two roads are identified. . . confussing	1/7/2020 9:15 PM
87	Prefer trees over sculpture	1/7/2020 9:10 PM
88	Really don't like either. Would prefer an Arch like she Short North.	1/7/2020 9:04 PM
89	I think UA's gateway should be classy, tasteful and incorporate landscaping; it shouldn't look like Las Vegas.	1/7/2020 8:41 PM
90	It seems greener - more trees.	1/7/2020 8:10 PM
91	Trees!	1/7/2020 8:01 PM
92	I like giving it a name and having that name start/end the gateway.	1/7/2020 7:55 PM
93	Option 2 is not as classy. Too gaudy.	1/7/2020 7:47 PM
94	The "LANE" letters are obnoxious. We're a neighborhood, not a shopping center/entertainment district like Easton.	1/7/2020 7:39 PM
95	More greenery	1/7/2020 7:37 PM
96	The LANE lettering looks cheap	1/7/2020 7:32 PM
97	Looks cleaner. I don't like the letters L-A-N-E.	1/7/2020 7:04 PM
98	Fits with the neighborhood better	1/7/2020 6:58 PM
99	More natural and less glitzy	1/7/2020 6:49 PM

## Lane Avenue Planning Study - Survey II

100	Option 2 looks silly.	1/7/2020 6:48 PM
101	I like the trees in option 1	1/7/2020 6:31 PM
102	The Lane letters in option 2 looks tacky!	1/7/2020 6:19 PM
103	I like the lights better because they will be more timeless.	1/7/2020 6:16 PM
104	The options with letters spelling out "LANE" looks cheesy to me. Plus Lane Ave. is pretty famous already.	1/7/2020 5:56 PM
105	like the trees and unobtrusiveness of the design	1/7/2020 5:52 PM
106	Like the trees and lighting better	1/7/2020 5:51 PM
107	Don't like the letters	1/7/2020 5:42 PM
108	I don't like either, but the letters are juvenile.	1/7/2020 5:37 PM
109	The LANE sign is too prominent. The City is Upper Arlington but the sign focuses on the street name which is secondary.	1/7/2020 5:37 PM
110	The L A N E neon letters are terrible	1/7/2020 5:25 PM
111	I don't like the 'LANE' sign in option 2 .	1/7/2020 5:25 PM
112	I think the columnar trees better define the space.	1/7/2020 5:19 PM
113	Trees are a must. The LANE signs are distasteful.	1/7/2020 5:16 PM
114	I do not like the tacky lighting in the second option	1/7/2020 5:05 PM
115	The letters are tacky	1/7/2020 4:50 PM
116	Looks less boring than option 1	1/7/2020 4:37 PM
117	blends in nicely	1/7/2020 4:33 PM
118	I like the trees to soften the street as opposed to gaudy lights.	1/7/2020 4:30 PM
119	Option 2 is TOO commercial feeling. Like entering Easton. I want a more elegant urban residential feel like downtown dublin.	1/7/2020 4:18 PM
120	Option 2 is not timeless enough and in my opinion a little tacky.	1/7/2020 4:14 PM
121	Not as distracting. When driving through the driver needs to focus on traffic and pedestrians-- not fancy words on the lights.	1/7/2020 4:02 PM
122	Like the L-A-N-E monument	1/7/2020 3:55 PM
123	I don't care for either one but option #2 is more memorable.	1/7/2020 3:54 PM
124	The design should apply contemporary design elements to the traditional architecture of the city, not fight against it	1/7/2020 3:53 PM
125	Both are wasteful of money and have too much landscape space.	1/7/2020 3:47 PM
126	I like that L-A-N-E gives some unique characteristics, that is sentimental locally	1/7/2020 3:46 PM
127	North Star	1/7/2020 3:43 PM
128	I think the lettering is a little garish	1/7/2020 3:31 PM
129	Much cleaner, more sophisticated	1/7/2020 3:30 PM
130	Generic is better, the entrance to UA is not just about Lane Avenue	1/7/2020 3:23 PM
131	Option 2 is unappealing	1/7/2020 3:22 PM
132	Right now, it is the 'weakest' section architecturally of the corridor. Also identifies city boundary there as well. And it does not look like any other city's streetscape from Iowa to Pa. which # 1 does! Sorry but let's get creative and unique and provide interest for all!	1/7/2020 3:16 PM
133	Neither is really acceptable. Where is the bike lane? There is very little difference between these choices.	1/7/2020 3:15 PM

## Lane Avenue Planning Study - Survey II

134	The letters spelling out "LANE" look gaudy	1/7/2020 3:14 PM
135	I don't need the word Lane to be illuminated	1/7/2020 3:14 PM
136	We don't like the "LANE" signage of Option 2. The trees and lights in Option 1 look much better.	1/7/2020 3:14 PM
137	I prefer the simpler lights vs the "LANE" signage.	1/7/2020 3:11 PM
138	LANE is dumb	1/7/2020 3:09 PM
139	neither! quit infringing on the neighborhood.	1/7/2020 3:02 PM
140	Both are stupid, but I like that option 2 says "Lane"	1/7/2020 2:57 PM
141	none - neither work with the aesthetics/environment. Both very contemporary and not useful/prominent	1/7/2020 2:45 PM
142	Option 2 is to cheesy	1/7/2020 2:39 PM
143	Not as confusing.	1/7/2020 2:35 PM
144	Don't like the word lane	1/7/2020 2:29 PM
145	More natural looking	1/7/2020 2:19 PM
146	I see Lane Ave corridor as a neighborhood shopping and dining area. Option 1 is more understated and keeps with this feel whereas the neon signage in option 2 feels more like something for a destination rather than a local spot.	1/7/2020 2:15 PM
147	L,A,N,E serves no purpose, is too busy and distracting, and poorly designed.	1/7/2020 2:06 PM
148	When I cycle, I can use to complete, full, right lane.	1/7/2020 1:52 PM
149	I just do not care for the "LANE" signage	1/7/2020 1:47 PM
150	Easier to maintain.	1/7/2020 1:46 PM
151	Option 2 is distracting and unnecessary	1/7/2020 1:44 PM
152	Greenery is good!	1/7/2020 1:44 PM
153	Do we really need to announce the area? It seems not "UA" like	1/7/2020 1:37 PM
154	no need for excessive branding. more green, less superfluous signage please.	1/7/2020 1:36 PM
155	Neither option looks to match the traditional style of the older homes in the era. Both lights seem very modern. I like the "LANE" sign but the blue light again feels modern.	1/7/2020 1:31 PM
156	North Star is the natural starting point marking arrival into UA	1/7/2020 1:31 PM
157	I like the lights much better.	1/7/2020 1:26 PM
158	Don't like the LANE letters.	1/7/2020 1:24 PM
159	More natural, more trees	1/7/2020 1:21 PM
160	while the art work "LANE" letters look good. It seems like it can be confusing to people since the word is also associated with an actual lane/road.	1/7/2020 1:21 PM
161	Don't like calling this area "LANE", if it is the center of UA, why not put something for downtown UA?	1/7/2020 1:18 PM
162	I really think both of these are too modern. We are an old, established community - entrance needs to reflect with classic, tasteful lines, trees should match others in area lights should match others in the area.	1/7/2020 1:18 PM
163	I like the coloring and the LANE lights	1/7/2020 1:16 PM
164	Option 1 strikes me as a little more classic and understated. Option 2 seems to be trying too hard	1/7/2020 1:09 PM
165	I like it without the trees.	1/7/2020 1:08 PM
166	Option 2 is not classy	1/7/2020 1:06 PM

## Lane Avenue Planning Study - Survey II

167	"LANE" looks stupid	1/7/2020 1:06 PM
168	This will look better over the long term	1/7/2020 1:05 PM
169	Actually, the two are difficult to compare given how one grays out at a time and the features are not readily apparent. But I dislike the large "L A N E" lettering in option 2.	1/7/2020 1:04 PM
170	Lane sign is too gaudy.	1/7/2020 12:59 PM
171	The gateway should say Upper Arlington not Lane.	1/7/2020 12:58 PM
172	It is the least objectionable.	1/7/2020 12:57 PM
173	Better plantings with the height of the trees, and no silly "Lane" signage	1/7/2020 12:57 PM
174	I like the trees	1/7/2020 12:56 PM
175	option 2 will be a very dated look in 5 years	1/7/2020 12:55 PM
176	Looks like an arcade, not a town center. Bright lights at eye level? Pedestrian vision issues? Driver vision issues? Not only do these two options look woefully tacky, they reveal a lack of consideration for impact on vision. We need a designer who is familiar with highly educated, upper class town centers. This is not it.	1/7/2020 12:52 PM
177	The second option is adorable, but also seems trendy . . . if you're looking for longevity, I'd say option 1. It seems a little more timeless	1/7/2020 12:51 PM
178	The letters spelling Lane are not pleasing	1/7/2020 12:49 PM
179	Like trees	1/7/2020 12:48 PM
180	It defines without being intrusive.	1/7/2020 12:47 PM
181	Always good to have more trees. "LANE" sign is cheesy	1/7/2020 12:46 PM
182	A) I feel the sign will age poorly (i.e. go out of style) and B) I like the trees in option 1	1/7/2020 12:43 PM
183	Mor unique	1/7/2020 12:41 PM
184	The giant neon sign is a firm no	1/7/2020 12:40 PM
185	The big letters looks gaudy	1/7/2020 12:39 PM
186	Option 1 has more trees and nicer lights. Option 2 looks too "red light district" with big "LANE" lights. That is not Upper Arlington.	1/7/2020 12:36 PM
187	Attempt to modernize but keep classic and timeless. Beauty not flash.	1/7/2020 12:33 PM
188	I like the LANE signage. Unique and different. The taller trees look bland and boring.	1/7/2020 12:29 PM
189	I like the brighter lights and trees and golden bear paw. I do also like the LANE sign... perhaps something similar could be incorporated elsewhere.	1/7/2020 12:29 PM
190	Less cluttered	1/7/2020 12:25 PM
191	What about the neighbors	1/7/2020 12:22 PM
192	Prefer natural tree elements over the "lane" signage.	1/7/2020 12:22 PM
193	Cleaner look - less maintenance and potential issues due to signage in option 2	1/7/2020 12:20 PM
194	The LANE sign is not timeless. We aren't a trendy neighborhood so I think we should try to go with a more classic look	1/7/2020 12:18 PM
195	Option 2 is too much with the Lane signs in the greenery	1/7/2020 12:18 PM
196	Feels more hometown than downtown.	1/7/2020 12:17 PM
197	Trees	1/7/2020 12:17 PM
198	More trees; less big city feel	1/7/2020 12:17 PM
199	I like the greenery	1/7/2020 12:16 PM

## Lane Avenue Planning Study - Survey II

200	Cleaner design	1/7/2020 12:13 PM
201	I do not like the word "Lane". It looks like candles on a birthday cake. Not very refined looking.	1/7/2020 12:13 PM
202	I am not crazy about either option, but at least Option 2 provides some benefit in clearly stating the area name, which may be helpful to someone unfamiliar with the area.	1/7/2020 12:12 PM
203	It looks more classy	1/7/2020 12:11 PM
204	Prefer no lettering spelling out "Lane"	1/7/2020 12:10 PM
205	Option 1 is better than #2, but I don't care for the lighting in either. We definitely don't need massive signs that say Lane. It should be striking yet classic and not at all modern or 'of a time'	1/7/2020 12:10 PM
206	Option 2 is tacky	1/7/2020 12:09 PM
207	Option one: trees, less clutter	1/7/2020 12:08 PM
208	Don't like LANE in big lights. Kind of obnoxious.	1/7/2020 12:08 PM
209	Trees look better and are better for the environment.	1/7/2020 12:08 PM
210	Cleaner look	1/7/2020 12:06 PM
211	I do not like 2 at all	1/7/2020 12:05 PM
212	It's looking too much like a metro area. This part of Lane Ave is still in the middle of a bedroom community/homes. Many towns have been able to have lovely welcoming gateway areas without large lighted signage, etc.	1/7/2020 12:05 PM
213	More trees vs bushes and lighting looks better.	1/7/2020 12:04 PM
214	I dislike the landscaping in option 2 a lot.	1/7/2020 12:03 PM
215	#2 is cheesy, not visually appealing and less light.	1/7/2020 12:02 PM
216	Trees, greenery	1/7/2020 12:00 PM
217	#2 offers a more artistic aesthetic. I feel Option 1 may create more light pollution. I would actually prefer #1 with the same light installations as used in #2 (blue lighting and the filigree metal work (yet not "LANE").	1/7/2020 12:00 PM
218	Option 2 is cheesy w/that lettering	1/7/2020 11:59 AM
219	option 2 looks like an amusement park entrance	1/7/2020 11:59 AM
220	Option 1 looks more upscale.	1/7/2020 11:58 AM
221	The giant "LANE" is obnoxious!	1/7/2020 11:57 AM
222	N/A	1/7/2020 11:55 AM
223	More low key	1/7/2020 11:54 AM
224	It's a unique look, just a little bit more artsy	1/7/2020 11:53 AM
225	The "Lane" letters aren't visually appealing. Street lighting	1/7/2020 11:52 AM
226	Simple lines, clear definition.	1/7/2020 11:52 AM
227	The LANE sign in Option 2 is hideous (not timeless or traditional at all). I actually don't like the lights in Option 1 though.	1/7/2020 11:51 AM
228	personally I don't like either one, but you are going to do what you want	1/7/2020 11:50 AM
229	The lettering for Lane is out character for the neighborhood filled with older stone houses. It should have a more "historic" feel	1/7/2020 11:50 AM
230	don't need tall trees lining the street	1/7/2020 11:50 AM
231	I think the simple white lights are more refined and classic. The "LANE" lights spelled and blue lights seem less refined, maybe even a little tacky, and maybe for a different city than Upper Arlington.	1/7/2020 11:49 AM



## Lane Avenue Planning Study - Survey II

232	Appears to offer more greenery (trees) and lower building heights	1/7/2020 11:49 AM
233	more eye pleasing	1/7/2020 11:48 AM
234	Less "commercial".	1/7/2020 11:48 AM
235	Spelling out "Lane" looks hoaky.	1/7/2020 11:47 AM
236	The "LANE" letters are tacky and don't fit the community aesthetic. If it were a cool name that might change my mind, but "Lane Avenue" is so generic and nondescript. Maybe it could spell "Upper Arlington" as a welcome sign	1/7/2020 11:47 AM
237	Adds energy to the area	1/7/2020 11:46 AM
238	Option 2 with LANE is excessive. Dont like the verticle lights in Option 1 either.	1/7/2020 11:46 AM
239	Evergreens. Lighting more classy.	1/7/2020 11:46 AM
240	Don't like LANE spelled out	1/7/2020 11:45 AM
241	Cleaner looking. We don't need to be pretentious and spell out LANE.	1/7/2020 11:44 AM
242	Option 2 is like some form of nightlife. Not classic and timeless.	1/7/2020 11:43 AM
243	More natural	1/7/2020 11:43 AM
244	Like the clean look and timeless design of the first option, although the second option is nice, feels like it'd date very quickly	1/7/2020 11:43 AM
245	The letter stack for "LANE" have nothing to do with UA.	1/7/2020 11:42 AM
246	The letters (LANE) don't fit in with our "look and feel" of our city	1/7/2020 11:42 AM
247	Less is more. Option two is gaudy with the big neon LANE!	1/7/2020 11:42 AM
248	The light pillars on Option 1 are far more classic and visually pleasing, which is consistent with the surrounding neighborhood.	1/7/2020 11:41 AM
249	The *Lane* sign isn't the best. Maybe something signifying Upper Arlington, UA, instead?	1/7/2020 11:41 AM
250	I don't like either one but putting "LANE" in the design makes no sense.	1/7/2020 11:41 AM
251	I like the LANE sign	1/7/2020 11:40 AM
252	fits the "decor" the vibe of UA now. we are NOT the short north nor should we try to be	1/7/2020 11:40 AM
253	I do not like the L-A-N-E lights in option 2; would rather have trees.	1/7/2020 11:40 AM
254	They both look dumb & dated. We aren't Hilliard or Dublin. Why are you making us look like them?	1/7/2020 11:40 AM
255	I suggest a combination of the two. For example, one light pole & "U" light pole & "A" light pole & one light pole. The bear paw is a good idea, however, no one will notice it. It's too low on the ground.	1/7/2020 11:39 AM
256	more greenery. the LANE sign is meaningless.	1/7/2020 11:38 AM
257	Given only these two choices, the letters don't add anything to looking like a 'gateway.' I would actually like to see somethning a little more unique.	1/7/2020 11:38 AM
258	seems easier to see the retail shops etc with this option	1/7/2020 11:37 AM
259	It's simple elegance - not to flashy yet functional.	1/7/2020 11:36 AM
260	I like more trees, not letters.	1/7/2020 11:36 AM
261	the Lane letters look tacky to me.	1/7/2020 11:35 AM
262	I think the word LANE looks tacky	1/7/2020 11:34 AM
263	I prefer no trees.	1/7/2020 11:33 AM
264	Option 2 makes the area appear more pedestrian friendly. Commuters would be more aware of pedestrians.	1/7/2020 11:33 AM

## Lane Avenue Planning Study - Survey II

265	I like the landscaping, the trees versus shrubs and I do not like the LANE spelled out, it is too modern and does not match with the feel and architecture of UA	1/7/2020 9:41 AM
266	Neither Option is acceptable. Neither option captures Upper Arlington.	1/6/2020 7:47 PM
267	Like the lights in option 1 but like lane in option 2	1/5/2020 6:06 PM
268	"Lane" looks cheap and tacky.	1/5/2020 5:37 PM
269	I prefer the trees to the structures and the sidewalk design in option 1.	1/5/2020 5:20 PM
270	It defines the space as a gateway as opposed to just lighting	1/5/2020 12:18 PM
271	Truthfully I don't like either. Too trendy won't hold appeal over time requiring replacement, added cost.	1/5/2020 9:36 AM
272	Option 2 looks tacky.	1/5/2020 9:23 AM
273	Neither, there is already too much traffic coming into this space especially with closeness to schools. to	1/5/2020 8:23 AM
274	It looks more elegant	1/4/2020 9:30 PM
275	Neither. Buildings this close to the street create dangerous conditions for those walking on the sidewalk.	1/4/2020 6:11 PM
276	The LANE letters are hideous! Looks like something in an amusement park.	1/4/2020 6:06 PM
277	L A N E letters are too tacky.	1/4/2020 3:47 PM
278	more trees	1/4/2020 3:05 PM
279	It's the lesser of two evils. Please consider safety and controlled traffic and sight lines above all	1/4/2020 10:21 AM
280	Not as tacky	1/4/2020 10:08 AM
281	One is better, but please do not install mediocre artlike elements. The newly approved master plan for the arts should be a guide and if you are doing installations, the Arts Commission should be involved.	1/4/2020 9:54 AM
282	The lighting columns in option 1 look classier	1/4/2020 8:53 AM
283	The light pillars are more prominent and sleeker looking. This looks modern and simple. The LANE letters seem to play on what has been done under the overpasses of Easton Polaris and many other areas. We should move past that. Option A Is more sophisticated and modern looking.	1/4/2020 8:47 AM
284	Lighting options in 1 look classier	1/4/2020 8:04 AM
285	The simple lights are more in line with UA aesthetic. The words spelled out in lights seem tacky	1/4/2020 7:21 AM
286	No need for a sign. Sidewalks do not look wide enough. The buildings are too close to the road and make the pedestrians feel unsafe.	1/4/2020 12:42 AM
287	I don't really like either of them - I don't think a design element is really necessary - just let the area speak for itself.	1/3/2020 6:56 PM
288	Actually I don't like either. Buildings are too close to the road.	1/3/2020 6:55 PM
289	the letters will quickly become mundane & tiresome & eventually, very outdated	1/3/2020 5:32 PM
290	Less obtrusive, which make this one better since it isn't really necessary to begin with. Option 2 is a bit to "Las Vegas" for our city IMO.	1/3/2020 5:24 PM
291	definitely one. 2 is so tacky with the light up "Lane"	1/3/2020 4:10 PM
292	Don't like the LANE lights in Option2	1/3/2020 3:49 PM
293	The LANE lights appear a bit cheesy.	1/3/2020 6:30 AM
294	Prefer trees and less pavers. Prefer plain lighting over "L" "A" "N" "E" lighting.	1/2/2020 10:19 PM
295	Lighting not as garish. The other looks tacky and inconsitent with who we are.	1/2/2020 8:35 PM

## Lane Avenue Planning Study - Survey II

296	prefer option one as it seems to have more trees and other greenery.	1/2/2020 5:02 PM
297	Spelling out the word "Lane" is a dumb idea.	1/2/2020 4:38 PM
298	Branding	1/2/2020 2:05 PM
299	Want the taller trees, share, and greenery. And the lit letters don't look good.	1/2/2020 12:18 PM
300	Prefer the taller trees along road and don't like the idea of "LANE" spelled out	1/2/2020 11:30 AM
301	I love the idea of the trees, but these look large in option 1 and could make visibility a challenge.	1/2/2020 9:51 AM
302	The gateway is a tight space to begin with so I think simpler design will look better.	1/2/2020 9:09 AM
303	City entry	1/2/2020 8:36 AM
304	"L-A-N-E" presentation in option 2 is garish	1/2/2020 8:26 AM
305	Bold Signage	1/2/2020 6:06 AM
306	I hate both, but had to pick one	1/2/2020 12:05 AM
307	It's unique to Lane. Option 1 could be anywhere.	1/1/2020 7:58 PM
308	the greenery is pleasant. Don't care for the LANE signs	1/1/2020 2:35 PM
309	Don't care for letter "l" "a" etc signs prefer more natural	1/1/2020 12:38 PM
310	They both suck, but option 1 sucks less. BTW, what happened to the traditional UA street lights? DO NOT LOOSE THE TRADITION OF UA!	1/1/2020 12:07 PM
311	This isnt the short north....we are a historic timeless community whose period homes should be respected-not every neighborhood has to look like urban columbus	1/1/2020 10:41 AM
312	Dislike "LANE" signage	1/1/2020 9:54 AM
313	Lights look classier	1/1/2020 9:24 AM
314	Prefer trees	1/1/2020 8:52 AM
315	Why the illumination? We are in an environmental crisis; why increase energy usage and/or light pollution??	1/1/2020 5:51 AM
316	Not sure where 2 options are defined-but the gateway at the east end	1/1/2020 1:10 AM
317	Option 2 is tacky and the design is busy.	1/1/2020 12:51 AM
318	Lane spelled out is cornball and lacks class	12/31/2019 6:19 PM
319	Neither- please don't design UA in a contemporary model. It doesn't match the housing	12/31/2019 5:35 PM
320	Lights are cheesy	12/31/2019 5:30 PM
321	Dislike the bear paw though. I like the lane sign from option 2.	12/31/2019 5:29 PM
322	more trees hide more of the buildings which sit SO close to the road, and give a bit of a screen to bikers an walkers	12/31/2019 4:28 PM
323	We should advertise ourselves as UA, not LANE	12/31/2019 4:17 PM
324	It has trees. The LANE lighted letters look cheesy.	12/31/2019 4:08 PM
325	dont like the artsy "Lane" signage	12/31/2019 3:17 PM
326	don't like the "LANE" in lights	12/31/2019 2:58 PM
327	I don't actually like the L-A-N-E letters on different posts (I'd prefer LANE on one sign), but I think the alternative (Option 1) looks like big flashlights stuck in the ground.	12/31/2019 2:48 PM
328	I think having a different colored lane for turning could be confusing. The Lane signs look like more maintenance than the light pillars.	12/31/2019 1:26 PM
329	It has a more timeless look	12/31/2019 11:13 AM

## Lane Avenue Planning Study - Survey II

330	I don't love either, but prefer 1 because the lighting it more classic and the streetscape seems greener with trees	12/31/2019 10:59 AM
331	its less invasive	12/31/2019 10:03 AM
332	I prefer the trees for aesthetic and ecological reasons. The other looks cold to me and unwelcoming.	12/31/2019 9:51 AM
333	The "LANE" seems odd. If it's a gateway should it not have reference to Upper Arlington? For that reason I selected this option. Also like the idea of trees. What I don't like about this option is the raised concrete with Upper Arlington and bear paw on it. It is at an angle that only can be seen when standing near it or from the air. Plus it just takes up sidewalk space.	12/31/2019 9:35 AM
334	More traditional like UA	12/31/2019 9:08 AM
335	I think the column lights are classier.	12/31/2019 8:58 AM
336	Properly tags corridor.	12/31/2019 8:54 AM
337	I think the lane sign looks cheap for a sophisticated neighborhood	12/31/2019 8:05 AM
338	Option 1 is just OK. Option 2 doesn't directly identify Upper Arlington which seems like it should be the primary purpose of a gateway	12/30/2019 11:35 PM
339	Neither option really seems to make the space more walkable or safer. The light poles in Option 1 should match the rest of the city.	12/30/2019 11:28 PM
340	It is a cleaner look, more modern. The other option with the letters looks like a theme park, too flashy.	12/30/2019 10:50 PM
341	It looks classier. I do not like the LANE sign.	12/30/2019 10:29 PM
342	Spelling LANE won't age well	12/30/2019 10:11 PM
343	These are not very different and frankly not very interesting.	12/30/2019 10:00 PM
344	Don't like the "L A N E" signs.	12/30/2019 9:53 PM
345	I think the LANE sign adds some whimsy to counter a stodgy reputation for UA.	12/30/2019 9:43 PM
346	Thhe "LANE" signs look tackey	12/30/2019 8:42 PM
347	A classier look	12/30/2019 8:42 PM
348	Don't like the lights on option 1	12/30/2019 8:32 PM
349	I actually like the idea within #2 of the area branding but I think the included idea misses and lacks creativity.	12/30/2019 7:56 PM
350	Lights look urban--reminds me of LAX. Lettering on option 2 looks self-important.	12/30/2019 7:45 PM
351	Didn't like the lights in 1	12/30/2019 7:29 PM
352	I prefer the simpler, cleaner, greener designs in Option 1. I think it's better to include more trees when possible.	12/30/2019 7:26 PM
353	I don't like the neon Lane sign in Option 2.	12/30/2019 7:05 PM
354	Looks better	12/30/2019 6:59 PM
355	I like more of the trees	12/30/2019 6:33 PM
356	No rental bikes	12/30/2019 6:32 PM
357	The big lettering looks foolish	12/30/2019 5:34 PM
358	Looks more sophisticated and less of a advertising ad	12/30/2019 5:34 PM
359	I'm not a fan of either gateway option. Too congested and too late to change that since building has been allowed too close to the street and it is now impossible to widen Lane Avenue. Traffic flow is already a problem and will only become worse with more development. Poor planning!	12/30/2019 5:34 PM
360	more vegetation, L A N E is goofy	12/30/2019 5:31 PM

## Lane Avenue Planning Study - Survey II

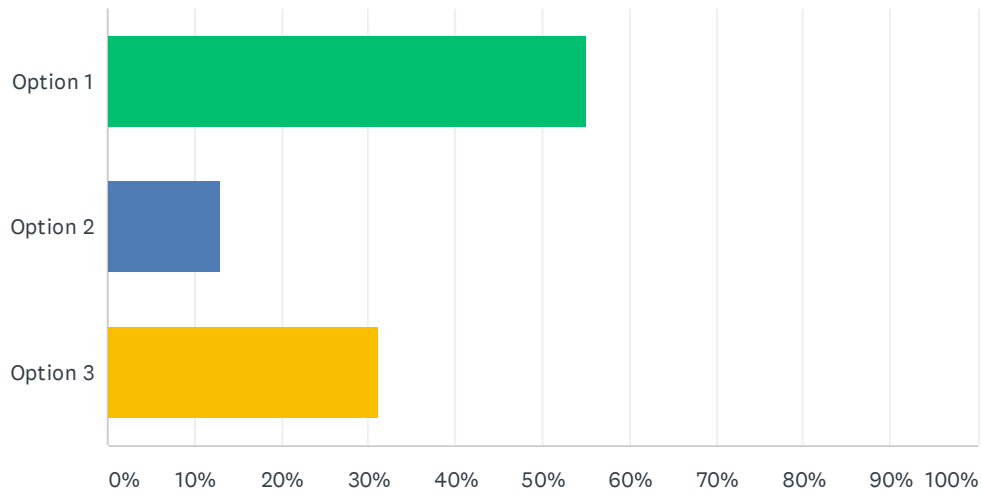
361	Option 1 is very generic and has no character. Option 2 is much the same, but the better of the two.	12/30/2019 5:27 PM
362	To be more consistent with local custom, an arch would be better than L-A-N-E.	12/30/2019 5:23 PM
363	Reduce the light pollution	12/30/2019 5:21 PM
364	We don't really need a sign that says LANE. We know where we are.	12/30/2019 5:20 PM
365	More classy feel	12/30/2019 5:20 PM
366	Looks sleeker and has clean lines.	12/30/2019 5:00 PM
367	The only distinguishing difference is the "Lane" sign. So No, I don't like the Lane sign, it will loose its luster very quickly and will likely become an eyesore for the area.	12/30/2019 4:57 PM
368	Cleaner	12/30/2019 4:52 PM
369	The LANE signage seems like a waste of money	12/30/2019 4:51 PM
370	Hate the "L.A.N.E." Goodness. Has it become a thing?	12/30/2019 4:47 PM
371	i think the neon Lane sign is tacky	12/30/2019 4:36 PM
372	Save the neon signage for urban neighborhood	12/30/2019 4:26 PM
373	More aesthetically pleasing. More subdued and appealing for a longer term Number 2 is too modern and will only be relevant for a short time.	12/30/2019 4:15 PM
374	It's hard to see much difference between the two layouts except for the LANE sign on the north side. If parking is allowed on that side at certain times, I don't see how people will be able to get out of their cars with either solution.	12/30/2019 4:14 PM
375	Like that it has more trees	12/30/2019 4:07 PM
376	I like the lighting better and without the L-A-N-E letters	12/30/2019 4:07 PM
377	I do not care for the "LANE" lettering. I prefer the straight up and down light posts.	12/30/2019 4:07 PM
378	The Lane sign in option 2 is garish and tacky	12/30/2019 4:07 PM
379	cleaner look	12/30/2019 3:59 PM
380	I like the lit up "LANE" sign and the coloration in the turn lane.	12/30/2019 3:58 PM
381	don't really like either....would prefer lighting that complies with "dark skies" Hooded lighting so we can see the stars!	12/30/2019 3:57 PM
382	I strongly dislike the L A N E signs in the second option. The first looks more natural and friendly to me.	12/30/2019 3:55 PM
383	Don't see the need or cost for this but option 1 is more UA vs. Lane	12/30/2019 3:48 PM
384	Our community has a long history of trees and green space, so this seems like a better fit.	12/30/2019 3:44 PM
385	SOFTER LOOK	12/30/2019 3:42 PM
386	Other option is tacky	12/30/2019 3:30 PM
387	I don't like the "LANE" signs depicted in option 2.	12/30/2019 3:12 PM
388	Option 2 "LANE" looks cheesy	12/30/2019 3:08 PM
389	I like the trees, don't like the LANE sign.	12/30/2019 3:00 PM
390	like the trees; don't like the sign	12/30/2019 3:00 PM
391	Letters look silly for LANE	12/30/2019 2:58 PM
392	It appears option 1 has more trees	12/30/2019 2:51 PM
393	Less congested	12/30/2019 2:50 PM
394	I don't care for or see the need to spell out LANE - seems tacky.	12/30/2019 2:44 PM

## Lane Avenue Planning Study - Survey II

395	No signage on walkways	12/30/2019 2:42 PM
396	More natural looking	12/30/2019 2:33 PM
397	LANE lighted signage becomes a landmark	12/30/2019 2:33 PM
398	I like having more trees better. Having LANE would be okay if more plants were involved.	12/30/2019 2:32 PM
399	Clean and classic.	12/30/2019 2:30 PM
400	greenery and more visibility it appears - walking paths seemed the same	12/30/2019 2:29 PM
401	Like the lights. Feels more contemporary - more like a "gateway"	12/30/2019 2:28 PM
402	I favor more traditional settings like 1	12/30/2019 2:27 PM
403	The Lane signage of option 2 is trendy and through time will look dated.	12/30/2019 2:26 PM
404	In my view, more tasteful. "Lane" means little to me. If Upper Arlington is used as signage, it makes more sense.	12/30/2019 2:26 PM
405	I prefer the treees	12/30/2019 2:26 PM
406	I think that the LANE spelled out is hokey and detracts from the looks.	12/30/2019 2:25 PM
407	More natural environmentally	12/30/2019 2:21 PM
408	I worry about the horizontal spread of the light in Option 1 being an issue for drivers.	12/30/2019 2:20 PM
409	Simpler	12/30/2019 2:18 PM
410	very nice and not as flashy and over the top as option 2	12/30/2019 2:18 PM
411	The trees soften the hardscape. LANE just says to me, "Look at us. We're so special." Not an opinion of UA that I want to see reinforced.	12/30/2019 2:12 PM

## Q2 Which of the following neighborhood threshold options shown below do you like best?

Answered: 979 Skipped: 182



ANSWER CHOICES		RESPONSES	
Option 1		55.06%	539
Option 2		13.07%	128
Option 3		31.15%	305
TOTAL			979

## Lane Avenue Planning Study - Survey II

#	EXPLAIN:	DATE
1	Option one looks very nice and appropriate	1/13/2020 7:43 AM
2	Attractive and relatively easy to maintain.	1/12/2020 10:37 PM
3	More natural	1/12/2020 10:28 PM
4	I like the gray stone	1/12/2020 9:33 PM
5	Option 3 still at least allows for 2 way traffic. The other options are blocking and will likely cause accidents.	1/12/2020 9:15 PM
6	I really don't like any of them. Ask the neighbors in the neighborhood. Will cars be going down the center? How?	1/12/2020 5:49 PM
7	I like for both lanes of traffic to be able to continue at same time as needed. I like the columns and plants along the sidewalk in 1, if it didn't cut into the road.	1/12/2020 2:17 PM
8	#1 seems more upscale than #2 and #3 seems kind of plain	1/12/2020 7:12 AM
9	Nature is what characterises Upper Arlington!	1/11/2020 9:39 PM
10	Having the street name on the pillars is classy and helps with walkability navigation. When new people come, they won't have lived here for 20 years. Having a common "transition" that has an orientation landmark like a street name will help walkers remember which way they came. It is reminiscent of the ends of the "circles" neighborhood in Victorian Village, in that it is clear that you are crossing a boundary, and redefining what the space is used for. That is, going from a neighborhood to a mixed-use area.	1/11/2020 9:27 PM
11	Island provides better visual interest	1/11/2020 7:15 PM
12	More natural	1/11/2020 5:50 PM
13	More trees . They always create a better ambience.	1/11/2020 2:39 PM
14	Prefer single lane to discourage cut-through and more garden-like appearance	1/11/2020 1:01 PM
15	Like the look and the street name on it	1/11/2020 8:51 AM
16	Defines entry to residential area well	1/11/2020 8:48 AM
17	Simple	1/9/2020 11:27 PM
18	Like the stone	1/9/2020 9:33 PM
19	Simple and clean with good basic colors. Brick stands out to much and option 3 is too reliant on maintenance and the weather.	1/9/2020 9:04 PM
20	I like the light/street combo of option 1, but prefer the fence instead of flowers to minimize upkeep	1/9/2020 7:27 PM
21	Natural setting is more relaxing, reminiscent of a park	1/9/2020 5:21 PM
22	I like the stone versus brick. I think the stone goes better with all the limestone sued through out UA.	1/9/2020 1:29 PM
23	Aesthetically I prefer the look of #2 over #1 but they do the same thing. I live on Chester in the block where the development is happening and I assume that the threshold is placed where cars can get in and out of the dentist/Wine Bistro lot and also not get rear ended turning from Lane Ave and followed by another car. The design does not look wide enough for 2 cars to go thru at the same time (1 north 1 south) The third option looks like the current Calming Devices already installed. It was a good idea to try but get in the way more than they are helpful. Also, not that attractive.	1/9/2020 12:58 PM
24	Does it have to stick out into the street? That always feels dangerous to me. If you put something in the middle of the street - I might have to move....those are just stupid	1/9/2020 10:41 AM
25	Provides better physical barrier between pedestrian and vehicle using just simple columns and simple plant material. No need for low wall and metal rail shown in Option 2. Stone expression is more consistent with overall UA character and brand (but must use natural Marble Cliff	1/9/2020 10:36 AM



## Lane Avenue Planning Study - Survey II

quarry-like stone.) Option 3 is too narrow, encourages vehicle to drive toward pedestrians and looks inaccessible for first responders/fire trucks.

26	Option 1 because it introduces some color. Option 3 duplicates the ridiculous approach we're living with now.	1/9/2020 10:21 AM
27	not a fan of red brick. also, why are the planters blocking the walking path through the crosswalk?	1/9/2020 8:30 AM
28	Trees!	1/8/2020 11:44 PM
29	Critical to protect neighborhoods and be clear where development will end	1/8/2020 9:34 PM
30	More formal and more of a gateway than a decoration. Will remain consistent across seasons and weather. would prefer evergreen, perennial bushes and ground cover.	1/8/2020 8:05 PM
31	Most traditional but up up date	1/8/2020 7:16 PM
32	The side bump outs shown in option 1 and 2 are a pain and not effective. A median is much better proposed idea.	1/8/2020 6:28 PM
33	Option 3 is most natural but may not be durable.	1/8/2020 6:11 PM
34	Like the lights and flowers. I do not think trees in the middle of street are likely to grow well with surrounding concrete.	1/8/2020 5:58 PM
35	Like the color of the post better. A better definition of this is where the district ends	1/8/2020 5:38 PM
36	Prefer more foliage instead of black iron low fencing of Option 2	1/8/2020 5:06 PM
37	Option 1 includes the street name and appears to provide better light. Option 3 is awful. It doesn't look nice along Tremont and we shouldn't repeat it.	1/8/2020 4:59 PM
38	None all create backup and accidents when drivers not paying attention	1/8/2020 4:01 PM
39	Simple, elegant..like that you can see street name easily, nice plantings, decent sidewalks; however can two cars pass? Or will they have to take turns? Could cause congestion back at main road or on parade day.	1/8/2020 3:18 PM
40	Because this is closer to the entrance into Upper Arlington from Marble Cliff on Arlington Ave. I would scrap the as reproduce that. It also matches the stone work by the country club as you drive up Lane from riverside dr.	1/8/2020 2:21 PM
41	#3 best because it maintains two lanes of traffic, but the lightposts in #1 are otherwise very attractive	1/8/2020 1:52 PM
42	Option 1 is also nice. I think I prefer the natural brick to the gray block. I do like the signs from Option 1. I like the single-lane access from both 1 and 2. I do not like the dual lane access in Option 3 or the lack of posts.	1/8/2020 1:42 PM
43	I prefer the aesthetics of option 3. No physical structure. Allows for less congestion.	1/8/2020 1:36 PM
44	Like the stone, not the brick and prefer the narrowing of the street space rather than the two lanes.	1/8/2020 1:36 PM
45	Westmont/Chester residents worked very hard to make sure option #3 was on their streets. We were very clear that we wanted a median with substance with obvious signage that people are entering a neighborhood. I believe it's important that people living on the threshold streets get to make this decision since they are the ones that will experience it on a daily basis. Medians keep people separated, where chicanes force people together. Not a fan of option #1 or #2.	1/8/2020 1:36 PM
46	modern look including elements of nature	1/8/2020 12:49 PM
47	Two way traffic. More green space and less hard space.	1/8/2020 12:09 PM
48	allows for two-way traffic, and doesn't have a tacky sign	1/8/2020 11:58 AM
49	Less "disruptive" to neighborhood. Feels more cohesive with homes	1/8/2020 11:00 AM
50	Has the 'Old Arlington' feel and seems to fit the area better.	1/8/2020 10:48 AM
51	This one looks the best plus adding a light in this darker area is beneficial.	1/8/2020 9:39 AM

## Lane Avenue Planning Study - Survey II

52	Can't go wrong with option 1 or 2 as long as they are maintained (weeding, painting, etc)	1/8/2020 9:30 AM
53	Most attractive and easiest to drive through	1/8/2020 9:24 AM
54	Classic and timeless.	1/8/2020 9:16 AM
55	More classy	1/8/2020 8:34 AM
56	More natural looking not SO obnoxious!	1/8/2020 7:51 AM
57	Offers best visibility while also keeping a good neighborhood feeling.	1/8/2020 7:16 AM
58	I like the pillars and the brick color of option one is more appealing to me.	1/8/2020 7:06 AM
59	Compliments the existing landscape and architecture	1/8/2020 6:28 AM
60	It looks safer with the short fence.	1/7/2020 11:41 PM
61	I like lights with trees	1/7/2020 11:20 PM
62	I like option one because there is a lighting and the use of stone. Stone blends in with the neighborhood better because there is a large use of stone in the neighborhood.	1/7/2020 11:18 PM
63	Green, subtle	1/7/2020 11:15 PM
64	More green	1/7/2020 10:51 PM
65	Keep it simple	1/7/2020 10:50 PM
66	Love the brick, but also like Option 1 that highlights the street name. Tough call.	1/7/2020 10:46 PM
67	classic, mirrors plans for lane ave, more pedestrian focused. The plan for these needs to be added to streets of the University district that parallel lane from North Star. this plan is going to encourage more traffic to cut through on these streets (Cardiff, Berkshire, Asdown, Doone, etc.)	1/7/2020 10:33 PM
68	Very sharp looking!	1/7/2020 10:10 PM
69	None of these, it's NW Blvd at Brandon again, this is asking for cars to crash	1/7/2020 9:52 PM
70	Again, I don't understand the question. what is a threshold? the orientation of the map is unclear and confusing, only two roads are identified, and where is are the two new building construction sites?	1/7/2020 9:19 PM
71	Design and stone fit in better with neighborhood	1/7/2020 9:12 PM
72	Trees	1/7/2020 8:54 PM
73	It maintains two lanes. I also dislike the waste on energy in the lighted posts.	1/7/2020 8:12 PM
74	the stone and light are very classy -- i feel option 3 would have more upkeep with bad drivers	1/7/2020 7:56 PM
75	Classier	1/7/2020 7:38 PM
76	looks more upscale	1/7/2020 7:10 PM
77	It is more aesthetically appealing.	1/7/2020 7:05 PM
78	Safer than 3 more appealing	1/7/2020 7:00 PM
79	I also like option 3. Option 2 reminds me of new Albany. The other two seem more natural	1/7/2020 6:54 PM
80	I like the naturalness of it.	1/7/2020 6:48 PM
81	None of above	1/7/2020 6:42 PM
82	Option 3 is more welcoming.	1/7/2020 6:35 PM
83	I hope you use native plants	1/7/2020 6:32 PM
84	I like no words on the pillars but I don't like that it seems that only one car can get through. I don't like narrow areas, makes me feel claustrophobic. Need to be able to let 2 cars pass through at once. Option 3 just begs for someone to crash into the middle of it.	1/7/2020 6:20 PM
85	I prefer the grey color and lack of the extra rail.	1/7/2020 5:58 PM

## Lane Avenue Planning Study - Survey II

86	like the trees!	1/7/2020 5:53 PM
87	Red brick is classic	1/7/2020 5:53 PM
88	It's natural and the pillars are pretentious.	1/7/2020 5:37 PM
89	More natural. There are no other entries like this in UA	1/7/2020 5:27 PM
90	I think the columns done in Limestone would be more in character with the overall aesthetics of the community.	1/7/2020 5:24 PM
91	less is more	1/7/2020 5:06 PM
92	more timeless	1/7/2020 5:02 PM
93	Prefer the more simple threshold as it appears most natural.	1/7/2020 5:01 PM
94	Option 3 is the best option if you aren't going to implement signs with street names all over the city. It just causes more of a disconnect	1/7/2020 4:52 PM
95	If cars are to drive through, then 3 for sure as it delineates individual lanes. If it's not for cars, then I would pick option 1.	1/7/2020 4:41 PM
96	looks good even in the winter	1/7/2020 4:35 PM
97	Combination of green plants with stone posts is appealing.	1/7/2020 4:34 PM
98	I actually like the brick of option 2 better, but don't like the black lattice thing that extends from it.	1/7/2020 4:25 PM
99	I dont think putting up a pillar will keep people out or create a "neighborhood exit" feel. I dont see the point in these.	1/7/2020 4:15 PM
100	Like the stone look	1/7/2020 3:56 PM
101	The materials used in #1 seem more "UA"	1/7/2020 3:56 PM
102	1 has better look, but all these impede traffic and should not.	1/7/2020 3:49 PM
103	Relevance to UA as a community	1/7/2020 3:47 PM
104	most natural and durable	1/7/2020 3:37 PM
105	I like the street names on the pillar. And just my personal preferece but I prefer the stone look over the brick.	1/7/2020 3:36 PM
106	In this case I like the signage, and in particular the bear.	1/7/2020 3:34 PM
107	Signage appropriate	1/7/2020 3:34 PM
108	Opt 2 compliments what has recently been done at Northam park	1/7/2020 3:24 PM
109	The lighting is ridiculous. Phony. Contrived. Large objects near the curb block motorist's view of pedestrians crossing. This is currently a problem at the Miller Park roundabout.	1/7/2020 3:19 PM
110	Natural, simple yet elegant and tasteful. The first two are so mediocre- again, Oakwood or Medina would have 1 and 2. Greenwich Ct would not. UA is Greenwich.	1/7/2020 3:19 PM
111	I like the plants	1/7/2020 3:15 PM
112	We like the street name on the brick column and the light.	1/7/2020 3:15 PM
113	Lights and street signs define the thresholds best	1/7/2020 3:13 PM
114	I like the inclusion of the street name, and the gray of the brick	1/7/2020 3:06 PM
115	I like the lights/signage of Option 1, but the traffic flow of Option 3 is better and makes it the winner.	1/7/2020 2:59 PM
116	Although I like the extra lighting of options 1 and 2, I prefer option 3 for enhancing walkability	1/7/2020 2:58 PM
117	the more prominent threshold the better	1/7/2020 2:47 PM
118	Brandon is a cut through street as it is from Northwest to get to Lane and this would help slow	1/7/2020 2:45 PM

## Lane Avenue Planning Study - Survey II

people down. People go FLYING down Brandon, especially after school and in the morning when getting to work.

119	Pillars are needed stone more appropriate	1/7/2020 2:43 PM
120	Can it be natural stone?	1/7/2020 2:41 PM
121	Plants are good	1/7/2020 2:36 PM
122	I like that two cars can still pass at the same time. The others look too narrow for that?	1/7/2020 2:33 PM
123	Pretty without creating a visual barrier.	1/7/2020 2:22 PM
124	Prefer a barrier to control traffic. Although green looks great it is easily trampled and less of a deterrent to speedy drivers and pedestrians.	1/7/2020 2:17 PM
125	Most traditional and in keeping with other ua architecture	1/7/2020 2:10 PM
126	Lower cost, lesser maintenance and still attractive.	1/7/2020 1:53 PM
127	Use of lighting and garden space is classic.	1/7/2020 1:48 PM
128	Also like 3 because it keeps two lanes but if trees are overgrown it will require more maintenance	1/7/2020 1:47 PM
129	center planted island would be difficult to maintain. masonry pylons are good, trees/shrubs would be better.	1/7/2020 1:40 PM
130	Again - Less is More on this	1/7/2020 1:38 PM
131	These lights look more classic. They seem to fit the neighborhood better than the gateway styles.	1/7/2020 1:32 PM
132	Like stone better than brick	1/7/2020 1:19 PM
133	It allows two lane traffic. With the other 2 options, only one car can enter or exit	1/7/2020 1:14 PM
134	Classy, stone, looks UA	1/7/2020 1:08 PM
135	ks the most polished and will ease traffic better than the narrow option 3	1/7/2020 1:07 PM
136	Contemporary, sleek look of 1 vs 2. Dislike 3 b/c it requires ongoing plant maintenance and in other communities these little planters tend to be poorly maintained over time, and rapidly deteriorate.	1/7/2020 1:06 PM
137	Like the flowers if city maintains	1/7/2020 1:01 PM
138	I like the lights and stone (as opposed to brick) masonry	1/7/2020 1:00 PM
139	The red brick stays with the feel of UA. The rod iron accents require less maintenance than plants.	1/7/2020 12:59 PM
140	The other options would look shabby quicker.	1/7/2020 12:59 PM
141	Really, I think the stone should align with the primary construction material of the buildings surrounding it. I'm not sure if this is it, but a guess?	1/7/2020 12:58 PM
142	consistent with existing thresholds in aesthetic	1/7/2020 12:57 PM
143	Why horizontal lighting fixtures? Why no options for down lighting or up lighting? Can we please find a designer with current knowledge of lighting technique that maximizes ambience while minimizing glare??	1/7/2020 12:56 PM
144	Why waste taxpayer money and hardscaping when you can do it much better with actual landscaping	1/7/2020 12:50 PM
145	Defines the area while still allowing 2 lanes of traffic	1/7/2020 12:49 PM
146	Trees	1/7/2020 12:48 PM
147	Prefer bricks and still has plenty of plants	1/7/2020 12:48 PM
148	fits more with building styles	1/7/2020 12:42 PM

## Lane Avenue Planning Study - Survey II

149	Option 4 none of the above. Good luck getting a plow down that street	1/7/2020 12:41 PM
150	I like the more open feel	1/7/2020 12:40 PM
151	Option 3 is the best because the tree is in the middle of the street -- this is more beautiful and MORE SAFE!! Cars have to slow down but they don't need to swerve. Options 1 and 2 cause swerving, which is dangerous because it can cause people to get into accidents or possibly hit people, when that's what is trying to be avoided.	1/7/2020 12:40 PM
152	I like the stone lamppost with the Golden Bear emblem. I also like the purple flowers, but of course those won't bloom year-round. Will they be replaced with other blooming flowers seasonally? This option seems the most welcoming.	1/7/2020 12:38 PM
153	I like the gray stone and purple flowers. I do not like option 3 at all	1/7/2020 12:34 PM
154	I like trees	1/7/2020 12:27 PM
155	Name recognition and soft element of flowers/color	1/7/2020 12:26 PM
156	What about the neighbors	1/7/2020 12:23 PM
157	My concern with the other options is maintenance and damage to the lighting structures. I also would expect other streets in the city, not part of the corridor, to want some kind of special signage.	1/7/2020 12:23 PM
158	This looks like a well defined border to the surrounding neighborhood and is more aesthetically pleasing than option 2. I prefer plants over fences. I do not like barricades in the middle of the street.	1/7/2020 12:22 PM
159	Colorful flowers brighten it up	1/7/2020 12:21 PM
160	Not a fan of the lights	1/7/2020 12:20 PM
161	Lighting/nature mix is good balance. I like option 3 too but no lighting might be a safety issue at night.	1/7/2020 12:19 PM
162	Natural planting	1/7/2020 12:18 PM
163	I like the lighting in option 1 and 2 but all the plantings are a little too much. I do not think the city would care for the plantings. I like the two way car entrance with a divide. Maybe a light could be added to the divide.	1/7/2020 12:17 PM
164	None are desirable as all of them decrease vehicular circulation in general and especially that of emergency vehicles and snow clearing. I choose option 3 only because it does not appear to have an electrical power supply requirement.	1/7/2020 12:16 PM
165	Fits neighborhood	1/7/2020 12:15 PM
166	This would look the best year-round. Option 1 and 2 are nice, but would only look good in the summer.	1/7/2020 12:13 PM
167	classic brick is good. additional lighting a nice plus. gives opportunity for family sponsorship or memorial plaques, etc.	1/7/2020 12:12 PM
168	two way traffic	1/7/2020 12:10 PM
169	Has less of a "choked" feeling.	1/7/2020 12:10 PM
170	I like the extra plants and how boulevards slow traffic	1/7/2020 12:10 PM
171	Better looking	1/7/2020 12:07 PM
172	Prefer the more natural boundaries	1/7/2020 12:07 PM
173	line of traffic looks too restricted in option 1 and 2.	1/7/2020 12:07 PM
174	Classy and provides more definition compared to option 3 which I like but someone just driving by wouldn't know what it's representing	1/7/2020 12:06 PM
175	cleaner, more inviting, goes with neighborhood	1/7/2020 12:05 PM
176	Physical post a better barrier, like added street label in Option 1	1/7/2020 12:03 PM

## Lane Avenue Planning Study - Survey II

177	Like Option 1 and 3, but 3 doesn't have signage so 1.	1/7/2020 12:02 PM
178	I live in the S of Lane NW to NStar neighborhood , & I really like that middle-of-street clump on Ashdowne. It really slows traffic (which, even though it's 25 mph, is a problem)	1/7/2020 12:02 PM
179	#1 looks great, provides clearly marked road names - it's perfect. #3 is the worst - street trees just don't work IMO. They can create visibility problems too.	1/7/2020 12:02 PM
180	there is an example of the narrow island at Ashdowne and it looks pathetic whereas the traffic calming measures near whole foods look more attractive and function well.	1/7/2020 12:01 PM
181	We need more trees in the neighborhoods to soften the look of streets that have very few trees.	1/7/2020 12:01 PM
182	I like the street name on the pillar, the use of plants, and I think there will be less damage if cars jump the curb. That third option, I think people will actually hit the trees in the middle.	1/7/2020 11:56 AM
183	Clean looking .. low maintenances	1/7/2020 11:55 AM
184	I love the street name incorporated into the threshold structure. A second place would be Option 2.	1/7/2020 11:55 AM
185	can contain modern street sign	1/7/2020 11:53 AM
186	i like the barrier for sidewalk	1/7/2020 11:52 AM
187	Appealing to the eye - timeless, traditional	1/7/2020 11:52 AM
188	The Gray brick lends itself more to the various styles of all the locations for the thresholds, and go better with asphalt areas. They also seem to weather better and age more realistically. The plants will undoubtedly be killed more easily by animals and the cold weather months will basically leave them unattractive for 6 months out of the year.	1/7/2020 11:51 AM
189	Less care for the plants, thus will look better at all times.	1/7/2020 11:51 AM
190	same. fits our decor	1/7/2020 11:51 AM
191	I like the look of option one, especially with the street names and the golden bear symbol; however, i feel it would cause traffic congestion issues especially from busy roads.	1/7/2020 11:51 AM
192	It has a clean look. However, remove the brush bumpouts into the street. They would probably be run over.	1/7/2020 11:50 AM
193	I like the look of this one better than option 2. Option 3 would be my best choice but I feel like it may be hard to see around the tree in the center and may be a safety issue	1/7/2020 11:49 AM
194	Timeless and less use of materials	1/7/2020 11:49 AM
195	Please, not Option 3. That looks like a mistake - a bush growing out of the middle of the street - and will confuse drivers	1/7/2020 11:48 AM
196	If posts are utilized, would prefer to see natural limestone common to UA.	1/7/2020 11:48 AM
197	More sleek.	1/7/2020 11:48 AM
198	Simpler	1/7/2020 11:46 AM
199	The one-lane access seems a bit restrictive	1/7/2020 11:46 AM
200	The more green the better.	1/7/2020 11:44 AM
201	I like 1 or 3. The directional signage is nice in option 1	1/7/2020 11:44 AM
202	Street names and the materials look timeless.	1/7/2020 11:44 AM
203	Maintains a seamless "look"	1/7/2020 11:44 AM
204	Tree option will grow over the years and be beautiful. Others are too stuck-up.	1/7/2020 11:44 AM
205	I like the street names printed on the pillars and I believe they're the most aesthetically pleasing.	1/7/2020 11:43 AM
206	Trees on that tiny island will only get bigger.	1/7/2020 11:43 AM
207	1 but with the brick or most consistent material used around UA	1/7/2020 11:43 AM

## Lane Avenue Planning Study - Survey II

208	Option 1 has clearest signage and attractive design. Option 2 a close second. Option 3 just looks messy.	1/7/2020 11:42 AM
209	All 3 look stupid. Dated. No one likes any of these.	1/7/2020 11:42 AM
210	I like the look of this one.	1/7/2020 11:41 AM
211	I like the street sign and the gray stone.	1/7/2020 11:41 AM
212	seems safer than #3, looks nicer than #2	1/7/2020 11:39 AM
213	we need more trees!	1/7/2020 11:39 AM
214	please no more tiny islands	1/7/2020 11:38 AM
215	It gives every entrance into Lane Avenue area something special and, honestly, it's the best looking option.	1/7/2020 11:38 AM
216	I like having lights ( if they are not too bright). don't prefer 1 over 2 by large margin	1/7/2020 11:37 AM
217	I like the street names identified	1/7/2020 11:36 AM
218	A cleaner less cluttered look	1/7/2020 11:34 AM
219	Plants can change as taste/designs change.	1/7/2020 11:34 AM
220	I think the brick is more traditional and fits better with the city look and feel. I do not like 3 at all, it will end up looking like weeds and will need more hands on upkeep which never looks good over the long term. Keep it simple and classy like option 2	1/7/2020 9:43 AM
221	Spend more money on plants instead of things that will go out of date.	1/6/2020 7:49 PM
222	Streets are not wide enough to have anything in the middle. Seems not as safe also	1/5/2020 6:09 PM
223	i prefer the use of trees	1/5/2020 5:20 PM
224	I prefer the asthenic look to this option vs others	1/5/2020 12:19 PM
225	All 3 look like they could cause accidents but maybe you're trying to slow traffic? Option 1 loos the most like UA. Option 3 is attractive. Option 2 - not so attractive.	1/5/2020 12:09 PM
226	I don't believe the installation of a light is going to prevent any cut thru traffic.	1/5/2020 8:24 AM
227	it looks more elegant	1/4/2020 9:31 PM
228	No need for additional lighting to disturb neighbors if lighting already exist.	1/4/2020 7:37 PM
229	Like the signage	1/4/2020 6:53 PM
230	Option three but what is the point of those? This things will get BEAT up by drivers and trucks. This is stupid, stupid, stupid.	1/4/2020 6:12 PM
231	Need more light added to three but love the more nature of option 3. Solar lights?	1/4/2020 12:29 PM
232	What about the people who live Next to these? Will you shine a light in their house all night?	1/4/2020 10:24 AM
233	Again, these could be much more exciting, if they were designed by artists	1/4/2020 9:56 AM
234	Just prefer the aesthetic. One or two works with the option I chose in question one.	1/4/2020 8:50 AM
235	The trees will be hard to maintain and the red brick will not look with Concrete sidewalks and asphalt roads as good as the darker gray/stone	1/4/2020 7:23 AM
236	Prefer a more natural look and like the divider in the road. It gives the appearance of a private/restricted entrance. Would also prefer landscaping to either side of the island on the sidewalk to screen the street beyond.	1/4/2020 12:47 AM
237	Makes it look more like a welcoming community rather than fake gated one	1/3/2020 11:28 PM
238	More lighting is always good.	1/3/2020 6:57 PM
239	its the prettiest, has some light & delineates a cross walk. #2 is ugly	1/3/2020 5:34 PM
240	Again, less obtrusive is better. We are a bedroom community not a vacation spot.	1/3/2020 5:26 PM

## Lane Avenue Planning Study - Survey II

241	Like 1 and 3. 3 is most natural and appealing.	1/3/2020 4:11 PM
242	Classy and good protection for pedestrians	1/3/2020 3:51 PM
243	Two lanes means better flow of traffic while still achieving calming effect.	1/2/2020 10:23 PM
244	It is softer, traffic calming, and natural	1/2/2020 8:37 PM
245	again, prefer the option with the most greenery/natural look - option 3.	1/2/2020 5:09 PM
246	Classic and timeless	1/2/2020 4:39 PM
247	Ease of identifying street name amidst busy commercial area	1/2/2020 2:09 PM
248	Like the idea of lamps to light paths and act as a block between car traffic. Prefer greys and stone color rather than brick due to amount of stone houses and walls in UA.	1/2/2020 12:21 PM
249	Like the narrowed road and the road name added to the street lights is a nice touch	1/2/2020 11:33 AM
250	aesthetically pleasing and welcoming	1/2/2020 9:52 AM
251	Cleaner design that will more seamlessly integrate with surrounding materials.	1/2/2020 9:10 AM
252	Balance	1/2/2020 8:38 AM
253	prefer minimal maintenance	1/2/2020 6:07 AM
254	Whatever	1/2/2020 12:07 AM
255	Although significant traffic through these streets is not expected, Options 1 and 2 would appear to significantly worsen the situation by not allowing two cars going in opposite directions to pass through the threshold. It's not clear if a larger vehicle (e.g., trash collection truck) can easily pass through any of the options	1/1/2020 11:01 PM
256	I like the lighting and materials, and the use of native plants.	1/1/2020 2:38 PM
257	Easier to navigate. And I like the trees	1/1/2020 12:46 PM
258	I like stone	1/1/2020 12:40 PM
259	Why the need for crappy & ugly lighting that doesn't match the tradition of South Arlington Street lighting?	1/1/2020 12:09 PM
260	Ideally combination of the lighting in option 1 with the two lanes of option 3.....option 3 by itself will end up looking like a weed pit	1/1/2020 10:43 AM
261	Center island seems like it would be driven over. Prefer gray brick and planting in option 1	1/1/2020 9:56 AM
262	I think this will age better than the brick, and the greenery is nice, but once it gets out of control or something dies, it'll just look sad	1/1/2020 9:26 AM
263	Prefer no additional lighting (energy usage/output!).	1/1/2020 5:53 AM
264	The design should meld seamlessly into the neighborhoods	1/1/2020 12:53 AM
265	Green is better	12/31/2019 8:22 PM
266	Classy option	12/31/2019 6:20 PM
267	I live on Brandon do not want to pay for lights however and am very worried about how this will effect my property value, privacy and security	12/31/2019 5:32 PM
268	most consistent look year round	12/31/2019 4:30 PM
269	No need for street names, trees/plants in middle of roads die	12/31/2019 4:18 PM
270	Classic. Has lighting and foliage. Doesn't call too much attention to itself.	12/31/2019 4:10 PM
271	prefer over red brick. don't like #3	12/31/2019 2:59 PM
272	I think the stone, the "coach light" and the flowers all look more residential and fit well with the overall "feel" of UA.	12/31/2019 2:49 PM
273	I like the colors (I don't really think UA is a red brick city); I think the bump outs will slow traffic	12/31/2019 1:29 PM



## Lane Avenue Planning Study - Survey II

	more than trees in the middle of the road.	
274	It is the easiest to read.	12/31/2019 11:27 AM
275	While all three are acceptable I think 1 looks like UA.	12/31/2019 11:14 AM
276	Greener. Less fussy. Like the idea of lighting, but don't care for either of the columns/fixtures shown	12/31/2019 11:02 AM
277	less restrictive	12/31/2019 10:04 AM
278	I prefer the stone and no trees. Trees eventually get huge and will overgrow the space that is shown. I am concerned also about EMS and fire access with a barrier in the center of a street.	12/31/2019 9:55 AM
279	Cheaper and more natural looking	12/31/2019 9:40 AM
280	Natural, not ostentatious	12/31/2019 9:09 AM
281	Well, UA is supposed to be a Tree City USA....I think we should plant as many trees as possible.	12/31/2019 9:02 AM
282	Organic	12/31/2019 8:56 AM
283	Its more subtle, and will feel more appropriate in a wider variety of settings.	12/31/2019 8:45 AM
284	Very classy, UA is known more for stone and not brick	12/31/2019 8:07 AM
285	Clean look that defines transition to residential area	12/30/2019 10:52 PM
286	More discreet.	12/30/2019 10:31 PM
287	Option 1&2 are basically the same with what looks like ridiculously contrived lights.	12/30/2019 10:05 PM
288	Like the natural elements	12/30/2019 9:56 PM
289	I like the lighted fixture as a way to indicate a transition to drivers and to homeowners that the city recognizes long term plan to maintain residential setting beyond the marker. I like the gray stone as it more closely aligns with the ubiquitous limestone fences in UA	12/30/2019 9:45 PM
290	Most natural looking	12/30/2019 8:44 PM
291	Fits with character of neighborhood best.	12/30/2019 8:33 PM
292	I like #2 overall but it'll also be lower maintenance seasonally.	12/30/2019 7:58 PM
293	3 is simplest and greenest. Avoid 2, as Cbus is already redbricked to death. Ideally, ignore my "N of Fishinger" vote and restrict this vote to the neighbors who are most directly affected.	12/30/2019 7:48 PM
294	I feel like Option 1 blends into the environment better. The bricks in Option 2 are too stark of a contrast, and Option 3 doesn't present enough delineation between the neighborhood and business district -- it also looks like it might just end up being neglected and filled with weeds.	12/30/2019 7:29 PM
295	I like the simplicity of the landscaping in Option 3.	12/30/2019 7:07 PM
296	Looks more natural	12/30/2019 7:00 PM
297	Clean	12/30/2019 6:33 PM
298	It appears that Option 1 and Option 2 have tried to discourage overflow traffic by reducing the entrances and exits to the neighborhoods to one lane. This is to fix a traffic flow problem that already exists on Lane Avenue that will only get worse with more development? Until the traffic flow problem on Lane Avenue is successfully addressed and resolved, I see no workable solutions that will prevent the traffic from impacting neighborhoods. Option 3 does nothing to discourage overflow traffic but does not add confusion of only one lane for those who live in the neighborhoods involved.	12/30/2019 6:24 PM
299	Clear definition from district to neighborhood but still welcoming	12/30/2019 5:40 PM
300	Looks classy	12/30/2019 5:35 PM
301	timeless but not old fashioned like others, median seems safer than narrowing	12/30/2019 5:33 PM
302	None of the above. A composite of Option 1 and 3.	12/30/2019 5:29 PM

## Lane Avenue Planning Study - Survey II

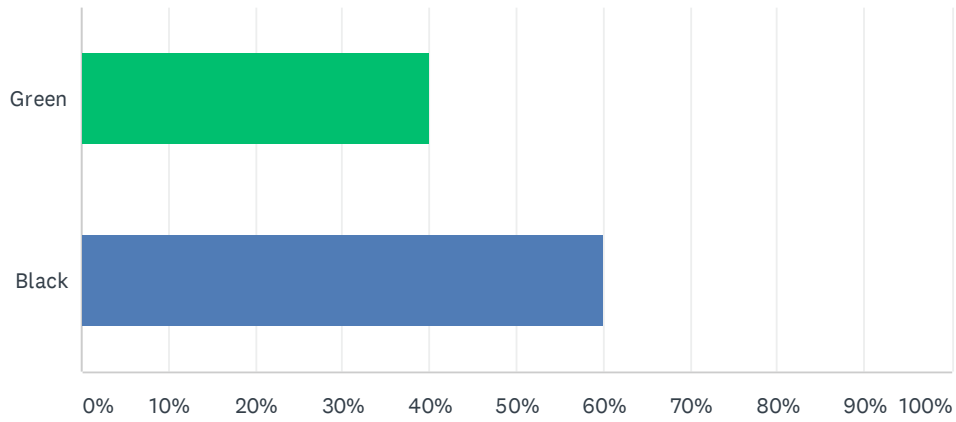
303	Practical, easy on the eye, and easy to maintain.	12/30/2019 5:24 PM
304	If I could say "none of the above", I would. All will be expensive to maintain as cars hit the bricks/landscape. Option 3 looks downright dangerous.	12/30/2019 5:23 PM
305	More trees is always better.	12/30/2019 5:23 PM
306	more natural	12/30/2019 5:17 PM
307	Seems to be the most unique and distinctive choice.	12/30/2019 5:00 PM
308	I prefer brick. Option 1 is a close second. I don't like option 3 at all.	12/30/2019 4:59 PM
309	Frankly, I don't like any of them. They all seem to constrict traffic flow from 2 lanes to one, which will be a problem. But option one at least has a street name showing.	12/30/2019 4:54 PM
310	Two cars can pass at the same time	12/30/2019 4:51 PM
311	We need more plants NOT more concrete structures.	12/30/2019 4:48 PM
312	like space for 2 way traffic and trees are great	12/30/2019 4:40 PM
313	Option 1 feels definitive. It sets an edge for the neighborhood	12/30/2019 4:27 PM
314	Simpler, less cluttered, easier to navigate when the road is icy	12/30/2019 4:26 PM
315	I believe a neighborhood threshold is unnecessary and overspending	12/30/2019 4:23 PM
316	Timeless	12/30/2019 4:16 PM
317	It seems Option 3 is the only option that allows traffic both ways. If Options 1 and 2 become single lanes, that is a bad idea. Iso looks cheaper to maintain.	12/30/2019 4:16 PM
318	It looks more like a boundary than #3 & it think it looks classier than #2	12/30/2019 4:09 PM
319	I think the gardens that encroach on the road are a hazard	12/30/2019 4:09 PM
320	Nothing to maintain and replace other than plant material	12/30/2019 4:07 PM
321	stone columns and sense of entry....prefer dark skies style lighting	12/30/2019 4:01 PM
322	I like the stone look, and make the boundary very clear. Option 3 seems less clear.	12/30/2019 3:59 PM
323	I like the natural boundaries created by the shrubbery and also the greenery with floral accent. The third option is my second choice, although I dislike the island idea. I do like the natural look in option 3.	12/30/2019 3:58 PM
324	I don't understand how narrowing the adjoining roads will help with circulation. Looks like it will create bottlenecks. The one by Whole Foods backs things up and does not help with the flow of traffic or the speed of cars and it is unattractive.	12/30/2019 3:51 PM
325	This fits modern trends, while still respecting historical building materials.	12/30/2019 3:45 PM
326	Not all that much difference but three seems more a gateway	12/30/2019 3:40 PM
327	Is cleaner looking & seems like it might be easier to maintain. I also like Option 1 for its look. I'd be ok w. either	12/30/2019 3:32 PM
328	All 3 options require grass & shrub maintenance and create problems for snow plows, trash trucks, large vans, etc. Just keep the roads open in the traditional sense.	12/30/2019 3:19 PM
329	Will require less maintenance.	12/30/2019 3:02 PM
330	Option 1 looks like the entrance to a cemetery; I don't like trees in the middle of the road as shown in Option 3	12/30/2019 3:02 PM
331	Tree in option 3 might create dangerous obstruction to see pedestrians in road and not very traffic calming. Option 1 looks very uncharacteristic for neighborhood. Don't like any, but dislike option 2 the least.	12/30/2019 3:02 PM
332	Very attractive as long as no one knocks off the light fixtures or runs into the pillars. However, option 3 probably requires the least maintenance	12/30/2019 2:59 PM
333	While I like the plants in Option #1 and #3, they will not look near as nice when the flowers are	12/30/2019 2:54 PM

## Lane Avenue Planning Study - Survey II

	not in bloom. Option #2 will look better through more of the year	
334	native grasses	12/30/2019 2:44 PM
335	love these street lights and visible street names	12/30/2019 2:44 PM
336	No disruption to traffic flow	12/30/2019 2:44 PM
337	Can read street name easily. Like the greenery on each side of the threshold. The greenery around the pillars is attractive	12/30/2019 2:44 PM
338	Traffic flow is more intuitive, but still slowed by narrowing lanes	12/30/2019 2:43 PM
339	Clean and Sleek with Natural Elements	12/30/2019 2:35 PM
340	Will calm traffic most	12/30/2019 2:34 PM
341	Cleaner, more modern look	12/30/2019 2:34 PM
342	more "timeless"materials. Less manual maintenance on garden areas	12/30/2019 2:34 PM
343	two lanes - design of Option 1 is also nice	12/30/2019 2:33 PM
344	All three are bad, you are creating a hazard by narrowing the street	12/30/2019 2:31 PM
345	less intrusive and should be easier to keep up - afraid the columns could be hit by traffic or just kids messing around. They could take care of greenery too but should be less expensive to maintain	12/30/2019 2:31 PM
346	I like Brick	12/30/2019 2:30 PM
347	Feels natural - like a neighborhood. The others feel like "development" signage.	12/30/2019 2:29 PM
348	Defines the neighborhood and names it. Classy.	12/30/2019 2:27 PM
349	I just like the look.	12/30/2019 2:26 PM
350	Like more natural materials	12/30/2019 2:24 PM
351	Option 1 is nice, but I don't know if there is enough space to still have 2 cars pass safely	12/30/2019 2:23 PM
352	Looks more timeless and high-caliber/class than the other options.	12/30/2019 2:21 PM
353	the more that can be done to SLOW car traffic, the better	12/30/2019 2:20 PM
354	very classy and timeless	12/30/2019 2:20 PM
355	Prefer the stone over the brick. Definitely prefer option 1 and 2 as they feel more of a divide between residential neighborhood and business. Currently there is no divide, we have multiple driveway turnarounds by business patrons, too close parking to our driveways, noise as people return to their cars, etc.	12/30/2019 2:20 PM
356	Greener	12/30/2019 2:19 PM

### Q3 Do you prefer GREEN light poles or BLACK light poles?

Answered: 961 Skipped: 200



ANSWER CHOICES	RESPONSES	
Green	39.85%	383
Black	60.15%	578
TOTAL		961

**Q4 Share your thoughts with us on the East Gateway Streetscape  
Concept shown below:**

Answered: 426 Skipped: 735

## Lane Avenue Planning Study - Survey II

#	RESPONSES	DATE
1	Outdoor dining not a priority in high traffic area. Traffic turning left on to Lane Ave. from current restaurants hazardous.	1/12/2020 11:04 PM
2	Looks good. Makes sense. Make sure there are enough trees or other natural barriers to enhance pedestrian safety.	1/12/2020 10:52 PM
3	like the option to include outdoor seating along sidewalks, would also like to see bike racks available for people to ride and park.	1/12/2020 10:41 PM
4	Optimize for outside dining. Love the pedestrian friendly space.	1/12/2020 10:33 PM
5	How will this tie into the mega-buildings you plan to have built on the Fiesta Lanes property? What happens to the north side of the road?	1/12/2020 9:22 PM
6	Excellent. Best option	1/12/2020 8:34 PM
7	Where is the bike path?	1/12/2020 6:47 PM
8	na	1/12/2020 6:07 PM
9	I would prefer a wider sidewalk and a smaller landscape area. Not sure why we are going back to 5 lanes on Lane Avenue.	1/12/2020 5:56 PM
10	good sidewalk, great landscaping buffer	1/12/2020 5:32 PM
11	Looks nice, but it seems like it would require taking away some of the road due to its width	1/12/2020 7:52 AM
12	I like the greenery!	1/12/2020 6:57 AM
13	its ok	1/11/2020 9:44 PM
14	The buffer looks like a good idea. Many people travel this on foot for Buckeye games, but this area will get more use as development moves forward. Good to have a plan, and I like the East Gateway plan.	1/11/2020 9:37 PM
15	All of these "manufacture" traffic conjetsion on Lane. Make Lane 4 lanes both directions.	1/11/2020 9:02 PM
16	Looks like it would be nice	1/11/2020 7:19 PM
17	I like the outdoor dining	1/11/2020 5:53 PM
18	Like the buffer from the traffic. Think need activity at sidewalk plus additional landscape treatment along bldg to soften. Hotel across from Lane Ave shopping center does not do a good job with landscape at street level. Hudson 29 bldg is better.	1/11/2020 5:43 PM
19	Looks good	1/11/2020 1:31 PM
20	Prefer front-facing sidewalk dining to behind structure patio areas to decrease noise in neighborhood area. Strongly agree with importance of wide sidewalks	1/11/2020 1:10 PM
21	Like the greenery on both sides	1/11/2020 8:55 AM
22	Looks GREAT!	1/11/2020 8:52 AM
23	I like the buffer between the sidewalk and street	1/11/2020 1:44 AM
24	I like this - good size of all listed zones	1/10/2020 10:48 PM
25	Nice!	1/10/2020 6:20 PM
26	Sidewalks appear to be very narrow. Will make it hard if there is very much foot traffic. Travel zone is narrow.	1/10/2020 5:55 PM
27	A very comfortable landscaped streetscape that will be more pleasant for pedestrians and softens building facades.	1/10/2020 4:43 PM
28	I like this look having trees and additional plantings is something that is appealing to me.	1/10/2020 2:20 PM
29	Separation between motorists and pedestrians is needed.	1/10/2020 10:20 AM
30	I like the enlarged landscape zone	1/10/2020 9:05 AM

## Lane Avenue Planning Study - Survey II

31	Looks fine	1/10/2020 7:20 AM
32	I appreciate the enlarged landscape zone to keep our children safe.	1/10/2020 6:32 AM
33	Looks good	1/9/2020 11:14 PM
34	Looks nice and well manicured	1/9/2020 9:39 PM
35	As a pedestrian of this area, I like the larger buffer zone between shops and street. Also the landscaping near the street.	1/9/2020 8:37 PM
36	The more foliage the better	1/9/2020 5:23 PM
37	I like it. Good Balance again.	1/9/2020 2:55 PM
38	love the outdoor dining space because it defines the public/private space without being too intrusive	1/9/2020 2:41 PM
39	Really like it. Appreciate the welcoming windows and building, the greenscape, and the walking pathway.	1/9/2020 2:22 PM
40	I am fine with this with the assumption that the right turn lane from Lane Ave to North Star Road (west bound) is maintained.	1/9/2020 2:12 PM
41	Looks good. No issues. I like the frontage zone if space is available.	1/9/2020 1:31 PM
42	Looks ok	1/9/2020 1:23 PM
43	Fine	1/9/2020 1:05 PM
44	Makes sense. Like larger landscape zone buffer with trees and elevated planter at building frontage responding to heavier/faster traffic. Need to support/promote a lot of outdoor dining/seating.	1/9/2020 10:56 AM
45	I like the tree buffer from the street. and the wide sidewalks	1/9/2020 10:45 AM
46	I love this--the large landscape zone as a traffic buffer and adequate frontage for outdoor dining.	1/9/2020 10:31 AM
47	I like this one a lot, it feels more open and inviting.	1/9/2020 9:59 AM
48	A LARGER FRONTAGE ZONE IS BETTER	1/9/2020 9:21 AM
49	I like it.	1/9/2020 2:03 AM
50	Seems fine. I like room for outdoor dining.	1/8/2020 11:47 PM
51	People are too close to serious traffic.	1/8/2020 10:54 PM
52	I know this is for the East Gateway comments but wanted to make a comment on the light poles. I voted green so again they would be consistent with what we already have throughout surrounding neighbor streets that were just re painted green.	1/8/2020 10:29 PM
53	Planters are nice but shouldn't conflict with other street uses such as handicap access and/or future public transit access	1/8/2020 9:55 PM
54	Concerned with the idea of transitional areas. This appears to be a clear attempt to push out current owners.	1/8/2020 9:36 PM
55	Prefer the larger landscape space. Looks better and it feels safer when walking in a high traffic area.	1/8/2020 9:19 PM
56	like the approach and design. Important for outdoor seating to be segregated from travel and street traffic.	1/8/2020 8:13 PM
57	Like idea of outdoor space	1/8/2020 7:30 PM
58	I like the landscape zone between pedestrians and car	1/8/2020 7:18 PM
59	Not certain the noise and volume of Lane Avenue traffic will make these spaces enjoyable.	1/8/2020 6:19 PM
60	All these zones may take away room for lanes of the street which is very busy.	1/8/2020 6:05 PM
61	I don't see space for outdoor dining.	1/8/2020 5:42 PM

## Lane Avenue Planning Study - Survey II

62	I like the green foliage spaces.	1/8/2020 5:14 PM
63	Nothing special about it. Seems like a copy of Grandview Year approach.	1/8/2020 5:05 PM
64	I appreciate the green space shown in this version, giving restaurants the option for outdoor seating. It is important to me that in any future planning the city is choosing environmentally updated practices (ie. rain garden vs turf/sewers).	1/8/2020 3:33 PM
65	i like the buffer from the street, creates more safety in the event a distracted driver or parking car comes onto the sidewalk	1/8/2020 3:22 PM
66	Okay...Is everything going to be built up right next to the travel zone? All three concepts seem the same...not very interesting or exciting	1/8/2020 3:19 PM
67	Too busy with all the landscaping, and no option for outside dining.	1/8/2020 2:55 PM
68	Make sure to allow for ample tree growth. in 50-60 years the trees will (hopefully) be as big as the trees are in other parts of the community. Sand stone sidewalks are good for this they move and resist cracking. Like in Shaker Heights Ohio.	1/8/2020 2:26 PM
69	I think the enlarged landscape buffer is important, particularly with the volume of heavy vehicles (dump trucks, mainly) that seem to be using Lane Avenue. In a trip from Northwest to 33 heading West on Lane I counted 9 dump trucks heading East one morning. That is an absurd level of heavy equipment traffic through a residential or even mixed use corridor and frankly it is starting to show in the condition of the pavement.	1/8/2020 1:51 PM
70	I like that this option that puts a buffer between the traffic and the pedestrians.	1/8/2020 1:43 PM
71	Seems fine. I don't think people would spend a lot of time walking along here or doing activities like dining.	1/8/2020 12:45 PM
72	Like outdoor dining close to buildings	1/8/2020 12:18 PM
73	Nice simple landscape	1/8/2020 11:02 AM
74	Nothing specific comes to mind	1/8/2020 10:51 AM
75	outdoor dining space and buffer from the heavy traffic of lane are positives	1/8/2020 10:30 AM
76	Love that space is being allocated for outdoor dining.	1/8/2020 9:45 AM
77	I like the landscape zone added since Lane Ave is busy at times and gives an added buffer from traffic.	1/8/2020 9:41 AM
78	Like seeing tree buffer between curb and walks	1/8/2020 9:38 AM
79	Looks good. I like the separation between pedestrians and traffic.	1/8/2020 9:34 AM
80	I love this!	1/8/2020 9:19 AM
81	Pedestrians are fine but you have already restricted car travel too much on a major artery from UA to 315 and OSU	1/8/2020 8:49 AM
82	I appreciate the buffer between pedestrians and the roadway.	1/8/2020 8:07 AM
83	Nice and pleasant. Outdoor better if on the side not along the street. Rusty Bucket has the best patio.	1/8/2020 8:01 AM
84	I like the deep set back with the landscape zone separating pedestrians from motor vehicle traffic	1/8/2020 7:48 AM
85	I would not want to eat outside next to a busy 4-5 lane road. Air quality and noise would be an issue as well as decreased aesthetics.	1/8/2020 7:34 AM
86	Looks nice. Flowering trees would be beautiful in the landscape zone.	1/8/2020 7:27 AM
87	I like the outdoor seating areas and the landscapes zone to buffer from the busy street.	1/8/2020 7:11 AM
88	Preferable	1/8/2020 1:13 AM
89	Like overall. Like room for outdoor seating.	1/8/2020 12:00 AM
90	I like the outdoor dining space and the landscape zone.	1/7/2020 11:27 PM



## Lane Avenue Planning Study - Survey II

91	Like the larger buffer with heavy traffic coming up the hill from the freeway.	1/7/2020 11:21 PM
92	I'm all for preserving as much green space - we have lost a lot of trees, we need to be mindful of that.	1/7/2020 11:14 PM
93	Love it. The wider the sidewalk the better. The new sidewalk along Tremont Elementary School is great.	1/7/2020 10:57 PM
94	Waste of space for outdoor dining due to noise and lack of utility for many months of the year. Unnecessary materials on sidewalk area when not in use.	1/7/2020 10:56 PM
95	I like it since it allows for outside dining.	1/7/2020 10:55 PM
96	I like the enlarged landscape zone and the raised frontage zone.	1/7/2020 10:33 PM
97	Love al fresco dining as long as you have adequate heat lamps like they do overseas	1/7/2020 10:13 PM
98	Landscaping is nicer in this version	1/7/2020 9:42 PM
99	Needs a wide walkway with bike access	1/7/2020 9:37 PM
100	I like the green space.	1/7/2020 9:36 PM
101	Looks great	1/7/2020 9:33 PM
102	I like the outdoor dining space. I appreciate the barrier between the pedestrian space and the road.	1/7/2020 9:29 PM
103	Not sure this is a great place for outdoor dining. Too close to street.	1/7/2020 9:14 PM
104	Looks good	1/7/2020 9:07 PM
105	I like the enlarged landscape zone and the room for outdoor dining.	1/7/2020 8:48 PM
106	will the sidewalk just end at the end of the gateway? If it doesn't lead anywhere, that would be unfortunate. Ideally would then allow for linkage with bike path in that area or additional sidewalks of some kind	1/7/2020 8:31 PM
107	I like having patio dining options and the big separation from traffic. The latter detail is vital. Wide sidewalks too!	1/7/2020 8:18 PM
108	I like the landscape zone	1/7/2020 8:04 PM
109	i love this plan and think it will add so much to our city -- it's very attractive and I've already been pleased with the stores/restaurants that have been added to the mall. Overall, I think the stone threshold signs and black lights are most cohesive and classic.	1/7/2020 7:59 PM
110	My favorite	1/7/2020 7:57 PM
111	I like the ability to have outdoor dining	1/7/2020 7:49 PM
112	Greenery is nice	1/7/2020 7:41 PM
113	This is okay. Would like to see higher walls on the planters to provide more of a barrier between traffic and pedestrians. Would also deter people crossing the street at non-crossing areas.	1/7/2020 7:37 PM
114	This option provides more privacy for those on patio which may be desirable.	1/7/2020 7:33 PM
115	Needs enlarged landscape zone to minimize potential for traffic to effect pedestrians.	1/7/2020 7:27 PM
116	Love the idea of street dining.	1/7/2020 7:14 PM
117	Like it! Like the option to dine out.	1/7/2020 7:06 PM
118	Yes	1/7/2020 7:00 PM
119	I like the option of outdoor dining.	1/7/2020 6:59 PM
120	need more buffers between sidewalk and pedestrians and the traffic. How about yew hedges with trees spaced every so often?	1/7/2020 6:54 PM
121	I would say do away with outdoor dining and evenly split that space up between sidewalk and landscape. It would be good to have extra sidewalk room and extra landscape area so	1/7/2020 6:29 PM

## Lane Avenue Planning Study - Survey II

	pedestrians can be away from traffic.	
122	This is perfect. Allows outdoor dining, and I like the separation of the various zones, including the risers to prevent people from cutting through	1/7/2020 6:03 PM
123	Looks fine - no specific comment	1/7/2020 5:56 PM
124	Its ok, nothing great however	1/7/2020 5:42 PM
125	Gives a feeling of comfort	1/7/2020 5:31 PM
126	I really like the well defined barrier between the street and the sidewalk.	1/7/2020 5:10 PM
127	Outdoor dining is a plus	1/7/2020 4:54 PM
128	Need to make sure there is enough room in travel zone for multiple Pedestrians, strollers, etc moving in both directions.	1/7/2020 4:49 PM
129	I love it!	1/7/2020 4:43 PM
130	I think the buildings on the N side are too close to the road, it creates a slightly oppressing landscape	1/7/2020 4:38 PM
131	The East Gateway must have a buffer from traffic. The dangers of having a human/animal hit by a motor vehicle will be devastating (as recently occurred in northern Upper Arlington). Safety for the people utilizing this area and living here should be of the utmost importance.	1/7/2020 4:32 PM
132	Looks ok	1/7/2020 4:30 PM
133	Whether you like it or not, this is a high volume traffic street. There must be 2 lanes east and two lanes west. A large landscape zone will not be an effective buffer and likely would interfere with traffic.	1/7/2020 4:00 PM
134	They look good.	1/7/2020 3:59 PM
135	Looks like downtown Columbus	1/7/2020 3:57 PM
136	#1 looks more people friendly.	1/7/2020 3:51 PM
137	I think the spacing is adequate, and safe for pedestrians. I enjoy that it encourages more active modes of transportation, but do not see elements of bike lanes included, which may simply be because they are not yet included in this section of the plans. Everything about the design of this looks good though	1/7/2020 3:50 PM
138	Landscaping should use local plants and could be educational as well	1/7/2020 3:50 PM
139	I like it	1/7/2020 3:47 PM
140	I like the look of all of these. I appreciate the thought going into the keeping the neighborhoods and commercial areas separate in presentation.	1/7/2020 3:39 PM
141	I like the planters, and broad separation from the street	1/7/2020 3:37 PM
142	Very nice.	1/7/2020 3:25 PM
143	It's ok. Shade and grass are calming and cooling in the summer.	1/7/2020 3:25 PM
144	Outdoor dining good. Buffer good but still need bike lane.	1/7/2020 3:24 PM
145	please do not narrow lane ave	1/7/2020 3:22 PM
146	We like the landscape zone for safety.	1/7/2020 3:22 PM
147	I like this the best over the west gateway	1/7/2020 3:16 PM
148	I like the inclusion of a landscape buffer between cars and the sidewalk/travel zone. I also like the greenery in the frontage zone	1/7/2020 3:10 PM
149	Sidewalks are great! I hope that they continue beyond the Gateway and all the way to OSU. A designated bike path would be great too.	1/7/2020 3:04 PM
150	Works	1/7/2020 3:01 PM
151	concerned about all the green scape. is the city going to manage all of this properly?	1/7/2020 2:56 PM

## Lane Avenue Planning Study - Survey II

152	Like proportions .... Don't force barriers between the frontage zone and travel zone .... let them flow together	1/7/2020 2:52 PM
153	I like that the landscape is close to the street and provides a buffer between walking and the road since I walk on these sidewalks with my kids alot.	1/7/2020 2:48 PM
154	Looks great!	1/7/2020 2:43 PM
155	It's fine	1/7/2020 2:37 PM
156	Appealing - consistent with more urban streetscape	1/7/2020 2:32 PM
157	It looks nice - easy pedestrian navigation and nice aesthetic.	1/7/2020 2:25 PM
158	concerned about the beds in the landscape zone as these are easily trampled, muddied and end up being dirt or full of paths due to inconsiderate pedestrians. love the outdoor dining possibilities. where are garbage cans?	1/7/2020 2:24 PM
159	no comment	1/7/2020 2:08 PM
160	Allowing for pedestrians to enjoy themselves with additional space that could accommodate small, city projects like art. Items of interest and outdoor dining will make Lane Ave, pleasant to walk along.	1/7/2020 1:57 PM
161	If parking is eliminated from Lane Ave, then the gardenscape should be uninterrupted and continuous between crosswalks. In addition, a railing system between the street and the garden should be installed to insure safety.	1/7/2020 1:56 PM
162	It looks like it will be safe and spacious.	1/7/2020 1:48 PM
163	Too close to car and traffic...accidents waiting to happen	1/7/2020 1:45 PM
164	no need for raised planters in front of storefronts - blocks views and access to storefronts. Make sure to accommodate for sidewalk cafe seating and art.	1/7/2020 1:45 PM
165	I prefer the wider landscape zone and frontage zones. Looks like safety of pedestrians would be greater with wider landscape zone. It also feels more like a corridor. Also like the look and feel of it.	1/7/2020 1:43 PM
166	Nice	1/7/2020 1:41 PM
167	looks good	1/7/2020 1:37 PM
168	Don't like it. Traffic flow has already been reduced too much on Lane Avenue	1/7/2020 1:31 PM
169	looks nice	1/7/2020 1:27 PM
170	I like the landscaping	1/7/2020 1:24 PM
171	Like it. Remove current parking lane on Lane Ave. Love having outdoor seating options	1/7/2020 1:23 PM
172	I feel like the planters in the frontage zone should be bumped into the travel zone instead.	1/7/2020 1:20 PM
173	Would it further reduce traffic lanes? If so, we can't do that.	1/7/2020 1:17 PM
174	Like that it's wide enough for 2 people and still has foliage	1/7/2020 1:12 PM
175	This question is disconcertingly vague. Thoughts on what, exactly? The dimensions of lanes, retail backdrop, or what? I do like the frontage zone.	1/7/2020 1:09 PM
176	I like the generous frontage and landscape zones	1/7/2020 1:08 PM
177	I don't like the barricade between frontage and travel zones. I like the landscape zone but maybe not so wide. Outdoor dining is good idea.	1/7/2020 1:07 PM
178	I have no opinion about this.	1/7/2020 1:06 PM
179	the layout of this survey sucks. Put the options and text books AFTER the available options	1/7/2020 1:01 PM
180	As long as there are enough lanes to drive and no parking allowed on side streets.	1/7/2020 12:58 PM
181	Cute! And I like how much greenery/plants are going to be used	1/7/2020 12:55 PM

## Lane Avenue Planning Study - Survey II

182	like the proposed concept shown below	1/7/2020 12:54 PM
183	Please just use as much actual landscaping, not hardscaping, as you can. It is better for the eye and the environment	1/7/2020 12:53 PM
184	Like the availability of outdoor dining	1/7/2020 12:53 PM
185	Widen streets since all building in that area are set so far back to allow 4 lanes of traffic plus a lane of street parking on both sides.	1/7/2020 12:53 PM
186	Looks good.	1/7/2020 12:52 PM
187	Looks nice. Like the least of the three though.	1/7/2020 12:52 PM
188	Love the mix of the 3 zones - more European feel.	1/7/2020 12:50 PM
189	I like this style the best.	1/7/2020 12:46 PM
190	Love the landscape zone! This is super important for any new development. Need lots of trees and greenery.	1/7/2020 12:46 PM
191	Looks great	1/7/2020 12:43 PM
192	I love the option for street dining	1/7/2020 12:43 PM
193	I like this because of the extra landscaping buffers. Seems more peaceful and welcoming.	1/7/2020 12:43 PM
194	If it is an 8 ft plus frontage zone... just not drawn to scale, then I like it	1/7/2020 12:42 PM
195	I'm not seeing bike lanes which are really needed through that area. It would be a big mistake to leave them off at this point.	1/7/2020 12:41 PM
196	Definitely like the frontage with clearly defined zones.	1/7/2020 12:38 PM
197	I notice there are parked cars on the street - please don't push all the street traffic to our residential streets by reducing traffic flow on lane with parking. As development increases, there will be more cars that need to be on the road	1/7/2020 12:36 PM
198	I like the elbow room created by the landscape zone better than the buildings pushed almost all the way to the street	1/7/2020 12:34 PM
199	I like the idea of trees along the streetscape.	1/7/2020 12:32 PM
200	Planters work if maintained. It is nice to have a buffer to the street, however they require maintaining and thought.	1/7/2020 12:31 PM
201	Like the outdoor dining space .	1/7/2020 12:29 PM
202	I like the raised planters as a division from the store frontage.	1/7/2020 12:28 PM
203	i like this approach, but what of bike paths?	1/7/2020 12:27 PM
204	I like the clean and simple look.	1/7/2020 12:26 PM
205	□	1/7/2020 12:26 PM
206	I like the landscape zone give the amount of traffic on Lane in that area. I think the frontage zone needs to be wide enough to allow for outdoor seating. 8ft is not enough.	1/7/2020 12:25 PM
207	Slightly taller green barriers to partially block-out traffic noise would be nice.	1/7/2020 12:23 PM
208	I like the large buffer zone between traffic and travel zone	1/7/2020 12:23 PM
209	How will the trees be watered, given their limited permeable surface area that they are in? Curb around trees is a tripping hazard and ADA impediment.	1/7/2020 12:22 PM
210	I would love to see criss-cross walkways utilized.	1/7/2020 12:19 PM
211	Ok	1/7/2020 12:18 PM
212	I like it. Outdoor diners have a little space from pedestrians and everyone has more space from the street.	1/7/2020 12:17 PM
213	Sort of boring. Could be anywhere.	1/7/2020 12:16 PM

## Lane Avenue Planning Study - Survey II

214	Love having more outdoor dining. Looks great.	1/7/2020 12:15 PM
215	I like the large barrier between the walkway and the card	1/7/2020 12:15 PM
216	Like the planters but worry that the raised bed around the tree is a tripping hazard.	1/7/2020 12:14 PM
217	Planters do a nice job separating pedestrian space from store front.	1/7/2020 12:14 PM
218	Looks good although a bit difficult to get to the stores from your parked car maybe. Also hard to see where lighting would be.	1/7/2020 12:13 PM
219	Love a landscape zone in between street and sidewalks.	1/7/2020 12:13 PM
220	Beautiful. I like all the landscaping but the City needs to commit to spotless maintenance of it.	1/7/2020 12:09 PM
221	I like it. The separation of the sidewalk and the street by the gree space is lovely	1/7/2020 12:08 PM
222	Unnecessary expense that benefits few.	1/7/2020 12:08 PM
223	looks slightly old fashioned like something out of the 80's.	1/7/2020 12:07 PM
224	I am not a fan of outdoor dining so see no consistent need, but can see it appeal to others and nice to have as a option.	1/7/2020 12:07 PM
225	Like the designated gardening areas	1/7/2020 12:06 PM
226	Looks good to me, that area is highly trafficked and has faster driving so maybe reduce the speed limit in that area as well?	1/7/2020 12:05 PM
227	Looks great	1/7/2020 12:01 PM
228	Prefer simplicity and consistency	1/7/2020 11:58 AM
229	separate sidewalks are a huge plus. what about bikes?	1/7/2020 11:57 AM
230	I am glad to see the buildings moved back from the street. The recent construction has the buildings too close to the street with minimal pedestrian space and poor driver visibility.	1/7/2020 11:57 AM
231	Looks nice, please provide green infrastructure as much as possible	1/7/2020 11:56 AM
232	I like large buffer to busy street	1/7/2020 11:55 AM
233	Is the frontage zone big enough for outside dining? If not, maybe take aware from landscape zone?	1/7/2020 11:55 AM
234	I like this one the most because it allows for outdoor dining/sitting and enough room to open the doors of the businesses that don't have dining.	1/7/2020 11:54 AM
235	Will people bike and walk on the same narrow path? Looks crammed.	1/7/2020 11:54 AM
236	like it	1/7/2020 11:54 AM
237	I don't think frontage zone needs to be that large	1/7/2020 11:53 AM
238	Very aesthetic	1/7/2020 11:52 AM
239	I appreciate the increased landscape buffer and think it is critically needed for both aesthetics and safety	1/7/2020 11:51 AM
240	Public sidewalks are for the public. If you force tax dollars to pay for private businesses to set up seating, that's illegal use of tax dollars. Look at the lawsuits in St. Louis over this. Restaurants are removing pedestrians and the public from these public areas and when people have stopped to rest at tables, the police trespassed the public then the city had to settle civil rights suits because the police violated the rights of the public. So, you allowing private businesses to set up seating/tables on a public sidewalk is inviting homeless/vagrants to hang out. Bad idea.	1/7/2020 11:51 AM
241	Appealing but will greenery be expensive upkeep?	1/7/2020 11:50 AM
242	I live on Lane Avenue just past Northwest. I need Lane Avenue to be a traffic thoroughfare to get to and from Rt. 315. I am far less interested in pedestrian traffic and beautiful appearance. I need the road to be functional and not a traffic nightmare.	1/7/2020 11:49 AM

## Lane Avenue Planning Study - Survey II

243	I like it	1/7/2020 11:48 AM
244	I believe the large landscape zone is a good idea to cut back on the impact of a busy road for pedestrians walking through.	1/7/2020 11:48 AM
245	The landscape zones with flower beds are awesome as long as they are cared for (e.g. built in watering system), but the key to making the area enjoyable is the ability for shops to have access / ability to put chairs, tables and food service outside.	1/7/2020 11:48 AM
246	As much green space & landscaping as possible to minimize the road noise and insulate pedestrians from the vehicle traffic.	1/7/2020 11:47 AM
247	outdoor dining a plus. shielding from traffic important too.	1/7/2020 11:46 AM
248	I like the room for outdoor dining and the enlarged landscape buffer for high traffic	1/7/2020 11:46 AM
249	Looks nice! Outdoor dining spaces will be such an important addition.	1/7/2020 11:45 AM
250	I think eating and landscape space outside is a good idea. Also a slower speed limit	1/7/2020 11:45 AM
251	I like that there is a lot of green space included.	1/7/2020 11:43 AM
252	The incorporation of plantings at the base of the trees is great.	1/7/2020 11:43 AM
253	I like the outdoor dining area, and the buffer	1/7/2020 11:41 AM
254	i like the wide sidewalks and wide buffer from street	1/7/2020 11:40 AM
255	Seems fine, but plain.	1/7/2020 11:40 AM
256	Add as many trees and greenery as you can. I like the enhance walkways.	1/7/2020 11:39 AM
257	I like the buffer due to the high speed traffic. As much shade as possible would be nice.	1/7/2020 11:39 AM
258	Looks nice	1/7/2020 11:38 AM
259	I really like outdoor seating options as long as the area is kept clean and free of debris.	1/7/2020 11:38 AM
260	Need a better barrier between vehicle and pedestrian traffic. People speed down Lane Ave	1/7/2020 11:25 AM
261	Seems like a generous walkway with the safety barriers if used for a patio.	1/7/2020 10:38 AM
262	I like the wide sidewalks and the barrier/divider between pedestrians and the street/traffic	1/7/2020 9:54 AM
263	Like the 3 zones and larger ped travel zone so that 2+ people can walk	1/7/2020 7:20 AM
264	Greater setback from street of buildings is preferable. Terrible canyon there now. All recently approved buildings are awful and we will have to deal with that for years to come.	1/6/2020 7:53 PM
265	Would rather have one lane as extra lane for road traffic	1/5/2020 6:14 PM
266	Yes! Great idea for outdoor dining spaces. I would even raise the landscape beds higher to create an even bigger buffer from the traffic. And could help with safety in case of accidents. Lane Avenue is busy and will only get worse! Protect pedestrians and outdoor diners!	1/5/2020 5:50 PM
267	I do not want the congestion of outdoor seating option along Lane avenue	1/5/2020 5:25 PM
268	Looks good and like the incorporation of greens and landscapes to break up the pavement	1/5/2020 12:23 PM
269	not clear if the "travel zone" is mixed use. Bikes OK? Scooters?	1/5/2020 12:14 PM
270	I really don't understand this presentation or what you are trying to get from me.	1/5/2020 9:43 AM
271	I like the addition of outdoor dining with proper landscaping and buffer from street/parked cars.	1/4/2020 7:42 PM
272	I believe that the buffer zone is needed.	1/4/2020 7:18 PM
273	I like the barriers between street, sidewalk and store fronts.	1/4/2020 6:56 PM
274	I think this makes sense to implement with new construction but please don't do anything that might make Tommy's pizza relocate!	1/4/2020 2:18 PM
275	This is best option real grass and trees, outdoor seating, separate from busy Lane which will now only get busier.	1/4/2020 12:32 PM

## Lane Avenue Planning Study - Survey II

276	Keep it classy	1/4/2020 10:11 AM
277	I like it, though it is frustrating that this would only be in place at the far end and was not thought of before the majority of the building on lane was already begun/finished	1/4/2020 10:01 AM
278	Like that there can be outdoor seating, lots of greenery	1/4/2020 9:25 AM
279	This is a great option for both outdoor seating and a buffer for traffic.	1/4/2020 9:02 AM
280	I like the defined center walkway with plants on either side. The outdoor dining area is very nice.	1/4/2020 5:45 AM
281	8 feet does not allow much room for outdoor dining. Look at the Wendy's outdoor patio, the Brassica, the Fukuryu patio - they dont have much room and neither do the pedestrians. Both lose out. The sidewalks need to be wider. 8 feet does not allow more than 2 people to walk comfortably side by side, let alone in 2 directions. I like the landscaping between the road and sidewalk.	1/4/2020 1:02 AM
282	I tend to like this one better, assuming it doesn't negatively impact the ease of traffic flow (e.g. number and width of lanes) on Lane Ave. Having cars parked directly on Lane Ave is problematic.	1/3/2020 7:05 PM
283	This is the best option. The buildings need to be as far off the road as possible. Outdoor dining is nice and a karge travel zone benefits everyone.	1/3/2020 7:02 PM
284	looks good	1/3/2020 5:38 PM
285	unnecessary	1/3/2020 5:30 PM
286	Looks ok, but I think the sidewalk space is not sufficient.	1/3/2020 4:13 PM
287	That's fine	1/3/2020 6:34 AM
288	Does this allow for biking? Connections to campus (not current sidewalk on Lane)?	1/2/2020 11:36 PM
289	Most important is to maintain maximum number of automobile lanes for large amount traffic to move efficiently.	1/2/2020 10:38 PM
290	It's ok as long as it doesn't create traffic jams.	1/2/2020 8:42 PM
291	I prefer this, but frontage zone needs to be wider to accommodate more dining area	1/2/2020 4:44 PM
292	Love it, love the raised barrier!	1/2/2020 4:00 PM
293	nice but maybe too much concrete and not enough natural areas and softer edges.	1/2/2020 3:22 PM
294	No real significant comments. Like the trees included -- as many trees and shade as possible should be included.	1/2/2020 12:23 PM
295	Like the idea and prefer this design even if it requires reducing traffic lanes	1/2/2020 11:38 AM
296	I don't like the barrier between the sidewalk and the people walking (shown). It reminds me of the Lane Avenue shops walkway - it's annoying to have to walk around the trees.	1/2/2020 9:54 AM
297	I like the use of bordered planting in the landscape zone. Usually results in less trash and a more upscale look	1/2/2020 9:13 AM
298	Like outdoor dining area and large landscape zone	1/2/2020 8:38 AM
299	Too much landscape - would prefer more patios & walking space.	1/2/2020 6:11 AM
300	I can't tell what in the world I'm m looking at	1/2/2020 12:10 AM
301	I like the buildings not being on top of the street.	1/1/2020 8:01 PM
302	the landscape zone could include native plants.	1/1/2020 2:45 PM
303	I like the look. There is good separation from the traffic and the trees are a nice touch.	1/1/2020 12:52 PM
304	Very inviting wide sidewalks are a plus	1/1/2020 12:39 PM
305	it's adequate.	1/1/2020 12:14 PM
306	How is tearing down buildings to go to landfill & then constucting high density with increased	1/1/2020 10:53 AM

## Lane Avenue Planning Study - Survey II

traffic "green". At the rate UA is going half our city & schools will be in the landfill...really not a fan youve urbanized our community....chain hotels are unacceptable next to homes and schools and in most suburbs are by highways...we dont pay high taxes to live next to transient hotels-which are also a public safety issue along with quality of life detriment....why dont ua taxpayers matter-thr meager smount of money from this is not worth the negatives

307	I like having plenty of plantings to buffer increased traffic. I also like the wide travel zone - assume that bikes would be allowed. like that street-side seating would be next to businesses and separated by low barrier.	1/1/2020 10:06 AM
308	I like the wide buffer between the street and the sidewalk	1/1/2020 9:27 AM
309	Make sure trees installed do not cover signs when they mature	1/1/2020 8:58 AM
310	seems like a lot of wasted money	12/31/2019 10:09 PM
311	I like it-outdoor dining is huge	12/31/2019 9:58 PM
312	Outdoor dining is wasted space it is only useable for half the year and takes space that should be used to maintain traffic flow on this busy thoroughfare	12/31/2019 8:28 PM
313	Planters around trees should be smaller.	12/31/2019 7:43 PM
314	Looks great	12/31/2019 6:22 PM
315	Good guard between traffic and pedestrians	12/31/2019 5:59 PM
316	Have we asked potential tenants if 8 ft is really viable for outdoor dining? Need to able to sit 4 person tables. Seems like that should be wider and landscape zone a bit narrower but maybe more defined like a low wall.	12/31/2019 5:45 PM
317	Please stop creeping into people's precious homes and use space we already have. Build up kingsdale, it's horrible	12/31/2019 5:39 PM
318	Landscape is too lArge	12/31/2019 5:39 PM
319	Love!	12/31/2019 5:33 PM
320	looks ok	12/31/2019 4:34 PM
321	Nice if the landscaping stays healthy	12/31/2019 4:21 PM
322	It's fine. There should be a bike path.	12/31/2019 4:12 PM
323	Agree that the landscape zone is important buffer from high volume traffic. Trees will provide a nice transition from OSU farmland to "downtown."	12/31/2019 2:58 PM
324	I prefer the more shallow frontage zone that is used in the West Gateway.	12/31/2019 1:35 PM
325	I like the buffer between the building and the walkway, and the landscape zone buffer between the walkway and the curb	12/31/2019 1:33 PM
326	I think the gateways are important in marking where higher pedestrian areas will be for drivers	12/31/2019 11:47 AM
327	This looks okay. I am wondering, however, how it will work with current buildings located in this area.	12/31/2019 11:31 AM
328	I think outdoor dining and plant buffering are very important. I want Lane Ave to be a place where I can eat and walk with my family and friends. I understand that it is a major thoroughfare so we need to account for the sound.	12/31/2019 11:20 AM
329	Please plant native trees and flowers	12/31/2019 11:15 AM
330	Seems rigid and confining. Can't imagine dining in such a cramped space. I could see the plantings in the beds being either boring or unhealthy	12/31/2019 11:12 AM
331	Not much frontage	12/31/2019 10:28 AM
332	Looks nice and much safer. Will this greatly restrict traffic lanes and cause a huge congestion entering UA?	12/31/2019 10:03 AM
333	This certainly invites restaurants with cafe style seating.	12/31/2019 9:12 AM



## Lane Avenue Planning Study - Survey II

334	I like this one.	12/31/2019 9:08 AM
335	Looks fine to me	12/31/2019 8:57 AM
336	Like it!	12/31/2019 8:47 AM
337	Worried it will disrupt traffic flow on Lane and divert too many cars to side streets and or back up Traffic to and from 315	12/31/2019 8:33 AM
338	I like it.	12/31/2019 4:27 AM
339	I like the direction of the concept with more space between buildings and the street. I don't like the current buffet in front of the homewood suites hotel. Too much concrete and not enough landscaping.	12/31/2019 12:00 AM
340	The proposed zones are good, and the buildings should be set back from the street at least this far. Additional space is needed for bike lane in the street so bikes and pedestrians don't fight for sidewalk space. Cafe seating should be limited to the frontage area.	12/30/2019 11:47 PM
341	Looks great for a high traffic area	12/30/2019 11:36 PM
342	I love the concept of outdoor dining and a landscape buffer from traffic. This will make lane avenue a destination where you could spend time at multiple businesses and meet up with neighbors and friends.	12/30/2019 11:02 PM
343	I like the room for sidewalk seating and pedestrians.	12/30/2019 10:36 PM
344	I like having the outdoor dining areas buffered from the street traffic!	12/30/2019 10:09 PM
345	Looks good. Need Travel zone to accommodate bikes for Lane Ave.	12/30/2019 9:51 PM
346	Like east gateway, keep them the same	12/30/2019 9:33 PM
347	Make sure roots of the trees don't push up sidewalks and make a tripping hazard. Make sure transitions are flat for pushing strollers and wheelchairs.	12/30/2019 8:51 PM
348	Looks good!	12/30/2019 8:47 PM
349	It's ok, but doesn't grab me.	12/30/2019 8:37 PM
350	Looks spacious and inviting.	12/30/2019 7:57 PM
351	I like this in concept, but I suspect it isn't possible to implement without cutting into existing traffic lanes.	12/30/2019 7:42 PM
352	The large buffer makes me feel safe from the fast moving traffic on Lane Avenue. My children and I walk this area frequently and when there is a buffer, I am much more comfortable.	12/30/2019 7:40 PM
353	I like the inclusion of outdoor dining space and landscaping.	12/30/2019 7:38 PM
354	The building is too close to the street and too high which makes any streetscape concept difficult on the south side of Lane Avenue. Forget allowing space for outdoor dining. It's too close to Lane Avenue to be a pleasurable dining experience.	12/30/2019 7:35 PM
355	Nice look but have concerns about the space taken from street which will cause traffic congestion	12/30/2019 7:34 PM
356	Looks good, adds green space	12/30/2019 7:25 PM
357	The larger landscape zone is good. Would like to see a few more plantings in the landscape zone though.	12/30/2019 7:17 PM
358	It's hard to tell from the photo	12/30/2019 7:03 PM
359	Keep it simple	12/30/2019 6:47 PM
360	Pedestrian friendly. Attractive. Welcoming.	12/30/2019 6:38 PM
361	Very nice	12/30/2019 6:09 PM
362	I don't get it	12/30/2019 5:56 PM
363	Like the buffer from traffic	12/30/2019 5:52 PM

## Lane Avenue Planning Study - Survey II

364	Attractive but need bike path	12/30/2019 5:40 PM
365	great for vibe and pedestrian useability- are you trying to get vehicular traffic to go elsewhere - seems to be cutting into useable roadway.	12/30/2019 5:38 PM
366	More space is good	12/30/2019 5:27 PM
367	Seems effective	12/30/2019 5:23 PM
368	Looks good. Not different from most such streetscapes.	12/30/2019 5:02 PM
369	Has the most plantings which makes it stand out from the others. The others seem like what you'd see in any city.	12/30/2019 4:58 PM
370	Travel zone not wide enough. A major planning mistake was made by allowing the hotel/apartments to be so close to Lane.	12/30/2019 4:55 PM
371	More plants. More trees.	12/30/2019 4:49 PM
372	like the vegetation at base of trees	12/30/2019 4:35 PM
373	I object to the encroachment onto the roadway. Lane Avenue is a main road where people need room to drive	12/30/2019 4:31 PM
374	Nice looking but not practical for businesses.	12/30/2019 4:28 PM
375	If you are serious about frontage/dining zone, that needs to be more than 8', especially since 2' is plantings. The landscape zone could be narrower. This only makes sense if there are restaurant fronts anyway.	12/30/2019 4:25 PM
376	Many residents need this intersection to get to and from home. Make sure traffic isn't effected by additions. Not fair to those who live here to benefit those visiting	12/30/2019 4:23 PM
377	I like theveryone distinctive areas.	12/30/2019 4:19 PM
378	I like the landscape zone as a buffer.	12/30/2019 4:17 PM
379	This entire matter is a serious waste of time and city money	12/30/2019 4:16 PM
380	Going from 4 lanes of traffic to two will cause congestion and be a deterrent to coming/living in area	12/30/2019 4:15 PM
381	I like the landscape zone buffer	12/30/2019 4:14 PM
382	I like the idea of green space between the sidewalk and road & I like there would be landscaping on both sides of the sidewalk (along bldg & road).	12/30/2019 4:12 PM
383	lessen landscape buffer to allow for bicycles - The Lane avenue roadway is unsafe for bicyclists. This is an opportunity to support bicycling to OSU!	12/30/2019 4:10 PM
384	There doesn't seem to be a choice. The one option would be OK with a maintenance man 10 hours a day. But we seem to wine up with dead plants and garbage near tree areas. I also think it is cutting down on parking spaces.	12/30/2019 4:05 PM
385	I'm wondering how the extended travel and landscape zones would affect vehicular traffic flow and how many businesses would need frontage for outdoor dining, as attractive as that outdoor dining would be for most months of the year.	12/30/2019 4:05 PM
386	I like the wide landscaping keeping people away from cars, and the 8ft sidewalk is great for strollers.	12/30/2019 4:02 PM
387	love the buffer from traffic noise	12/30/2019 4:00 PM
388	I like the landscape zone to be away from the traffic as a pedestrian but don't know if the frontage zone is needed. People like to eat outside in general but I don't think the entire corridor should be designed for this. It's not going to be lined with restaurants. Do not narrow Lane Ave. for any of this.	12/30/2019 4:00 PM
389	Seems fine	12/30/2019 3:52 PM
390	I like the enlarged buffer space, as I'm always nervous when walking with my child on Lane ave (especially in the Graeters area). That said, I don't think there's enough space to eat outside	12/30/2019 3:47 PM

## Lane Avenue Planning Study - Survey II

unless the setback is similar to Le Chat.

391	ok	12/30/2019 3:33 PM
392	It's ok	12/30/2019 3:33 PM
393	any provision for bike lanes?	12/30/2019 3:33 PM
394	Very nice. Should be coordinated with OSU so that there is a continuous walkable path to the east side of 315 and Lane.	12/30/2019 3:30 PM
395	Like Greenspace and safety for pedestrians	12/30/2019 3:13 PM
396	If building height can be substantially reduced to fit characteristics of neighborhood, might work. With I giant, imposing building, this will look awful and very out of place.	12/30/2019 3:12 PM
397	Looks a little cluttered	12/30/2019 3:11 PM
398	Looks good, like the greenery in the city area	12/30/2019 3:08 PM
399	Doesn't look like there's a lot of room for outdoor dining.	12/30/2019 3:06 PM
400	Really like allowance for outdoor dining and green space	12/30/2019 3:03 PM
401	dining experiences are NOT enhanced by traffic noise and car exhaust. Minneapolis did not allow driving along the main street with outdoor eating except for mass transit.	12/30/2019 2:52 PM
402	Too much space wasted on both sides of the walking area.	12/30/2019 2:48 PM
403	I like the option for outdoor dining in the frontage zone	12/30/2019 2:47 PM
404	This looks very nice. It would be wonderful to have a sidewalk that connect all the way to Fred Beekman park down Lane Ave for game day walking and biking	12/30/2019 2:47 PM
405	Love this idea and concept.	12/30/2019 2:41 PM
406	Where is it going to stop? At Ackerman Farms or entrance to OSU West Campus depending on side? This would be extension of current path on south side of Lane from Kenny to the west campus turn (can't remember name of street OSU had there). The aesthetics are good but I don't right now know of any bsuinesses that are that close to road -maybe the new Northstar and Lane development will be but how far out is that.	12/30/2019 2:39 PM
407	It's fine	12/30/2019 2:37 PM
408	I like idea of bigger landscape buffer but Lane ave is still a street with a lot of traffic and we want patios to not feel like right up on heavy traffic area!	12/30/2019 2:37 PM
409	Looks fine	12/30/2019 2:36 PM
410	Excellent	12/30/2019 2:35 PM
411	Streetscape is fine but you also have to maintain after, the streetscape on Tremont by Kingsdale is not maintained and it is dangerous at night, not well lit	12/30/2019 2:34 PM
412	I like the increased buffer zone. Otherwise, it looks like the buildings are right up to the road. It is more aesthetically pleasing.	12/30/2019 2:34 PM
413	Like that there is more area for landscaping. It is much more inviting. However, does this mean the depth of the business will encroach further into our neighborhood?	12/30/2019 2:34 PM
414	I like the landscape space and that there is room for outdoor dining (how about temporary outdoor signs/vending - like for an arts/crafts sale, etc.)?	12/30/2019 2:32 PM
415	Attractive and lends a timeless design.	12/30/2019 2:32 PM
416	I like the outdoor patio option.	12/30/2019 2:31 PM
417	Happy to see deeper setback and landscape zone, hope this will apply to planned gateway development	12/30/2019 2:30 PM
418	Where is the space for bicycles?	12/30/2019 2:29 PM
419	Looks nice	12/30/2019 2:28 PM

## Lane Avenue Planning Study - Survey II

420	Looks good	12/30/2019 2:27 PM
421	Too much to maintain, prefer the larger walkway	12/30/2019 2:26 PM
422	I like how this concept allows for outdoor dining.	12/30/2019 2:26 PM
423	I like the use of trees and plantings	12/30/2019 2:24 PM
424	I like it. Plenty of space for pedestrians to be away from the road	12/30/2019 2:24 PM
425	Wondering where patio dining could be in Streetscape. Other than that it is fine.	12/30/2019 2:22 PM
426	I like the idea of outdoor dining.	12/30/2019 2:22 PM

**Q5 Share your thoughts with us on the West Gateway Streetscape  
Concept shown below:**

Answered: 387   Skipped: 774

## Lane Avenue Planning Study - Survey II

#	RESPONSES	DATE
1	Putting seating in a landscape zone too close to traffic, not to mention noise and car fumes.	1/12/2020 11:04 PM
2	Because of concern for pedestrian/diner safety, I would negate seating in the Landscape zone, unless corridor speed limits are reduced to 25 mph or lower.	1/12/2020 10:52 PM
3	prefer the other option, I dont think outdoor seating by traffic is as appealing. I also like the more defines landscape beds in the previous option rather than having everything flat as shown below.	1/12/2020 10:41 PM
4	Less desirable. No outside Dining.	1/12/2020 10:33 PM
5	Again, where will this all lead? There's not a lot on the west side to gateway to, so unless something's going to be built there it seems the walkway will mostly just end.	1/12/2020 9:22 PM
6	Wide travel zones are important for this to truly be a "gateway" and encourage safe and frequent foot and bicycle traffic to and from the Corridor.	1/12/2020 8:52 PM
7	This is easily the worst option, need more frontage space, at least 6 feet	1/12/2020 8:34 PM
8	Where is the bike path?	1/12/2020 6:47 PM
9	na	1/12/2020 6:07 PM
10	OK, make sure pedestrian walkway is large enough for 4 people and people with strollers, etc.	1/12/2020 5:56 PM
11	Good	1/12/2020 5:32 PM
12	Looks like it would be the most beneficial while taking away the least roadway. Although it doesn't seem like having the Landscape Zone used for outdoor seating being that close to the roadway would be very safe or pleasant	1/12/2020 7:52 AM
13	This is fine, but I like the greenery on the East Gateway mockup (above) better.	1/12/2020 6:57 AM
14	I like the landscape zone. Definitely a good thing to have 8' sidewalks for travel zone. Spaciousness will improve the feeling of being at a place, rather than being on the way to a place.	1/11/2020 9:37 PM
15	Less visual interest	1/11/2020 7:19 PM
16	More aesthetically pleasing	1/11/2020 7:00 PM
17	Meh	1/11/2020 5:53 PM
18	Not inviting. Too much hardscape	1/11/2020 5:43 PM
19	Add bike lane between parked car and curb.	1/11/2020 5:08 PM
20	I like it, dining and protection from traffic. As the trees mature it will be a very popular place to eat outdoors.	1/11/2020 2:46 PM
21	Fine	1/11/2020 1:31 PM
22	Appreciate avoidance of sidewalk patio areas to reduce impact on neighbors one block off Lane. Concerned with impact of parking on neighborhood. Need to ensure any new development includes sufficient parking spaces to reduce customers parking in front of homes around Lane	1/11/2020 1:10 PM
23	Ok	1/11/2020 8:55 AM
24	A little too simplistic compared to the East Gateway but I assume that's do to space constraints on this side.	1/11/2020 8:52 AM
25	It's ok	1/11/2020 1:44 AM
26	to narrow of zones	1/10/2020 10:48 PM
27	Nice!	1/10/2020 6:20 PM
28	it is Ok	1/10/2020 5:55 PM
29	Not as good as other solution . Harder feel.	1/10/2020 4:43 PM

## Lane Avenue Planning Study - Survey II

30	This is fine but I feel like the east gateway looks better.	1/10/2020 2:20 PM
31	Separation between motorists and pedestrians is needed.	1/10/2020 10:20 AM
32	The East Gateway Streetscape concept is better, it would be nice if the West Gateway Streetscape will be the same as the East one	1/10/2020 9:05 AM
33	I appreciate matching the esthetic of the neighborhood.	1/10/2020 6:32 AM
34	I'm a fan of whatever provides safe distance for pedestrians, but allows for as much ease of traffic flow as possible	1/9/2020 11:14 PM
35	Looks more neighborhood like. A good transition	1/9/2020 9:39 PM
36	Needs more foliage	1/9/2020 5:23 PM
37	I like that there is a landscaped buffer zone	1/9/2020 4:50 PM
38	Good by me.	1/9/2020 2:55 PM
39	Still like it, not as much as with the east with the additional greenscape.	1/9/2020 2:22 PM
40	No issues. Prefer frontage zone in the East versus design for West but understand space may be an issue.	1/9/2020 1:31 PM
41	It looks odd that the one side of Lane Ave's "west gateway streetscape" extends further than the other side of Lane Ave. Both sides of the street should end at the same point.	1/9/2020 1:23 PM
42	OK	1/9/2020 1:05 PM
43	Can additional planting be incorporated either in occasional low-walled small beds or in hanging baskets on poles. Can bio-swale drainage concepts be investigated?	1/9/2020 10:56 AM
44	Not a huge fan of the minimal landscape zone but don't have very strong feelings about this section of Lane Ave.	1/9/2020 10:31 AM
45	This one can work in some portions of the Lane area.	1/9/2020 9:59 AM
46	A LARGER FRONTAGE ZONE IS BETTER	1/9/2020 9:21 AM
47	I like this best. Like the hedge divider for outdoor seating.natural.	1/8/2020 11:33 PM
48	Please watch how close people are to traffic.	1/8/2020 10:54 PM
49	Like the larger frontage to provide opportunities for exterior commercial.	1/8/2020 9:36 PM
50	Prefer more landscape zone. Worry some to walk with the cars that close to the travel zone. Feels unsafe for pedestrians, especially those with small children.	1/8/2020 9:19 PM
51	It looks nice, but I don't like and would not use outdoor seating where I could be bumped by pedestrians or youth on bikes, rollerblades etc. and certainly would not enjoy traffic noises, fumes or "relaxing" and rubbing my elbow a parked car or deal with someone lugging packages in and out.	1/8/2020 8:13 PM
52	Looks very generic	1/8/2020 7:30 PM
53	Don't like	1/8/2020 7:18 PM
54	This is an abrupt transition to the residential lawns in the next block. A hard edge.	1/8/2020 6:19 PM
55	Don't like dining next to street	1/8/2020 5:42 PM
56	Too stark - do not like without green plantings.	1/8/2020 5:14 PM
57	Trees don't generally last long in this setting, so it concerns me to set them up to die.	1/8/2020 5:05 PM
58	with less space on the west gateway this is a good set up	1/8/2020 3:22 PM
59	Is everything going to be built up right next to the travel zone? Would be nice if there were inlets/arcades between buildings for outdoor dining or shops (like a piazza or loggia) that only accessible by walking	1/8/2020 3:19 PM
60	Like the clean look, but prefer outside dining options.	1/8/2020 2:55 PM

## Lane Avenue Planning Study - Survey II

61	Same comments as above	1/8/2020 2:26 PM
62	I see no reason not to mirror the East Gateway here. In both gateways I would also encourage providing space for the small trees pictured to develop into larger trees. Many of our nicest streets for walking and riding are what they are because of their large and mature shade canopy. I hope that Lane can be given a chance to develop mature tree-lined borders.	1/8/2020 1:51 PM
63	I don't think it is a good idea to put outdoor seating so close to the traffic lanes. Prefer other option.	1/8/2020 1:43 PM
64	I strongly object to the small frontage Zone. Overall I think we have allowed some of the buildings in our city to be built too close To the road and they tower over The road and make it feel very cramped In the space. (Banks at significant Lane Avenue intersections have ugly architecture that doesn't match the rest of the neighborhood and feel so close to the road.	1/8/2020 12:45 PM
65	Do not like seating near street	1/8/2020 12:18 PM
66	A little more stark than East option, but maybe easier to upkeep	1/8/2020 11:02 AM
67	Nothing specific comes to mind	1/8/2020 10:51 AM
68	prefer the larger landscape buffer in east concept due to the traffic volume on lane	1/8/2020 10:30 AM
69	I like this...living only .5 blocks west on Lane from this area, its a good transition from our neighborhood to the commercial area.	1/8/2020 9:19 AM
70	Once again, does not allow for enough through car travel	1/8/2020 8:49 AM
71	I have no strong feelings regarding this design.	1/8/2020 8:07 AM
72	Not a fan	1/8/2020 8:01 AM
73	I prefer a wider frontage zone	1/8/2020 7:48 AM
74	It's fine but I would not sit for any length of time next to a busy road.	1/8/2020 7:34 AM
75	Large planters would look nice in the landscape zone and would give an additional buffer to traffic for pedestrians.	1/8/2020 7:27 AM
76	I wouldn't want to have outdoor seating so close to the traffic and wonder if an outdoor seating area should still be included if it is thought to be wanted.	1/8/2020 7:11 AM
77	My favorite of the three because of the greenery	1/8/2020 6:43 AM
78	Don't like outdoor seating this close to traffic.	1/8/2020 12:00 AM
79	I do not like this as much because this allows for the buildings to feel like they're right on the street with no space. There should be a larger landscape area. I do not like the amount of space that was left around the new bank on the corner of Northwest and Lane.	1/7/2020 11:27 PM
80	Likely more bicycle traffic when going further west. Should be considered in design.	1/7/2020 11:21 PM
81	Same as above, need to maintain greenspace as much as we can.	1/7/2020 11:14 PM
82	Looks good	1/7/2020 10:57 PM
83	OK.	1/7/2020 10:56 PM
84	I like this less. Can't honestly fit outside dining the same way you can on other model.	1/7/2020 10:55 PM
85	Wide, handicap friendly sidewalks is preferred.	1/7/2020 10:48 PM
86	should match rest of corridor concept	1/7/2020 10:33 PM
87	Like the outdoor living/seating a lot	1/7/2020 10:13 PM
88	Looks boring and average	1/7/2020 9:42 PM
89	All of these concepts seem the same.	1/7/2020 9:37 PM
90	It's fine	1/7/2020 9:36 PM
91	A more distinct barrier between the sidewalk and road would be better.	1/7/2020 9:29 PM



## Lane Avenue Planning Study - Survey II

92	Not sure this is a great place for outdoor dining. Too close to street.	1/7/2020 9:14 PM
93	Would prefer more space for outdoor dining.	1/7/2020 9:07 PM
94	It looks the same as the photo above. It's hard to imagine what it will really look like. Probably fine?	1/7/2020 8:48 PM
95	no comment	1/7/2020 8:31 PM
96	It seems well thought out but I do prefer the east side streetscape.	1/7/2020 8:18 PM
97	Not enough frontage.	1/7/2020 7:57 PM
98	Boring	1/7/2020 7:41 PM
99	Don't like the plain store fronts. Need greater barrier separation between street and sidewalk for separation and to discourage crossing at non-crossing areas.	1/7/2020 7:37 PM
100	Don't like	1/7/2020 7:33 PM
101	Concern shallow landscape zone could cause injury to a pedestrian.	1/7/2020 7:27 PM
102	Like the other option better with landscaping at a higher level.	1/7/2020 7:14 PM
103	To plain	1/7/2020 7:12 PM
104	Don't like the small frontage zone!	1/7/2020 7:06 PM
105	No	1/7/2020 7:00 PM
106	Seems kind of drab	1/7/2020 6:59 PM
107	Need hedge and trees between sidewalks and traffic.	1/7/2020 6:54 PM
108	Those trees will damage and be damaged by traffic if they don't offer 13'6" clearance in the roadway, not everyone drives a Prius.	1/7/2020 6:41 PM
109	It looks okay. Could there be more width added for both sidewalk and landscape?	1/7/2020 6:29 PM
110	Seems like it would be hard to keep it looking nice because it's so open and people will be walking all over the place. Also it is boring. I also like the outdoor dining option that this seems to lack.	1/7/2020 6:03 PM
111	Like the concept very much	1/7/2020 5:57 PM
112	Ditto	1/7/2020 5:56 PM
113	See above	1/7/2020 5:42 PM
114	Love outdoor dining.	1/7/2020 5:38 PM
115	Not as comfortable as east concept	1/7/2020 5:31 PM
116	I would like to see more defined barriers	1/7/2020 5:10 PM
117	Would be nice to tie into existing concepts	1/7/2020 4:54 PM
118	Look fine (see comment above)	1/7/2020 4:49 PM
119	I like the East Gateway concept the best to be applied to the West Gateway	1/7/2020 4:43 PM
120	need more green grass and flower beds	1/7/2020 4:38 PM
121	The landscape zone should still be prominent across this area to allow for pedestrians. The landscape zone should be similar to the East Gateway.	1/7/2020 4:32 PM
122	Looks cleaner	1/7/2020 4:30 PM
123	Must maintain four lane road. Outdoor seating is a runaway car accident waiting to happen.	1/7/2020 4:00 PM
124	Looks like downtown Columbus	1/7/2020 3:57 PM
125	See East Gateway comments	1/7/2020 3:50 PM
126	This looks towards the future	1/7/2020 3:50 PM

## Lane Avenue Planning Study - Survey II

127	looks nice	1/7/2020 3:47 PM
128	It's not as nice because it's more narrow	1/7/2020 3:37 PM
129	This option looks very appealing and allows for outdoor seating w/o people being right next to your dinner plate.	1/7/2020 3:27 PM
130	Less desirable than #4	1/7/2020 3:25 PM
131	Oh no, East Gateway design is much more attractive.	1/7/2020 3:25 PM
132	Need bike lane.	1/7/2020 3:24 PM
133	please do not narrow lane ave	1/7/2020 3:22 PM
134	Looks OK, though not as attractive as the East Gateway Streetscape Concept because there is less vegetation.	1/7/2020 3:22 PM
135	I like the use of space and think it will buffer people better from the street	1/7/2020 3:18 PM
136	To plane	1/7/2020 3:16 PM
137	I don't care for this one. Not enough greenery/too much hardscape	1/7/2020 3:10 PM
138	Outdoor seating is nice, but should be regulated to ensure that businesses don't take up the entire sidewalk. I also don't think there should be on-street parking on this part of Lane Ave.	1/7/2020 3:04 PM
139	Need some bench	1/7/2020 2:54 PM
140	I'm concerned that cafes with alcohol will need to have seating in the frontal zone. Not sure they can serve crossing over the travel zone. Can there be flexibility ? If not go back to wider frontal zone	1/7/2020 2:52 PM
141	I don't like this concept as much as it makes me nervous with the street being so close to the road and kids.	1/7/2020 2:48 PM
142	Appealing - consistent with more suburban streetscape	1/7/2020 2:32 PM
143	Looks good	1/7/2020 2:31 PM
144	Nothing special. I'd like to see more landscaping.	1/7/2020 2:25 PM
145	Nice. Where are garbage cans?	1/7/2020 2:24 PM
146	Most attractive	1/7/2020 2:12 PM
147	maximum buffer is better for pedestrian safety	1/7/2020 2:08 PM
148	I think the landscape zone should be continuous and uninterrupted between crosswalks and a railing system should be installed along the street to ensure safety.	1/7/2020 1:56 PM
149	I like keeping natural elements like the trees-this is nothing fancy but does the job.	1/7/2020 1:48 PM
150	Too industrial looking. Doesn't provide as much protection from traffic. Not enough green space. Too many hard surfaces.	1/7/2020 1:43 PM
151	Nice	1/7/2020 1:41 PM
152	too cold. i like the landscaping around the trees in the previous one.	1/7/2020 1:37 PM
153	Don't like it. Traffic should be restored to two lanes each way on all of Lane Avenue	1/7/2020 1:31 PM
154	Like zone for outdoor dining and landscape buffer from traffic	1/7/2020 1:30 PM
155	looks nice	1/7/2020 1:27 PM
156	clean and open	1/7/2020 1:24 PM
157	Fine	1/7/2020 1:23 PM
158	too busy	1/7/2020 1:21 PM
159	15 feet from building to road seems like a lot of pavement if you aren't considering sidewalk seating	1/7/2020 1:20 PM

## Lane Avenue Planning Study - Survey II

160	Feels stark and bare	1/7/2020 1:12 PM
161	Like this one better.	1/7/2020 1:10 PM
162	Prefer the larger frontage zone in the prior example.	1/7/2020 1:09 PM
163	Dimensions are good to preserve wide travel zone	1/7/2020 1:08 PM
164	OK	1/7/2020 1:07 PM
165	Shorten it!	1/7/2020 1:06 PM
166	plain and boring	1/7/2020 1:01 PM
167	Looks good	1/7/2020 12:58 PM
168	I prefer the landscaping from the East Gateway better!	1/7/2020 12:55 PM
169	I like ut	1/7/2020 12:53 PM
170	It's okay.	1/7/2020 12:53 PM
171	I like the proposed East Gateway streetscape better.	1/7/2020 12:53 PM
172	Looks good.	1/7/2020 12:52 PM
173	I like this one second best. The single level seems better for flow.	1/7/2020 12:52 PM
174	Too cold and commercial.	1/7/2020 12:50 PM
175	I do not like the tree in the grate look personally.	1/7/2020 12:46 PM
176	Landscaping is most important.	1/7/2020 12:46 PM
177	Looks great	1/7/2020 12:43 PM
178	Looks nice	1/7/2020 12:43 PM
179	I do not like this one. Seems too stark and minimalistic and unwelcoming.	1/7/2020 12:43 PM
180	I don't see bike lanes or enough room for pedestrians.	1/7/2020 12:42 PM
181	Looks fine	1/7/2020 12:42 PM
182	Need to accommodate bike lanes and on street parking in this area.	1/7/2020 12:41 PM
183	Fine if mostly commercial without dining.	1/7/2020 12:38 PM
184	I notice there are parked cars on the street - please don't push all the street traffic to our residential streets by reducing traffic flow on lane with parking. As development increases, there will be more cars that need to be on the road	1/7/2020 12:36 PM
185	I slightly prefer the frontage zone in #4	1/7/2020 12:34 PM
186	I like the idea of pedestrian space in our "downtown". Would love it if it had a vibe like Carmel, IN's downtown.	1/7/2020 12:32 PM
187	Wide walkway is good	1/7/2020 12:29 PM
188	totally fine	1/7/2020 12:27 PM
189	Same - I like the clean and simple look.	1/7/2020 12:26 PM
190	East gateway looks better but I like that you are trying to transition to neighborhoods. The idea ok'd using green space for possible eating out space is too close to road and parking.	1/7/2020 12:26 PM
191	Need more space for outdoor seating. 5ft is not wide enough in my opinion, nor would i want to sit next to the road. Traffic mores too fast there. I do like the landscape zone though to move the travel zone further from the street. Finally, I feel the west gateway should follow the pattern of the shops were Wine Bistro is. A lot more frontage zone for dining and an elevated walkway that keeps you further from the car traffic	1/7/2020 12:25 PM
192	Inclusion of a natural green barrier similar to the West Gateway would be nice to partially block out traffic noise would be nice.	1/7/2020 12:23 PM

## Lane Avenue Planning Study - Survey II

193	Who would want to dine/sit in the landscape zone? Too close to the vehicles	1/7/2020 12:23 PM
194	How will the trees be watered, given their limited permeable surface area that they are in?	1/7/2020 12:22 PM
195	Providing for outdoor dining is ideal and key to a great neighborhood. I like this plan quite well. Larger landscape zones are great for the environment providing more land to soak in rains. Native perennial plants, ground cover or grasses not requiring mowing/watering would be ideal.	1/7/2020 12:19 PM
196	No green space between buildings	1/7/2020 12:18 PM
197	I like it. Nice wide sidewalk area, some separation from the street.	1/7/2020 12:17 PM
198	Again, not very interesting.	1/7/2020 12:16 PM
199	I like the east gateway plan better	1/7/2020 12:15 PM
200	The lack of walls/raised bed walls around the trees make the sidewalk feel more exposed/vulnerable to traffic	1/7/2020 12:15 PM
201	Too plain but this the layout around the trees is better - no raised surfaces.	1/7/2020 12:14 PM
202	Looks closer to the road but easier access and visibility from the street.	1/7/2020 12:13 PM
203	This seems sensible but a bit boring. Would like to see large planters between trees or something. I don't like that it's just a tree sticking up with no other greenery. How about lights under the grates that shine up the trees?	1/7/2020 12:09 PM
204	Outdoor seating next to a busy street makes no sense.	1/7/2020 12:08 PM
205	I like this, widens the walkway.	1/7/2020 12:07 PM
206	Seems standard.	1/7/2020 12:07 PM
207	Prefer the look of the landscape zone with the frontage	1/7/2020 12:06 PM
208	It would be nice to have the same style for the west and east to create symmetry and similarity.	1/7/2020 12:05 PM
209	Fine as long as you don't reduce lanes. I don't like traffic calming on Lane. It is a major thoroughfare. I would eliminate parking and go back to 2 lanes in both directions.	1/7/2020 12:04 PM
210	Seems like an okay option. Particularly if its only in front of the banks, but if this area would ever have more pedestrian heavy or retail/dining it would be nice to have room for outdoor seating.	1/7/2020 12:01 PM
211	Same, simplicity and consistency	1/7/2020 11:58 AM
212	Same as above.	1/7/2020 11:57 AM
213	Do not like tree grates, would prefer something more natural	1/7/2020 11:56 AM
214	Needs more of a barrier to street	1/7/2020 11:55 AM
215	Fine as is	1/7/2020 11:55 AM
216	This seems bland and boring and less appealing for the shop owners. Too much traffic noise should someone wants to have tables, benches or other seating out front.	1/7/2020 11:54 AM
217	Will people bike and walk on same narrow path? Looks cramped.	1/7/2020 11:54 AM
218	Plain.	1/7/2020 11:52 AM
219	Hate it. It's pretty much status quo and creating a concrete jungle. We need ordinances in place to ensure green elements and more focus on incorporating nature	1/7/2020 11:51 AM
220	Nice.	1/7/2020 11:51 AM
221	I like the simplicity	1/7/2020 11:50 AM
222	See answer above.	1/7/2020 11:49 AM
223	I like it	1/7/2020 11:48 AM
224	If you go with this one, I'd like to see some seating in the landscape zone.	1/7/2020 11:48 AM

## Lane Avenue Planning Study - Survey II

225	Larger/Expand "frontage zone" to allow for more green space	1/7/2020 11:48 AM
226	Like the larger walking area but it takes away from outdoor seating.	1/7/2020 11:46 AM
227	Looks great. Would like to see plenty of space for outdoor seating.	1/7/2020 11:45 AM
228	I would like to see more outdoor eating space and more landscape	1/7/2020 11:45 AM
229	I believe the enlarged landscape zone would be beneficial to creating more ambiance when dining outdoors.	1/7/2020 11:43 AM
230	I'd like to see more green space included.	1/7/2020 11:43 AM
231	I would like to see more plantings/less pavement in this streetscape concept.	1/7/2020 11:43 AM
232	wider buffer zone from street	1/7/2020 11:40 AM
233	Very plain.	1/7/2020 11:40 AM
234	Add as many trees and greenery as you can. I like the enhance walkways.	1/7/2020 11:39 AM
235	Also looks nice	1/7/2020 11:38 AM
236	I think the frontage is too shallow - too much street noise.	1/7/2020 11:38 AM
237	Need frontage between business and street. Barrier for high speed traffic on Lane Ave	1/7/2020 11:25 AM
238	I would like to see the curbing of the landscape area carried through the corridor.	1/7/2020 10:38 AM
239	I do not understand why it is not consistent with the East gateway. there is no frontage zone below in the west gateway. I do not know what it means to say shallow frontage zone to transition from street scale to neighborhoods. I feel like the more green landscaping the better, the green keeps it from feeling too city and will help it blend more with the neighborhood feel, less asphalt/concret/building feeling with more greenage that is put in. Also it says landscape zone could be used for outdoor seating, but that is not where anyone wants to sit, directly next to the road! that is ridiculous.	1/7/2020 9:54 AM
240	Fine.	1/6/2020 7:53 PM
241	Like east gateway look better	1/5/2020 6:14 PM
242	No obvious pedestrian zone. No one would want to use this landscape zone for outdoor dining. WAY to close to traffic.	1/5/2020 5:50 PM
243	I prefer the shallow frontage. Seating would be nice but not outdoor dining.	1/5/2020 5:25 PM
244	No, there is no landscape and looks like a utilitarian sidewalk	1/5/2020 12:23 PM
245	Same comment as above. 8 feet width on travel zone is nice and wide. Is this a mixed use path?	1/5/2020 12:14 PM
246	Same	1/5/2020 9:43 AM
247	Frontage zone looks too tight, however not sure you can take space away from Travel and Landscape	1/4/2020 7:42 PM
248	I would prefer for both sides of the street to be symmetric. It will not look good if they are not.	1/4/2020 7:18 PM
249	Same as above	1/4/2020 6:56 PM
250	Where is the bike lane?	1/4/2020 10:27 AM
251	I would suggest this be deeper like the east side	1/4/2020 10:01 AM
252	Like that it matches what is there	1/4/2020 9:25 AM
253	This is not a safe option for outdoor seating, as the seating area is too close to vehicles and traffic.	1/4/2020 9:02 AM
254	I prefer the previous one. Less frontage means less room for both outdoor seating and walkways.	1/4/2020 5:45 AM
255	Worse than other choice above. Too close to the buildings. Will be hot due to lack of shade and too much concrete.	1/4/2020 1:02 AM

## Lane Avenue Planning Study - Survey II

256	I like the wider walkways that can be used by bikes and pedestrians	1/3/2020 11:30 PM
257	Less attractive, but acceptable if this is what it takes to maintain traffic flow on Lane Ave.	1/3/2020 7:05 PM
258	Buildings are too close to the road. No outdoor dining and landscape zone is too narrow.	1/3/2020 7:02 PM
259	no one wants to sit right next to parking cars, they might jump curb	1/3/2020 5:38 PM
260	That's fine	1/3/2020 5:30 PM
261	Much prefer this. More walking room	1/3/2020 4:13 PM
262	That's fine	1/3/2020 6:34 AM
263	need dedicated spaces to outdoor dining. Does this allow for biking?	1/2/2020 11:36 PM
264	I would definitely not be comfortable using landscape zone for outdoor sitting. I see that as a definite safety hazard.	1/2/2020 10:38 PM
265	Outdoor seating next to the road is unappealing. Potentially hazardous.	1/2/2020 8:42 PM
266	Bad - No room for dining.	1/2/2020 4:44 PM
267	Love it!	1/2/2020 4:00 PM
268	better because it does not have the boxy planters. I don't like those.	1/2/2020 3:22 PM
269	Seems to make sense in this area with the transition to residential west of intersection	1/2/2020 11:38 AM
270	West is okay, instead of trees, landscaping might be nicer. I like the large sidewalks.	1/2/2020 9:54 AM
271	I'd prefer use of bordered landscaping instead of the iron grates that tend to heave and collect trash.	1/2/2020 9:13 AM
272	Too busy	1/2/2020 7:43 AM
273	Again, what is this?!	1/2/2020 12:10 AM
274	Like the idea of outdoor seating in the landscape zone but would also like to see plants included	1/1/2020 2:45 PM
275	I think they should be the same on both ends.	1/1/2020 12:52 PM
276	Buffer from high traffic caused by your incessant need to densify our calm beautiful residential community...travelling down lane avenue is not not a calming experience and hasnt in any way improved my quality of life	1/1/2020 10:53 AM
277	Like that the travel zone would still be wide and allow for bikes. Dislike seating next to street - cross-traffic from business to seating disrupts travel and also puts those seated disrectly in contact with vehicle noise and contact.	1/1/2020 10:06 AM
278	Do not want landscape to be outdoor sitting	1/1/2020 8:58 AM
279	Neighborhoods would appreciate as much noise reduction as possible.	12/31/2019 9:58 PM
280	This is better than the other option	12/31/2019 8:28 PM
281	Not safe for kids	12/31/2019 5:59 PM
282	Should match across East, west. Would rather see more frontage on both. 5 ft is fine for landscape but would not want seating there near traffic	12/31/2019 5:45 PM
283	No shops in Wes gate it is a neighborhood	12/31/2019 5:39 PM
284	Wish there was more of a landscape boundary.	12/31/2019 5:33 PM
285	why not have it the same as the East Gateway ?	12/31/2019 4:34 PM
286	Wider landscape zone (East) is nicer	12/31/2019 4:21 PM
287	There should be a bike path.	12/31/2019 4:12 PM
288	I'm not sure seating in the landscape zone is realistic. Accommodation of current tree grates/spacing seems appropriate.	12/31/2019 2:58 PM

## Lane Avenue Planning Study - Survey II

289	Going to restrict traffic too much due to lack of space. Please no street parking.	12/31/2019 2:04 PM
290	Based on the small graphic, it's ok.	12/31/2019 1:35 PM
291	west plan is very plain	12/31/2019 1:33 PM
292	The locations of the gateways seem intuitive.	12/31/2019 11:47 AM
293	This looks the same as the East Gateway and my concern is the same as above: will it work with existing businesses?	12/31/2019 11:31 AM
294	The western gateway looks good. I think it will be a good transition between the downtown space and the neighborhoods.	12/31/2019 11:20 AM
295	Less appealing than above	12/31/2019 11:15 AM
296	Opportunity to make landscape more varied and creative with seating and/or outdoor pots/plantings. Seem like a more comfortable space for walking.	12/31/2019 11:12 AM
297	Not much frontage	12/31/2019 10:28 AM
298	I like maintaining trees. Also outside seating is good.	12/31/2019 10:03 AM
299	Not as outdoor dining friendly apparently because of existing buildings.	12/31/2019 9:12 AM
300	frontage zone too small	12/31/2019 9:08 AM
301	Need places to sit	12/31/2019 8:51 AM
302	Like it!	12/31/2019 8:47 AM
303	Worried it will disrupt traffic flow on Lane and divert too many cars to side streets and or back up Traffic to and from 315	12/31/2019 8:33 AM
304	Would like to see a wider zone.	12/31/2019 12:00 AM
305	The west Gateway needs more buffer space between the street and walkways for pedestrians to feel safe. The frontage zone should also be increased to transition into neighborhoods with greater set backs from the street.	12/30/2019 11:47 PM
306	I like the transition	12/30/2019 11:36 PM
307	I wish it could be the same as the east gateway. Room to dine and shop outside.	12/30/2019 11:02 PM
308	I don't have strong feelings about it.	12/30/2019 10:36 PM
309	Like outdoor dining	12/30/2019 10:14 PM
310	Don't like having the outdoor dining area right next to the noise and car exhaust from the street.	12/30/2019 10:09 PM
311	Same thoughts as above.	12/30/2019 8:51 PM
312	Looks good.	12/30/2019 8:47 PM
313	I think outdoor seating should be provided.	12/30/2019 8:37 PM
314	Transition makes sense, but don't pretend that the landscape zone is anything but that. Who wants to sit within 5 feet of traffic?	12/30/2019 7:57 PM
315	Outdoor seating right next to the cars? Seems a little tight.	12/30/2019 7:42 PM
316	I like the transitional street scale closer to neighborhoods toward the west. However, the proposal of placing outdoor seating right up against the street doesn't seem very appealing.	12/30/2019 7:38 PM
317	Why would anyone want to sit that close to a high traffic street? Just leave it a Landscape Zone without seating.	12/30/2019 7:35 PM
318	Same as above	12/30/2019 7:34 PM
319	Too urban looking	12/30/2019 7:25 PM
320	Not sure what the shallow frontage zone adds. Seems like the frontage zone could be smaller and landscape zone larger - a wider buffer for pedestrians in the West Gateway would be nice. Traffic still travels very fast within the West Gateway area.	12/30/2019 7:17 PM

## Lane Avenue Planning Study - Survey II

321	Would be nice to see the outdoor seating	12/30/2019 7:03 PM
322	Ok	12/30/2019 6:47 PM
323	Good transition to neighborhoods with houses set close to street. Good use of existing trees and grates.	12/30/2019 6:38 PM
324	Would like the raised planter/tree area of the East Gateway here, too.	12/30/2019 6:09 PM
325	Looks fine	12/30/2019 5:56 PM
326	Prefer more vegetation	12/30/2019 5:52 PM
327	Better than number one but still need space for bikes and scooters. Like flat surrounding trees rather than raised green area	12/30/2019 5:40 PM
328	nice	12/30/2019 5:38 PM
329	None of these designs show much in the way of uniqueness or real, lasting character. That said, the general dimensions appear workable.	12/30/2019 5:32 PM
330	Frontage zone is too shallow	12/30/2019 5:27 PM
331	Like this	12/30/2019 5:26 PM
332	Neither! You cannot accomplice this effect without confiscating private property!	12/30/2019 5:04 PM
333	Looks about the same as the other one.	12/30/2019 5:02 PM
334	Terrible idea to use landscape area for seating. Way too close to traffic!	12/30/2019 4:58 PM
335	same as 4	12/30/2019 4:55 PM
336	do not like this as much as the above option	12/30/2019 4:35 PM
337	Same encroachment issue but this is an improvement	12/30/2019 4:31 PM
338	Makes most sense.	12/30/2019 4:28 PM
339	Trees in landscape zone is nice. Don't see that as a desirable sitting area unless you are waiting for a bus with car doors opening on you.	12/30/2019 4:25 PM
340	Definitely will need the outdoor dining pushed back since this is a high traffic area. Probably should put up safety structures too to protect from vehicle accidents	12/30/2019 4:23 PM
341	Benches would be welcome in landscape zone.	12/30/2019 4:17 PM
342	This entire matter is a serious waste of time and city money	12/30/2019 4:16 PM
343	Doesn't appear to have enough of an area for outdoor seating and sidewalk appears to large.	12/30/2019 4:15 PM
344	Landscape zone way too close to street for outdoor seating. This whole thing looks a little "blah"	12/30/2019 4:14 PM
345	why can't it look like East Gateway? Shouldn't they be as similar as possible?	12/30/2019 4:12 PM
346	Same comment as above for east Gateway	12/30/2019 4:10 PM
347	Same as above	12/30/2019 4:05 PM
348	It seems to me that both the East and West Gateway plans should be the same. I prefer the East option as long as it doesn't bottle up street traffic, which I think it will.	12/30/2019 4:05 PM
349	Same as east, but this landscape zone provides less separation between kids and cars.	12/30/2019 4:02 PM
350	looks great	12/30/2019 4:00 PM
351	Looks fine but do not narrow Lane Ave.	12/30/2019 4:00 PM
352	Landscape zone for seating seems poor match	12/30/2019 3:52 PM
353	Not enough of a buffer from the traffic for children.	12/30/2019 3:47 PM
354	ok	12/30/2019 3:33 PM



## Lane Avenue Planning Study - Survey II

355	There is very light pedestrian use at this corner. There are now 2 banks with a third in the plans so space for outdoor dining should not be of importance.	12/30/2019 3:33 PM
356	Much plainer, but still better than what is currently there.	12/30/2019 3:30 PM
357	As much as is practical - the East and West Gateways should mirror each other	12/30/2019 3:15 PM
358	Seems a bit much in regards to change, cost, and effort for the business and walkability options there right now, but not sure what's changing	12/30/2019 3:12 PM
359	Seems clean and functional	12/30/2019 3:11 PM
360	Do not like the lack of landscaping	12/30/2019 3:08 PM
361	I like this one the best. It is simple but not stark	12/30/2019 3:07 PM
362	If the priority is pedestrian traffic, this looks good.	12/30/2019 3:06 PM
363	Not sure you'd want outdoor seating that close to the street	12/30/2019 3:03 PM
364	I like corridor the best b/c it allows for outdoor restaurant seating.	12/30/2019 2:54 PM
365	No real opinion	12/30/2019 2:52 PM
366	I don't think trees are necessary. they can block vision when driving.	12/30/2019 2:48 PM
367	Looks very nice. Feels safer with landscape between sidewalk and street	12/30/2019 2:47 PM
368	Seems a bit boring	12/30/2019 2:41 PM
369	Makes a little more sense for West Entrance as already have development on the street (Heartland and Wine Bistro, for example)	12/30/2019 2:39 PM
370	My preference is to avoid zero lot line development. To the extent plans allow for more green space, I'm for it. Reversing entrance (like NW corner of Lane and NW) also cheapens the look of our city. Set backs are preferable in my mind's eye.	12/30/2019 2:39 PM
371	It's fine. Better than existing space	12/30/2019 2:37 PM
372	Looks good	12/30/2019 2:36 PM
373	Nice. Is there not space like with the East Gateway for outdoor seating?	12/30/2019 2:35 PM
374	I don't think that we need another two-story bank on a corner. There is nothing aesthetically pleasing about that.	12/30/2019 2:34 PM
375	ok	12/30/2019 2:34 PM
376	Like it. Landscape between the road and the travel zone is key.	12/30/2019 2:32 PM
377	I like the landscape zone.	12/30/2019 2:32 PM
378	Would prefer it more closely match East zone above even if articulation in the frontage/travel/landscape zones is required to accommodate existing construction.	12/30/2019 2:32 PM
379	Good	12/30/2019 2:30 PM
380	Like the green space, but where is the space for bicycles?	12/30/2019 2:29 PM
381	About the same so still nice. Will shops be able to use the sidewalk for ads / retail?	12/30/2019 2:28 PM
382	Using landscape zone for outdoor seating unrealistic due to high traffic flow and closeness to roadway.	12/30/2019 2:27 PM
383	Prefer the larger walkway	12/30/2019 2:26 PM
384	I prefer outdoor dining to be an option.	12/30/2019 2:26 PM
385	Not as flashy and doesn't look as safe	12/30/2019 2:24 PM
386	Wondering where patio dining could be in Streetscape. Other than that it is fine.	12/30/2019 2:22 PM
387	It should focus on transition to residential.	12/30/2019 2:22 PM

**Q6 Share your thoughts with us on the Corridor Streetscape Concept shown below:**

Answered: 384 Skipped: 777

## Lane Avenue Planning Study - Survey II

#	RESPONSES	DATE
1	Frontage zones encroach on Travel Zone. No kidding. What a mess.	1/12/2020 11:04 PM
2	This looks good and relatively easy to maintain.	1/12/2020 10:52 PM
3	like the dining set up	1/12/2020 10:41 PM
4	Les desirable.	1/12/2020 10:33 PM
5	It seems mostly consistent with the gateways, which is good. But will this come at the cost of parking at the Lane Ave Mall? Where is all this new frontage space coming from?	1/12/2020 9:22 PM
6	Landscape zone to be used for outdoor seating - this is oftentimes awkward having the travel zone in between the business and the outdoor seating for a business or restaurant. Benches or permanent seating (not chairs that get pushed into the travel zone) would be nice.	1/12/2020 8:52 PM
7	Current travel zone is way too narrow, at least make the walkway 8 feet.	1/12/2020 8:34 PM
8	Bike path?	1/12/2020 6:47 PM
9	na	1/12/2020 6:07 PM
10	People enjoy outdoor eating areas but I'm not sure I'd want to do it on Lane Avenue. The way Carsonie is set up is very nice because you don't feel like you're in the middle of everything. Suggest other business consider something similar.	1/12/2020 5:56 PM
11	good	1/12/2020 5:32 PM
12	I liked the gardens space that accompanied trees in landscape zone. Am a fan of rain gardens like on Tremont, but with a better grass in it. Not a fan of those little spiky balls that grow on what's there. Will this affect current parking at Lane Ave mall? If so, I'd prefer to have the parking.	1/12/2020 2:24 PM
13	Looks nice, but again, seems as if it would require taking away some of the roadway	1/12/2020 7:52 AM
14	I like the outdoor seating potential.	1/12/2020 6:57 AM
15	The current Hilton approach is horrible. Metal railing looks cheap and crappy and doesn't fit the area. Replace all of it with something that actually compliments the area, please.	1/12/2020 5:25 AM
16	Not a fan of outdoor dining in public, this is used only for a short time in the year. Better to have more space for travel zone.	1/11/2020 9:44 PM
17	I love the interactions I have on the street between the hotel patrons and myself as a neighborhood person walking by. I love eating out on the patio at Hudson 29. It is interesting to walk by Hudson 29 and see how busy the outdoor space is. It makes the street feel lively.	1/11/2020 9:37 PM
18	Make Lane 4 lanes.	1/11/2020 9:02 PM
19	Outdoor option is very favorable to attract people to businesses	1/11/2020 7:19 PM
20	More practical and more room to walk. Less likely to trip/run into things.	1/11/2020 7:00 PM
21	I think there needs to be more area for outdoor dining	1/11/2020 5:53 PM
22	Is ok. Still needs landscape to soften at outdoor seating. Better example is at Joseph bank /wine bistro bldg.	1/11/2020 5:43 PM
23	Seems more appropriate. 8+ft of building frontage before travel zone feels too large. Feels more Easton and less urban	1/11/2020 5:08 PM
24	The consistent tree planting throughout the zone will give it valuable shade and character.	1/11/2020 2:46 PM
25	Good	1/11/2020 1:31 PM
26	Important to ensure new development has sufficient parking. Very frustrating to see impact current development has had on parking in front of homes around Lane.	1/11/2020 1:10 PM
27	Love the outdoor seating....maybe include larger seating areas rather than just bistro style	1/11/2020 8:55 AM
28	Needs more greenery landscaping	1/11/2020 8:52 AM

## Lane Avenue Planning Study - Survey II

29	I like this, best of all worlds, that includes outdoor dining, walk way and greenery to protect from street	1/11/2020 1:44 AM
30	I would like more barriers between traffic and pedestrians	1/10/2020 10:48 PM
31	I think those zones are too narrow	1/10/2020 5:55 PM
32	This solution is better. It allows activity as well as landscaping. Otherwise you have the harsh building walls at the street, like at the hotel.	1/10/2020 4:43 PM
33	I like this because it provides outdoor seating for restaurants in the frontage zone which I think it is something that would be beneficial for the district.	1/10/2020 2:20 PM
34	A bit bland looking	1/10/2020 10:20 AM
35	I like it, but will be nice to have more flowers	1/10/2020 9:05 AM
36	Outdoor dining is a plus.	1/10/2020 6:32 AM
37	Needs more foliage	1/9/2020 5:23 PM
38	I don't think there is enough buffer for the traffic noise	1/9/2020 4:50 PM
39	Like this concept a lot. Outdoor seating is nice.	1/9/2020 2:55 PM
40	Like the options for vendors to have outdoor seating with some trees and greenery and the prominent walking pathway.	1/9/2020 2:22 PM
41	It is attractive but I would not sacrifice road width to accomplish	1/9/2020 2:12 PM
42	Looks good. I like the barrier after the frontage zone.	1/9/2020 1:31 PM
43	I guess this is expanding on what we already have.	1/9/2020 1:05 PM
44	It seems the frontage zone in this Corridor area can widen beyond 6' in some locations to accommodate sidewalk cafe seating and add some variety. Refer to comment #5 regarding additional landscaping and natural drainage.	1/9/2020 10:56 AM
45	Just ok - outdoor seating is only nice about half the year.	1/9/2020 10:45 AM
46	I'm not sure we need an 8' travel zone here. I'm in favor of leaving this as it currently is.	1/9/2020 10:31 AM
47	I would like to see a wider landscape zone.	1/9/2020 9:59 AM
48	A LARGER FRONTAGE ZONE IS BETTER	1/9/2020 9:21 AM
49	Opportunity for outdoor dining is a big plus!	1/9/2020 2:03 AM
50	It's okay. Nothing special.	1/8/2020 11:47 PM
51	I do not like it.	1/8/2020 10:54 PM
52	Frontage is to small	1/8/2020 9:36 PM
53	Hate this....as someone who frequently uses these side walks in front of Hudson/Hilton the side walk isn't large enough to walk side by side with someone because of the restaurant and the placement of the trees and grates. The landscape that is currently used in this model is horrible. A couple large planters partially filled is a pathetic attempt to make the sidewalk look appealing. The city needs to take a little more pride in the landscape around the corridor.	1/8/2020 9:19 PM
54	like design, would like to see flower boxes or a little higher screening for some privacy and noise buffer. There is a lot of traffic on Lane and likely to increase.	1/8/2020 8:13 PM
55	nothing fancy	1/8/2020 7:30 PM
56	Least fav	1/8/2020 7:18 PM
57	don't care for seating next to cars	1/8/2020 7:15 PM
58	Same comment about traffic noise and volume being an unpleasant exposure.	1/8/2020 6:19 PM
59	ok	1/8/2020 6:05 PM
60	Hard to tell from drawing. If consistent with Hudson 29, OK	1/8/2020 5:42 PM

## Lane Avenue Planning Study - Survey II

61	Frontage and travel zones okay but rather have more green or flower plantings especially in the landscape zone.	1/8/2020 5:14 PM
62	Tree comment applies here as well.	1/8/2020 5:05 PM
63	its nice to have the outdoor dining space separated from the street by some type of barrier	1/8/2020 3:22 PM
64	Is everything going to be built up right next to the travel zone? Would be nice if there where inlets/arcades between buildings for dining or shops (like a piazza or loggia) that only accessible by walking. Not a whole lot of buffer between walking/dining or walking,dining/ traffic lanes. What happens if a car gets out of control? What is protecting people?	1/8/2020 3:19 PM
65	Like the clean look, as well as the option for outside dining.	1/8/2020 2:55 PM
66	Frontage Zone should be larger - should never allow Travel zone be be encroached on - 8' is a necessary minimum if we actually want people to stroll the streets. Area in front of Hudson now is insufficient to pass other pedestrians comfortably.	1/8/2020 2:27 PM
67	Looks smaller like flowering trees in the space.	1/8/2020 2:26 PM
68	I have always found the existing corridor design to be efficient but not particularly attractive. To my eye it is too barren with too little greenery. I would eliminate the tree grates in favor of additional appropriate plantings around the trees.	1/8/2020 1:51 PM
69	Current travel zones are not adequate in front of Hudson 29 and Hilton. It is much too close to traffic. The new Crawford Hoying buildings appear to be just as close to the street. There is not adequate pedestrian space. I don't see how this can be addressed without losing a lane of traffic in this area	1/8/2020 1:50 PM
70	I prefer this option for all combined with the neighborhood rendering for businesses that do not need outdoor seating. I like that it allows for outdoor seating away from traffic.	1/8/2020 1:43 PM
71	Nice to have outdoor seating option	1/8/2020 11:02 AM
72	Nothing specific comes to mind	1/8/2020 10:51 AM
73	again, prefer the larger landscape buffer in east concept due to the traffic volume on lane, travel zone encroachment seems good for more outdoor dining	1/8/2020 10:30 AM
74	I like the outdoor seating option for the restaurants.	1/8/2020 9:41 AM
75	I love this! Its simple and unobtrusive, while allowing restaurants to have outdoor space!	1/8/2020 9:19 AM
76	Travel zone??	1/8/2020 8:49 AM
77	I do not see protected bike lanes on the image. I believe this concept was widely suggested and ought to be included.	1/8/2020 8:07 AM
78	Not a fan	1/8/2020 8:01 AM
79	I like this	1/8/2020 7:48 AM
80	No new thoughts	1/8/2020 7:34 AM
81	Flowering trees would be pretty in the landscape area.	1/8/2020 7:27 AM
82	This option is too plain	1/8/2020 6:43 AM
83	OK.	1/8/2020 12:00 AM
84	I would have liked to have seen more landscaping	1/7/2020 11:27 PM
85	Hudson 29 is a great model. More of the same would be great.	1/7/2020 10:57 PM
86	Already established concept but still issues on reducing travel lanes and issues on outdoor dining mentioned above.	1/7/2020 10:56 PM
87	Like this one best!	1/7/2020 10:55 PM
88	Wide, handicap friendly sidewalks is preferred.	1/7/2020 10:48 PM
89	I like the look and feel.	1/7/2020 10:33 PM

## Lane Avenue Planning Study - Survey II

90	Love the outdoor dining! Just make sure there are plenty of heat lamps to encourage it Blankets on backs of dining chairs like in Europe	1/7/2020 10:13 PM
91	Meh	1/7/2020 9:42 PM
92	All of these concepts seem the same.	1/7/2020 9:37 PM
93	Like this best	1/7/2020 9:36 PM
94	My favorite assuming this allows for patio seating as that is most important.	1/7/2020 9:33 PM
95	Current Hudson 29 and Hilton concept is fine, but I would still prefer more pedestrian space with a more defined barrier between the street and pedestrian space.	1/7/2020 9:29 PM
96	More space for our door dining	1/7/2020 9:07 PM
97	I think it's fine.	1/7/2020 8:48 PM
98	I like the Hudson streetscape so this looks good to me.	1/7/2020 8:18 PM
99	very happy with outdoor dining space -- looks great. functional like the renovated short north sidewalks -- I feel very comfortable walking that area with small children because of the width of the sidewalk.	1/7/2020 7:59 PM
100	This looks good.	1/7/2020 7:57 PM
101	Looks good	1/7/2020 7:49 PM
102	Ok. Prefer most greenery	1/7/2020 7:41 PM
103	Best of the options but still need greater barrier separation between street and sidewalk for separation and to discourage crossing at non-crossing areas.	1/7/2020 7:37 PM
104	Yes, need more outdoor seating / eating options.	1/7/2020 7:33 PM
105	looks fine.	1/7/2020 7:27 PM
106	Like the outdoor dining, but Lane Ave. is too busy to encroach on Travel Zone.	1/7/2020 7:14 PM
107	Like the outdoor seating for eating	1/7/2020 7:12 PM
108	Prefer the first option with wider zones.	1/7/2020 7:06 PM
109	Yes	1/7/2020 7:00 PM
110	Appealing	1/7/2020 6:59 PM
111	Same as above.	1/7/2020 6:41 PM
112	I would say do away with outdoor dining and evenly split that space up between sidewalk and landscape. It would be good to have extra sidewalk room and extra landscape area so pedestrians can be away from traffic.	1/7/2020 6:29 PM
113	trees	1/7/2020 6:07 PM
114	This is better than option 2 but I dislike the lack of buffer zones.	1/7/2020 6:03 PM
115	Dont like the fence as much as the green space to separate dining and walking	1/7/2020 5:57 PM
116	Fine, don't necessarily need outdoor seating area everywhere though.	1/7/2020 5:56 PM
117	Better than above	1/7/2020 5:42 PM
118	It's fine	1/7/2020 5:38 PM
119	Not as comfortable as East	1/7/2020 5:31 PM
120	I like the corridor way best out of the 3, but there is still a lot of traffic noise	1/7/2020 5:19 PM
121	I like the fence between the walkway and the storefront area. I would like to see more barrier between the street and the sidewalk.	1/7/2020 5:10 PM
122	Nice for outdoor dining.	1/7/2020 4:49 PM
123	I like the East Gateway the best however the corridor concept is nice too. I like the idea of	1/7/2020 4:43 PM

## Lane Avenue Planning Study - Survey II

	outdoor dining.	
124	We should not have street parking on the Corridor Streetscape concept. Instead, increase the Frontage Zone + landscaping zone.	1/7/2020 4:32 PM
125	outdoor dining is a must!	1/7/2020 4:31 PM
126	Ok	1/7/2020 4:30 PM
127	Must maintain four lane road. Any outdoor seating as far from road as possible, but why sit next to high traffic which is a continual fact.	1/7/2020 4:00 PM
128	I always love the option of the restaurants who have outdoor seating, I always see it getting used on nice days	1/7/2020 3:57 PM
129	See East Gateway comments	1/7/2020 3:50 PM
130	I like this too	1/7/2020 3:47 PM
131	Greater separation is more appealing	1/7/2020 3:27 PM
132	This one is the best (#6)	1/7/2020 3:25 PM
133	I like this one too as it allows for vitality and energy of outdoor eating and a uniting of infrastructure through people at the cafes.	1/7/2020 3:25 PM
134	Need bike lane.	1/7/2020 3:24 PM
135	This looks fine for the corridor.	1/7/2020 3:22 PM
136	It looks like a typical urban street	1/7/2020 3:18 PM
137	This is nice if there is outside dining.	1/7/2020 3:16 PM
138	I like the idea of more outdoor dining options, but would definitely want more greenery between the cars and sidewalk/travel zone to cut down on smell and noise from cars while eating.	1/7/2020 3:10 PM
139	I don't like the on-street parking availability. Those lanes can be used to widen sidewalks or put in a bike path.	1/7/2020 3:04 PM
140	Outdoor cafe/unbrellas would be nice	1/7/2020 2:54 PM
141	Good proportions ... can there be flexibility to expand frontal when appropriate ?	1/7/2020 2:52 PM
142	I don't care for this as much.	1/7/2020 2:48 PM
143	Prefer outdoor seating	1/7/2020 2:44 PM
144	Fine	1/7/2020 2:37 PM
145	Appealing - consistent with urban streetscape	1/7/2020 2:32 PM
146	I like more greenery	1/7/2020 2:31 PM
147	Nice outdoor dining - can some greenery be added (in boxes or raised boxes) to the divider between the frontage and travel zones and/or on the landscape zone? Help control pedestrians illegally crossing, dampens noise of traffic, looks nice and adds oxygen. Where are the gargage cans?	1/7/2020 2:24 PM
148	I prefer the Corridor Streetscape design	1/7/2020 2:10 PM
149	none	1/7/2020 2:08 PM
150	Most important safety	1/7/2020 1:50 PM
151	Good, I like the outdoor seating option and the trees.	1/7/2020 1:48 PM
152	better than previous scheme but needs more landscaping.	1/7/2020 1:45 PM
153	Okay if it doesn't encroach on travel zone. The street is very busy, so I'm not seeing much appeal to eating in the car exhaust or the noise that is generated by the cars and trucks that travel Lane Ave.	1/7/2020 1:43 PM
154	Will this be on both sides? There currently isn't a sidewalk on the side of the Shops on Lane.	1/7/2020 1:41 PM

## Lane Avenue Planning Study - Survey II

	That would be very helpful	
155	outdoor seating is very important to this community and should be a priority	1/7/2020 1:37 PM
156	Don't like it. Traffic should be restored to two lanes each way on a all of Lane Avenue	1/7/2020 1:31 PM
157	I like that the landscape zone leaves plenty of room for people to enter/exit the travel zone	1/7/2020 1:27 PM
158	nice delineation for patio space vs pedestrian space	1/7/2020 1:24 PM
159	Like it	1/7/2020 1:23 PM
160	much better - more room - better for kids on bikes, dogs, etc.	1/7/2020 1:21 PM
161	Perhaps the 6 foot zone and 8 foot travel sections swap width	1/7/2020 1:20 PM
162	Looks fine	1/7/2020 1:17 PM
163	Open	1/7/2020 1:16 PM
164	Don't like lack of natural barrier between dining and sidewalk	1/7/2020 1:12 PM
165	Love the sidewalk gathering / seating areas!	1/7/2020 1:09 PM
166	ok for frontage to encroach some onto pedestrian travel zone here given number of restaurants. I would not favor this if it encroaches into the street and slows car traffic, however.	1/7/2020 1:08 PM
167	Not sure you need the fence. If you keep maybe narrow the landscape zone.	1/7/2020 1:07 PM
168	No opinion.	1/7/2020 1:06 PM
169	the outside dining/seating is nice	1/7/2020 1:01 PM
170	Looks good	1/7/2020 12:58 PM
171	Yay! Eating outside!	1/7/2020 12:55 PM
172	It's okay.	1/7/2020 12:53 PM
173	Need more of a barrier between street and pedestrians, physical planters or something.	1/7/2020 12:53 PM
174	Looks good.	1/7/2020 12:52 PM
175	I like this one the best. It combines the single level and has seating up by the stores which is nice.	1/7/2020 12:52 PM
176	Better than West Gateway but still cold and commercial.	1/7/2020 12:50 PM
177	I like the outdoor dining but again I do not like the tree with the grates.	1/7/2020 12:46 PM
178	I care most about landscaping. There must be trees!	1/7/2020 12:46 PM
179	I like that a lot - very community style	1/7/2020 12:43 PM
180	Open and comfortable	1/7/2020 12:43 PM
181	This is OK but nothing special. Wish it could match the East Gateway look & feel.	1/7/2020 12:43 PM
182	Would love to see the frontage a bit wider, at least in some places to allow for bigger outdoor space	1/7/2020 12:42 PM
183	The Hudson 29 area is a mess. No room for bikes. People darting across the street. Need to add crosswalks and clear signage to parking.	1/7/2020 12:41 PM
184	Frontage again important, but I prefer East Gateway scape.	1/7/2020 12:38 PM
185	I notice there are parked cars on the street - please don't push all the street traffic to our residential streets by reducing traffic flow on lane with parking. As development increases, there will be more cars that need to be on the road	1/7/2020 12:36 PM
186	I prefer this over prior concepts - space for outdoor seating is very good	1/7/2020 12:34 PM
187	Looks nice	1/7/2020 12:32 PM
188	Outdoor dining is desirable .	1/7/2020 12:29 PM



## Lane Avenue Planning Study - Survey II

189	tough to picture this, but please maximize street seating and outdoor presence	1/7/2020 12:27 PM
190	□	1/7/2020 12:26 PM
191	It's fine.	1/7/2020 12:23 PM
192	I would not want to dine so close to the street.	1/7/2020 12:23 PM
193	I very strongly prefer the East Gateway concept that allows for outdoor dining and breaks up all the hard impervious surface with some green plant beds. This is just all hardscape and boring; not very engaging to pull people through the neighborhood.	1/7/2020 12:19 PM
194	The wider travel zone is nice. I think people need the space from the street.	1/7/2020 12:17 PM
195	Still like the first one better. But this is better than the second option	1/7/2020 12:15 PM
196	Outdoor seating is important to me.	1/7/2020 12:15 PM
197	It is really nice to have outdoor seating. Separation using planters from diners to sidewalk would be nice (combination of east gateway look and this).	1/7/2020 12:14 PM
198	I would prefer bushes than metal/glass fencing for the frontage zone.	1/7/2020 12:13 PM
199	Good, but would like to see more landscaping or perhaps lights from under the grates that shine up each tree.	1/7/2020 12:09 PM
200	OK	1/7/2020 12:08 PM
201	I am always a fan of places to sit	1/7/2020 12:07 PM
202	Not much different in rendering from Option in 4 above	1/7/2020 12:07 PM
203	Also like this designated frontage space	1/7/2020 12:06 PM
204	Makes more sense to have the landscape zone just the trees and no grass since people will be parking there more so need space to easily move about, but the trees creating shade is a big deal in the summer and will look great in the fall with the leaf colour change.	1/7/2020 12:05 PM
205	Would prefer more greenery. However, see previous comment about traffic calming. Do not like traffic calming.	1/7/2020 12:04 PM
206	This seems to work well for the current corridor so I'd be in support of keeping it the same	1/7/2020 12:01 PM
207	Again the same that then appears to move out to the community. Ex. Green lamp posts	1/7/2020 11:58 AM
208	Your example of Hudson Street as a model is exactly what I don't like. That building crowds the street with little pedestrian way.	1/7/2020 11:57 AM
209	again, please provide the most efficient green infrastructure	1/7/2020 11:56 AM
210	Again, more of a barrier for pedestrians	1/7/2020 11:55 AM
211	I don't love what we have now - never gets used	1/7/2020 11:55 AM
212	Sit down space is nice.	1/7/2020 11:54 AM
213	I like the Corridor option the most!	1/7/2020 11:53 AM
214	Very aesthetic	1/7/2020 11:52 AM
215	Not enough buffer towards road. Option 1 is strongly preferred, as it allows for outdoor dining which some businesses will use, and has lots of green/natural buffer between the road and the pedestrian/retail area	1/7/2020 11:51 AM
216	You can't allow tables & chairs to be set up on public sidewalks. The public owns the area.	1/7/2020 11:51 AM
217	Again, like the simplicity	1/7/2020 11:50 AM
218	See answer above	1/7/2020 11:49 AM
219	I'm OK with it. Not that much foot traffic	1/7/2020 11:48 AM
220	Seating area in the frontage zone seems like a good idea if you want to make it a community area. With people seated outside and others strolling, there will be a stronger sense of	1/7/2020 11:48 AM

## Lane Avenue Planning Study - Survey II

	community	
221	Larger/Expand "frontage zone" to allow for more green space	1/7/2020 11:48 AM
222	I'm ok with the existing design	1/7/2020 11:46 AM
223	This model is appropriate. What is at Hudson 29 works well.	1/7/2020 11:45 AM
224	I would like more space for outdoor dining and landscape to block street	1/7/2020 11:45 AM
225	This is the pick of the four options presented.	1/7/2020 11:43 AM
226	I would like to see more plantings/less pavement in this streetscape concept. Plantings at the base of the trees would be great and help with storm runoff.	1/7/2020 11:43 AM
227	As long as there are places to cross the street.	1/7/2020 11:43 AM
228	Like the outside eating space and greenery.	1/7/2020 11:41 AM
229	it's ok	1/7/2020 11:40 AM
230	I like this one... it encourages outdoor seating.	1/7/2020 11:40 AM
231	Add as many trees and greenery as you can. I like the enhance walkways and seating options.	1/7/2020 11:39 AM
232	Need to ensure restaurants have enough space for outdoor dining--it looks like this decreases it. Also, as much shade as possible would be nice.	1/7/2020 11:39 AM
233	Looks more user friendly as far as being able to walk past shops, etc.	1/7/2020 11:38 AM
234	Yes!	1/7/2020 11:25 AM
235	The landscape barrier is nice and maybe a more ridged patio wall.	1/7/2020 10:38 AM
236	I think the landscaping should be as consistent as possible throughout the whole corridor, with the exception of where a wider area can be built, more landscaping, brick, etc. Keep it all traditional in feel and look, but keep the buildings as far back from the road as possible. For example the new bank building on the NW corner of Lane and NW looks absolutely terrible, it sits right on top of Lane avenue. It should have been built 10 feet back and it would have been a better investment and better addition to the that whole area.	1/7/2020 9:54 AM
237	Prefer to be further from traffic like east gateway	1/7/2020 7:20 AM
238	GREATLY DISLIKE THE CURRENT MODEL AT HUDSON 29 AND HILTON. CAN NOT STATE THIS STRONGLY ENOUGH.	1/6/2020 7:53 PM
239	It's ok. I still prefer a more well defined pedestrian zone.	1/5/2020 5:50 PM
240	Don't like anything about this design	1/5/2020 5:25 PM
241	Good for infront of dinning establishments but could use the incorporation of landscape if possible (I.e hanging planters	1/5/2020 12:23 PM
242	As noted below, Hudson 29 encroaches. If you want pedestrians, no encroachment. And pay attention to curb cuts.	1/5/2020 12:14 PM
243	Same	1/5/2020 9:43 AM
244	I think the corridor concept has worked well for Hudson 29 and think it is an attractive option.	1/4/2020 7:42 PM
245	Same as above	1/4/2020 6:56 PM
246	I really like the idea of allowing for outdoor seating similar to Wine Bistro or Hudson 29 with room for sidewalks. I would love to see sidewalks on the shopping plaza side and more frequent crosswalks. Crossing at either whole foods or bed bath and beyond leaves a lot of space to head far out of our way and could/will lead to jaywalking.	1/4/2020 2:18 PM
247	I can't wait to have coffee 10 ft from Lane Ave traffic	1/4/2020 10:27 AM
248	I am glad that you are thinking more about pedestrians and landscaping. The current new builds on land are far too close to the road. Well thought out public art would be a great addition to these ideas.	1/4/2020 10:01 AM

## Lane Avenue Planning Study - Survey II

249	not enough space for greenery and outdoor seating	1/4/2020 5:45 AM
250	Again, not enough sidewalk width. I like the railing. Need more greenery and shade.	1/4/2020 1:02 AM
251	Shows a clear separation from road to walkway that can help prevent accidents	1/3/2020 11:30 PM
252	Looks good. Just ensure walkability while ensuring effective traffic flow on Lane Ave.	1/3/2020 7:05 PM
253	Once again, buildings too close to the road.	1/3/2020 7:02 PM
254	it's ok	1/3/2020 5:38 PM
255	that's fine	1/3/2020 5:30 PM
256	Also prefer this. There's more options for walking and fitting strollers, etc.	1/3/2020 4:13 PM
257	That's fine	1/3/2020 6:34 AM
258	Similar design to Grandview. This makes the most sense for UA	1/2/2020 11:36 PM
259	I do not care for single lane traffic patterns. Seems we are trying to fit too much in existing space.	1/2/2020 10:38 PM
260	would be my second choice	1/2/2020 8:42 PM
261	Don't like the fencing. Needs more maintenance than wall. Also, people will lock up their bikes which would not look good.	1/2/2020 4:44 PM
262	Somehow need to get a dedicated bike/running path on this stretch.	1/2/2020 4:00 PM
263	I like the outdoor sitting and larger areas to walk	1/2/2020 3:22 PM
264	Agree with this design, but needs to be done on both sides of the street and include ample pedestrian crossings	1/2/2020 11:38 AM
265	I like the outdoor seating idea separate from the walkway. Noise could be a factor though.	1/2/2020 9:54 AM
266	Prefer bordered landscape areas but appreciate the dining option outside on the border.	1/2/2020 9:13 AM
267	Too little	1/2/2020 7:43 AM
268	Prefer this concept	1/2/2020 6:11 AM
269	Please stop, this is incomprehensible	1/2/2020 12:10 AM
270	I would feel nervous eating at a table that's so close to any kind of street with significant traffic.	1/1/2020 8:01 PM
271	would like to see native plants in the landscape zone	1/1/2020 2:45 PM
272	Like it	1/1/2020 12:39 PM
273	would like more barrier between dinners and walkways.	1/1/2020 12:14 PM
274	Zero green space seems to be the new Sustainable UA	1/1/2020 10:53 AM
275	I would want the travel zone to be consistent 8' throughout area - existing frontage areas should be decreased to allow.	1/1/2020 10:06 AM
276	Nice	12/31/2019 9:58 PM
277	Don't like encroachment on travel zones - it is dangerous for pedestrians and drivers	12/31/2019 8:28 PM
278	Dislike seating right next to the travel zone.	12/31/2019 7:43 PM
279	Like isolating seating	12/31/2019 6:22 PM
280	Needs protection from cars	12/31/2019 5:59 PM
281	Again, be consistent across East west and zone. Only do outdoor dining in it will not be cramped. Travel zone of 8 ft seems a excessively wide for the likely traffic volume.	12/31/2019 5:45 PM
282	East better than west	12/31/2019 5:39 PM
283	It is blah need to widen street and get rid of on street but not allow people to park in neighborhoods	12/31/2019 5:39 PM

## Lane Avenue Planning Study - Survey II

284	Same as above.	12/31/2019 5:33 PM
285	looks ok	12/31/2019 4:34 PM
286	Frontage Zone width is important for businesses	12/31/2019 4:21 PM
287	There should be a bike path	12/31/2019 4:12 PM
288	Frontage zones for outdoor seating is very important. I wish there was more of a buffer between it and the travel zone though.	12/31/2019 2:58 PM
289	Better. Again, please no street parking.	12/31/2019 2:04 PM
290	If two people can walk side by side in the travel zone, that size would be fine with me.	12/31/2019 1:35 PM
291	the corridor is my favorite as per my comments on the east gateway	12/31/2019 1:33 PM
292	I think it's great to allow ample area for greenery and for walking with strollers, wheelchairs, side by side.	12/31/2019 11:47 AM
293	This looks good, but it will cut into Lane Avenue Shopping Center parking.	12/31/2019 11:31 AM
294	Great mix of green, walkability and eating spaces.	12/31/2019 11:20 AM
295	Much better than 5	12/31/2019 10:28 AM
296	I prefer to keep the Hudson 29 concept to allow for more outdoor use for seating/dining in this area.	12/31/2019 10:03 AM
297	Provides for same goal as East entry which is good. I assume that outdoor seating allows unrestricted pedestrian traffic.	12/31/2019 9:12 AM
298	too tight	12/31/2019 9:08 AM
299	I prefer the first one with more landscaping	12/31/2019 8:57 AM
300	Looks good	12/31/2019 8:51 AM
301	Like it!	12/31/2019 8:47 AM
302	Worried it will disrupt traffic flow on Lane and divert too many cars to side streets and or back up traffic to and from 315	12/31/2019 8:33 AM
303	This is the best one.	12/31/2019 4:27 AM
304	The frontage design for the existing Hilton and Hudson 29 is not visually appealing. Too much concrete and not wide enough. The buildings look like large boxes pushed right up against the street to maximize square footage at the expense of any type of. Usual appeal.	12/31/2019 12:00 AM
305	The current design in front of Hudson 29 and the Homewood Suites do not offer safe or comfortable walking. The landscape zone is too narrow and offers insufficient separation from traffic on Lane Avenue. It creates an uncomfortable user experience at a psychological level. The buildings are tall and imposing in design. They create an immovable backstop to any person at their base. On the opposite side is fast moving traffic at the curb. If the goal is for people to walk comfortably along at the base of these buildings, an additional width is necessary at the landscape zone and additional barriers. Otherwise, pedestrians won't comfortably use the sidewalks. They will try to park close and duck into a restaurant or store to minimize their time between the "cliff" and the "roaring river." At a fundamental animal level, it is an uncomfortable place to be.	12/30/2019 11:47 PM
306	Love it!	12/30/2019 11:36 PM
307	I don't mind larger frontage zones in front of restaurants. It allows for families to be able to sit outside instead of just having tables that seat 2-3 people.	12/30/2019 11:02 PM
308	I like the space for outdoor dining. Landscaping will be important.	12/30/2019 10:36 PM
309	This is almost as nice as the layout in question 4.	12/30/2019 10:09 PM
310	Does travel zone accommodate bicycles? We need Lane Avenue to be bike friendly to serve nearby residents. We don't want to have to drive to Lane Ave due to safety concerns.	12/30/2019 9:51 PM
311	Looks good	12/30/2019 8:47 PM

## Lane Avenue Planning Study - Survey II

312	It's fine especially if it is consistent.	12/30/2019 8:37 PM
313	Like the existing frontage zones. This looks like an attempt to narrow them.	12/30/2019 7:57 PM
314	The current space in front of Hudson 29 doesn't seem like it's this wide.	12/30/2019 7:42 PM
315	I like the inclusion of additional outdoor dining spaces.	12/30/2019 7:38 PM
316	Although I find the current model too congested and less than pleasing, I don't see that there is much choice of suggesting alternate options at this point. The mistakes have already been made by approving the current model.	12/30/2019 7:35 PM
317	Same as above	12/30/2019 7:34 PM
318	Needs green space	12/30/2019 7:25 PM
319	Still would like to have more landscaping within the landscape zone. Current streetscape does not provide enough buffer (unless cars are parked in the right lane during the permitted hours).	12/30/2019 7:17 PM
320	This one is the best so far	12/30/2019 7:03 PM
321	Seems crowded	12/30/2019 6:47 PM
322	Welcoming. Pleasing to the eye. Attractive. Good use of space. Pedestrian friendly. Encourages walking.	12/30/2019 6:38 PM
323	Would prefer something more than just tree grates. Like something raised a bit	12/30/2019 6:09 PM
324	Looks fine	12/30/2019 5:56 PM
325	Looks fine	12/30/2019 5:52 PM
326	OK but still prefer number two. Need bike path	12/30/2019 5:40 PM
327	nice feeling for shoppers and pedestrians	12/30/2019 5:38 PM
328	None of these designs show much in the way of uniqueness or real, lasting character. That said, the general dimensions appear workable.	12/30/2019 5:32 PM
329	Not thrilled with this.	12/30/2019 5:27 PM
330	Trees embedded in what? Looks artificial.	12/30/2019 5:26 PM
331	I would like more landscaping along street edge	12/30/2019 5:23 PM
332	Neither of above.	12/30/2019 5:04 PM
333	It's ok but not as interesting as the other two.	12/30/2019 5:02 PM
334	Not really fond of what is in front of Hudson 29. Fine for the seating but the walkway and proximity to street is too narrow. The buildings seem too close to the road, not enough natural landscaping.	12/30/2019 4:58 PM
335	Travel zone not wide enough; prefer grass to tree grates. Eliminate the dinning. Hudson's and Hilton decided to build out as much as they could, they should not be rewarded with more tables. Again, lousy planning by Planning Commission.	12/30/2019 4:55 PM
336	do not like this as much as first option	12/30/2019 4:35 PM
337	Please keep it simple	12/30/2019 4:31 PM
338	Most appealing	12/30/2019 4:28 PM
339	Nice, especially if it is covered.	12/30/2019 4:25 PM
340	Like that it matches adjoining area	12/30/2019 4:23 PM
341	Travel zone at Hudson 29 seems a bit narrow when people are coming the other way.	12/30/2019 4:17 PM
342	Once again, this is a waste of time and city money	12/30/2019 4:16 PM
343	It's pretty ugly looking. Like the feel of the East Gateway better.	12/30/2019 4:15 PM
344	Like the frontage zone for seating. Would like to see some smaller, easy to care for shrubs on	12/30/2019 4:14 PM

## Lane Avenue Planning Study - Survey II

	the Landscape Zone.	
345	I like it	12/30/2019 4:12 PM
346	I've eaten outside here and there really isn't enough space for comfortable dining. Prefer more landscaping and bike lanes.	12/30/2019 4:10 PM
347	Same	12/30/2019 4:05 PM
348	This seems a reasonable approach.	12/30/2019 4:05 PM
349	Same as east, but this landscape zone provides less separation between kids and cars.	12/30/2019 4:02 PM
350	I like the ability to have outdoor dining, so however it has to be configured to allow for that is good	12/30/2019 4:00 PM
351	This should have been designed before Hudson and Hilton were built	12/30/2019 4:00 PM
352	Need sidewalk on SOUTH side of street, more places to cross	12/30/2019 3:52 PM
353	More inviting than the other options and I think that more outdoor space for people would be wonderful for the warmer weather.	12/30/2019 3:38 PM
354	I don't cycle myself but I pity those who would use Lane Ave to commute.	12/30/2019 3:33 PM
355	Very nice. Hudson 29 and the hotel have the nicest sidewalk currently on Lane	12/30/2019 3:30 PM
356	Eliminate as much zigzagging in the zones as is possible - I feel like the travel zone in front of Hudson is very narrow. And there is NOTHING on the south side of Lane	12/30/2019 3:15 PM
357	Like the seating	12/30/2019 3:13 PM
358	Seems fine, though not sure I like idea of a big long stretch of building frontage that looks exactly same all the way across	12/30/2019 3:12 PM
359	It's o.k. No strong opinion	12/30/2019 3:11 PM
360	Do not like the lack of landscaping	12/30/2019 3:08 PM
361	This looks fine	12/30/2019 3:07 PM
362	Looks like a compromise of the previous 2.	12/30/2019 3:06 PM
363	I like corridor the best b/c it allows for outdoor restaurant seating.	12/30/2019 2:54 PM
364	Still no interest in eating with street noise and exhaust fumes. Want to be able walk comfortably even with assistive devices.	12/30/2019 2:52 PM
365	like the wide sidewalk and landscape between street and sidewalk	12/30/2019 2:47 PM
366	Still like the east corridor option the best	12/30/2019 2:41 PM
367	These are OK, are you planning to make Lane 1 lane both ways and develop more like Easton Center - would probably need more parking garages which are costly but something to think about (expect you already have)	12/30/2019 2:39 PM
368	If additional green space is not included, my fallback would be to liberalize outdoor cafe seating.	12/30/2019 2:39 PM
369	Should be wide enough for outdoor dining, agree	12/30/2019 2:37 PM
370	I like it for a lot of Lane ave where outdoor seating can't work	12/30/2019 2:37 PM
371	Looks good	12/30/2019 2:36 PM
372	Excellent	12/30/2019 2:35 PM
373	We need sidewalks on both sides of the street.	12/30/2019 2:34 PM
374	Would prefer lower plantings (Tall grasses, bushes) along with the trees to act as a visual barrier and buffer noise.	12/30/2019 2:34 PM
375	Looks great.	12/30/2019 2:32 PM

## Lane Avenue Planning Study - Survey II

376	I would like to see more plantings in the landscape zone.	12/30/2019 2:32 PM
377	ok. However, prefer more space for outdoor frontage zone to accommodate outdoor dining, etc.	12/30/2019 2:32 PM
378	The outdoor dining option is great	12/30/2019 2:31 PM
379	Must be pedestrian walkways on both sides of Lane for this to work	12/30/2019 2:30 PM
380	I think we can live with a little encroachment on the travel zone. Liking the unified concept.	12/30/2019 2:28 PM
381	Looks nice.	12/30/2019 2:27 PM
382	Good use of space	12/30/2019 2:26 PM
383	It is an average concept. Not enough green space.	12/30/2019 2:24 PM
384	I like the idea of outdoor dining.	12/30/2019 2:22 PM

**Q7 Share your thoughts with us on the Neighborhood Streetscape  
Concept shown below:**

Answered: 352 Skipped: 809



## Lane Avenue Planning Study - Survey II

#	RESPONSES	DATE
1	4' frontage zone from building to sidewalk. Very little privacy for ground level residents. Poor growing conditions for landscape in narrow strip. Will be used as pet relief area.	1/12/2020 11:04 PM
2	Looks good. Use of low maintenance, hardy plant material would be suggested.	1/12/2020 10:52 PM
3	Again, you're going to get the homeowners to give up more of their property for this? I'm skeptical that will go over well, and seems rather unfair. I don't see that the "neighborhood" areas should suffer because the corridor has a certain look. I disagree with pushing this into the neighborhoods.	1/12/2020 9:22 PM
4	It is imperative to keep the travel zone wide enough for two way travel (bikes, strollers) - this is NOT happening currently with the Hudson 29 and Hilton. These travel zones are much too narrow in these locations.	1/12/2020 8:52 PM
5	Frontage zone should be at least 6 feet	1/12/2020 8:34 PM
6	First floor should not be residential. It is not safe and who would want all those flowers right outside their window?	1/12/2020 5:56 PM
7	the landscaping buffer is needed between sidewalk and street, I hate the current sidewalks direction adjacent to the road	1/12/2020 5:32 PM
8	That looks like it would work nicely	1/12/2020 7:52 AM
9	I like this; it's similar to what we see in other older neighborhoods in Columbus, like Grandview, Victorian Village, and Clintonville.	1/12/2020 6:57 AM
10	This looks like a big improvement over what we have now. The upkeep of the turf is an important issue, and I hope this will be part of the plan. Clintonville is very walkable, and this makes me feel like it would attract a younger age bracket to the streetscape.	1/11/2020 9:37 PM
11	It's fine, as long as it doesn't encourage parking on residential streets	1/11/2020 7:19 PM
12	Love the concept of having room for outdoor dining/drinking	1/11/2020 7:00 PM
13	I like the greenscape next to buildings	1/11/2020 5:53 PM
14	Frontage needs more street engagement with pedestrian dining, seating in addition to landscape shown. Would generally prefer a little more setback for bldgs along Lane.	1/11/2020 5:43 PM
15	Not opposed to limiting private patios	1/11/2020 5:08 PM
16	I think the Landscape zones should be consistent throughout.	1/11/2020 2:46 PM
17	Fine	1/11/2020 1:31 PM
18	Appreciate proportions of frontage, travel, and landscape zone. Landscape zone is valuable to separate people from traffic	1/11/2020 1:10 PM
19	Ok	1/11/2020 8:55 AM
20	Love the added green space!	1/11/2020 8:52 AM
21	Looks like a nice entry onto the neighborhood streets, an upgrade from today	1/11/2020 1:44 AM
22	would like more barriers in landscape zone	1/10/2020 10:48 PM
23	All zones are too narrow for comfortable and good flow. Gives the impression of congestion.	1/10/2020 5:55 PM
24	Much like question 4.	1/10/2020 4:43 PM
25	I like the neighborhood look as well but I feel like this would be good in front of apartments or condos but if that is retail or restaurant space the frontage zone would not be appealing.	1/10/2020 2:20 PM
26	Good looking buffers	1/10/2020 10:20 AM
27	Again, I like it, but more flowerw will be nice	1/10/2020 9:05 AM
28	I would like to hear more about why turf was chosen for the landscape zone.	1/10/2020 6:32 AM
29	Looks great! Maybe more native plants	1/9/2020 5:23 PM

## Lane Avenue Planning Study - Survey II

30	I like this one also	1/9/2020 4:50 PM
31	Looks good.	1/9/2020 2:55 PM
32	Really appreciate the urban feel to this along with the trees and greenery.	1/9/2020 2:22 PM
33	No issues.	1/9/2020 1:31 PM
34	Looks ok.	1/9/2020 1:23 PM
35	This looks good	1/9/2020 1:05 PM
36	Good application for residential neighborhoods, both new and existing. Incorporating grass/turf is good.	1/9/2020 10:56 AM
37	bushes are not usually well maintained in this use. tend to collect trash and , get scruffy and die. Not a fan	1/9/2020 10:45 AM
38	I love these proper sidewalks and the turn landscape zone rather than those sidewalks we currently have that abut the street.	1/9/2020 10:31 AM
39	Turf landscape isn't very inspiring	1/8/2020 11:47 PM
40	Frontage to small	1/8/2020 9:36 PM
41	NOT ENOUGH SPACE FOR 4 PERSON TABLES - If greenery too much money for upkeep	1/8/2020 8:21 PM
42	OK, does not look particularly character defining.	1/8/2020 8:13 PM
43	seems more residential, good	1/8/2020 7:30 PM
44	This appears to provide more of a green/soft transition from the commercial area to the adjacent residential properties.	1/8/2020 6:19 PM
45	Let the neighbors dictate the streetscape concept since they will be looking at it everyday.	1/8/2020 6:05 PM
46	Individual owners should have some say in their landscaping. Looks like this is an apartment or condo complex	1/8/2020 5:42 PM
47	I still prefer less green in the frontage zone and more in the landscape zone. More buffer needed between traffic and travel zones.	1/8/2020 5:14 PM
48	I'd rather see less landscape zone and wider travel zone. Eliminate landscape zone entirely in this scenario.	1/8/2020 5:05 PM
49	i think trees and green space are more important as you enter the neighborhoods, make it feel warmer than the heavily trafficked street	1/8/2020 3:22 PM
50	Okay, not a whole lot of privacy at front doors.	1/8/2020 3:19 PM
51	A little too "bushy".	1/8/2020 2:55 PM
52	Landscape zone is important - sidewalks need to be pulled away from the street. Not sure 8' sidewalks are necessary - they would be great to have, but we could live with 6'.	1/8/2020 2:27 PM
53	same as above	1/8/2020 2:26 PM
54	I do not like that the landscape zone connects the travel zone to the street with what appears to be concrete. I would prefer that the landscape zone be grass with trees or other appropriate plantings. In a residential neighborhood, it is too easy, when a sidewalk directly adjoins the curb, for children to wander or fall into the street.	1/8/2020 1:51 PM
55	This option can be combined with the corridor so that not all businesses have outdoor seating.	1/8/2020 1:43 PM
56	I strongly dislike this concept. Can we move the buildings back from being so close to the road to allow more sidewalk and outdoor dining space? Have any of you tried to eat outside at Hudson 29---it is jammed in and so close to the road that you hear so much street noise---not a good experience. When outdoor terraces across the city are packed, Hudson has availability but no one wants to be out there.	1/8/2020 12:45 PM
57	I prefer this version with outside dining. This looks more like a neighborhood.	1/8/2020 11:14 AM
58	Would prefer having seating option as opposed to bushes	1/8/2020 11:02 AM

## Lane Avenue Planning Study - Survey II

59	More vegetation the better and it needs to fit the rest of the community from a design perspective.	1/8/2020 10:51 AM
60	no comments on this section	1/8/2020 10:30 AM
61	I like this. Good transition from neighborhoods to commercial area.	1/8/2020 9:19 AM
62	This is an important artery that you are trying to make into a walking zone. It doesn't make sense	1/8/2020 8:49 AM
63	Again, protected bike lanes are not in any of these designs.	1/8/2020 8:07 AM
64	Looks pleasant	1/8/2020 8:01 AM
65	I like this	1/8/2020 7:48 AM
66	It's better than just having a flat side of a building.	1/8/2020 7:34 AM
67	It's ok.	1/8/2020 7:27 AM
68	Nice transition zone	1/8/2020 7:11 AM
69	unless more restaurants are planned for the area, this option isn't necessary	1/8/2020 6:43 AM
70	People enjoy eating outside this is the good one	1/8/2020 6:30 AM
71	Looks ok, but people that live in affected area should decide their own area.	1/8/2020 12:00 AM
72	Turf might be too expensive to maintain.	1/7/2020 10:57 PM
73	OK.	1/7/2020 10:56 PM
74	No real room for outside dining with this	1/7/2020 10:55 PM
75	Wide, handicap friendly sidewalks is preferred.	1/7/2020 10:48 PM
76	I like all the green.	1/7/2020 10:33 PM
77	This should include North Star road south of lane. Excluding this area encourages diversion of traffic onto North Star and the residential streets off of North Star (ashdown, Berkshire, Cardiff, Doone, as cut through streets). These streets are often used as a cut through already, excluding traffic flow patterns south of lane on North Star road and onto streets that parallel lane is a problem	1/7/2020 10:33 PM
78	Nothing special	1/7/2020 9:42 PM
79	All of these concepts seem the same.	1/7/2020 9:37 PM
80	For residential purposes this is fine. Not preferred for restaurants/commercial	1/7/2020 9:29 PM
81	This is OK but not sure how it will work along the entire length of the street.	1/7/2020 9:14 PM
82	I like having outside seating	1/7/2020 9:11 PM
83	Ok	1/7/2020 9:07 PM
84	Maybe OK? Where exactly would this be?	1/7/2020 8:48 PM
85	Seems ok to me. Any room for small trees in the landscape strip??	1/7/2020 8:18 PM
86	great -- love the foliage	1/7/2020 7:59 PM
87	This looks good.	1/7/2020 7:57 PM
88	Like space for dining	1/7/2020 7:41 PM
89	Yuck.	1/7/2020 7:37 PM
90	looks fine.	1/7/2020 7:27 PM
91	Love the continuity along the corridors.	1/7/2020 7:14 PM
92	No place for eating outside	1/7/2020 7:12 PM
93	best for business	1/7/2020 7:11 PM

## Lane Avenue Planning Study - Survey II

94	Least favorite of all!	1/7/2020 7:06 PM
95	No	1/7/2020 7:00 PM
96	I like how natural it is. I strongly dislike the turf.	1/7/2020 6:59 PM
97	The same	1/7/2020 6:41 PM
98	It looks okay. I am always for more of a buffer between sidewalk and traffic, so if the landscape zone could be widened, that would be ideal. It is very also important that the streets are not too narrow for cars to get through.	1/7/2020 6:29 PM
99	trees and shrubs	1/7/2020 6:07 PM
100	Do not like the inability for outdoor dining and hate the turf idea.	1/7/2020 6:03 PM
101	Like this very much. Green spaces are always great	1/7/2020 5:57 PM
102	Like introducing a more residential/mixed use look but fine with more commercial versions too.	1/7/2020 5:56 PM
103	See # 6	1/7/2020 5:42 PM
104	Looks good.	1/7/2020 5:38 PM
105	This works for me.	1/7/2020 5:31 PM
106	Outdoor dining is a value add	1/7/2020 5:29 PM
107	looks nice....a good transition back into the neighborhood.	1/7/2020 5:10 PM
108	I'd prefer more travel space/sidewalk and less "frontage"	1/7/2020 4:49 PM
109	I think it looks great	1/7/2020 4:43 PM
110	looks good	1/7/2020 4:38 PM
111	Looks good	1/7/2020 4:30 PM
112	You have screwed the neighborhoods. Nothing will fix that.	1/7/2020 4:00 PM
113	No comment	1/7/2020 3:57 PM
114	Good, not great. Have no concrete ideas for improvement, so I believe it to be the best feasible plan	1/7/2020 3:50 PM
115	thumbs up	1/7/2020 3:47 PM
116	This is a nice option	1/7/2020 3:27 PM
117	Allow outdoor seating. While plants in the frontage zone is nice, it takes up needed space and creates more maintenance and cost.	1/7/2020 3:26 PM
118	Will look like weed patches.	1/7/2020 3:25 PM
119	Ok. Just ok. Can colors (flowers) be incorporated into any of the publicly-owned corridors?	1/7/2020 3:25 PM
120	please do not narrow lane ave, and I do not think there needs to be outside dining options there is not enough space without narrowing lane ave	1/7/2020 3:22 PM
121	What materials will be used for the various zones?	1/7/2020 3:22 PM
122	I love outdoor dining	1/7/2020 3:18 PM
123	Too much greenery near buildings, and not enough near cars	1/7/2020 3:10 PM
124	Nice	1/7/2020 3:04 PM
125	Need more green and wider sidewalk and bike path and kids play zone	1/7/2020 2:54 PM
126	Looks great ... allow overhangs and open porches in frontal zone.	1/7/2020 2:52 PM
127	I don't care for this look as much. It looks overgrown and unkept and I don't like being right next to the street like that.	1/7/2020 2:48 PM
128	Prefer outdoor seating	1/7/2020 2:44 PM

## Lane Avenue Planning Study - Survey II

129	Pretty	1/7/2020 2:37 PM
130	Appealing - consistent with neighborhood streetscapes currently used	1/7/2020 2:32 PM
131	Great looking!	1/7/2020 2:25 PM
132	pretty - worry about the turf holding up if there is parking along these side streets	1/7/2020 2:24 PM
133	none	1/7/2020 2:08 PM
134	It's nice to have a buffer between the residential or office space and the sidewalk.	1/7/2020 1:48 PM
135	Zones look too close to traffic for outdoor dining	1/7/2020 1:45 PM
136	not good. landscaping at frontage zone blocks access to storefronts.	1/7/2020 1:45 PM
137	Nice that the buildings are set back from the street. Not very attractive. Basically what we have, but wider landscape and travel zones.	1/7/2020 1:43 PM
138	landscaping greenspace to much to maintain and lacks usable space for economic growth	1/7/2020 1:37 PM
139	Traffic lanes should be added instead of reduced. It makes no sense to add development and reduce traffic lanes	1/7/2020 1:31 PM
140	clean and easy for pedestrians	1/7/2020 1:24 PM
141	Fine	1/7/2020 1:23 PM
142	Perhaps give more than 4 feet to the neighborhood owners. 8 feet of walkway is plenty big if you include another 5 feet with occasional trees	1/7/2020 1:20 PM
143	Logical	1/7/2020 1:17 PM
144	Less landscaping at building	1/7/2020 1:16 PM
145	Fine	1/7/2020 1:12 PM
146	Too suburban. Designed more for traffic flow that lingering and browsing.	1/7/2020 1:09 PM
147	Good, provided there is proper visibility of pedestrians walking into Whole Foods parking lot from Beaumont Rd.	1/7/2020 1:08 PM
148	OK	1/7/2020 1:07 PM
149	This would encourage unwanted foot traffic in the neighborhood.	1/7/2020 1:06 PM
150	No turf!	1/7/2020 12:58 PM
151	looks good	1/7/2020 12:55 PM
152	Okay	1/7/2020 12:53 PM
153	Looks kind of boring.	1/7/2020 12:53 PM
154	I like the extra landscape up by housing to separate travel areas from private homes.	1/7/2020 12:52 PM
155	Boring.	1/7/2020 12:50 PM
156	Like this.	1/7/2020 12:46 PM
157	Looks nice. Like the idea of awnings so people can walk under cover when there is inclement weather.	1/7/2020 12:46 PM
158	very nice	1/7/2020 12:43 PM
159	Definitely has a residential feel	1/7/2020 12:43 PM
160	Nice but nothing too special or welcoming.	1/7/2020 12:43 PM
161	Not enough sound barrier/sound reduction	1/7/2020 12:42 PM
162	Looks good	1/7/2020 12:42 PM
163	The travel zone is really close to people's doors. Need to add some low fencing and	1/7/2020 12:41 PM

## Lane Avenue Planning Study - Survey II

	landscaping similar to Gay Street downtown.	
164	Space for outdoor seating is better than this	1/7/2020 12:34 PM
165	Turf zone is good	1/7/2020 12:29 PM
166	These seem to work	1/7/2020 12:28 PM
167	fine	1/7/2020 12:27 PM
168	I like it.	1/7/2020 12:26 PM
169	□	1/7/2020 12:26 PM
170	Again, the frontage zones are too small. We are currently building all these large buildings too close to the road. Can we still impact that? Guessing note. I love the idea. Just need more frontage zone.	1/7/2020 12:25 PM
171	Looks nice.	1/7/2020 12:23 PM
172	I like it but I do not think the plantings would be cared for so why plant?	1/7/2020 12:23 PM
173	Please pull in the greenscape elements in the East Zone diagram. Is this example, the landscape zone is too much pavement/hardscape, metal grates. That landscape zone would be gorgeous with native perennial plants like Russian Sage (any Sages really, probably need smaller ones), ground cover, or grasses not requiring mowing/watering would be ideal. Providing more ground to soak in rains would be ideal.	1/7/2020 12:19 PM
174	I this is a good separation of buildings, pedestrians and the street. More green is good in these areas.	1/7/2020 12:17 PM
175	This is the best of the three designs.	1/7/2020 12:16 PM
176	This is good	1/7/2020 12:15 PM
177	It's fine.	1/7/2020 12:14 PM
178	Looks good.	1/7/2020 12:13 PM
179	Feels like good transition from corridor to neighborhoods.	1/7/2020 12:09 PM
180	OK	1/7/2020 12:08 PM
181	The more trees the merrier.	1/7/2020 12:07 PM
182	Like greenery, but lots of extra upkeep and seems like wasted space in the end.	1/7/2020 12:07 PM
183	I don't think you should change the traffic set-up in Beaumont south of Whole Foods parking lot access road (empties onto Beaumont). The bump-outs slow traffic there, reduce traffic thru the neighbor to get to WF, and allow for a safer pedestrian/biking experience (because of safer traffic)	1/7/2020 12:07 PM
184	Prefer two noted above to this.	1/7/2020 12:06 PM
185	This should certainly develop a sense of quietude and serenity to help block out the noise/sound to keep the neighborhood as relaxed as possible.	1/7/2020 12:05 PM
186	Fine. See above.	1/7/2020 12:04 PM
187	Looks good	1/7/2020 12:01 PM
188	Same thoughts	1/7/2020 11:58 AM
189	Separation of street curb to building looks acceptable.	1/7/2020 11:57 AM
190	I like landscaping	1/7/2020 11:55 AM
191	Want lanscaping that stays beautiful ALL year	1/7/2020 11:55 AM
192	This allows for more seating area but still doesn't look nice from the street. It's my 2nd least favorite.	1/7/2020 11:54 AM
193	Looks good.	1/7/2020 11:54 AM

## Lane Avenue Planning Study - Survey II

194	outdoor dining is SUPER important	1/7/2020 11:54 AM
195	Don't love the turf landscape zone	1/7/2020 11:53 AM
196	Very aesthetic	1/7/2020 11:52 AM
197	It's fine.	1/7/2020 11:51 AM
198	Outdated. It looks like mid-90's	1/7/2020 11:51 AM
199	It's ok. Nothing special or different than other streets scapes. Your goal should be consistency and simplicity.	1/7/2020 11:50 AM
200	This seems fine. Lots of expense for not much gain.	1/7/2020 11:49 AM
201	I like it	1/7/2020 11:48 AM
202	Is "turf" artificial? I've seen this in Dan Diego and it's not as bad as it sounds, but I think flower beds are better.	1/7/2020 11:48 AM
203	Too much concrete	1/7/2020 11:48 AM
204	I like it. Good balance	1/7/2020 11:46 AM
205	Looks fine	1/7/2020 11:45 AM
206	Looks great.	1/7/2020 11:43 AM
207	no preference	1/7/2020 11:40 AM
208	No complaints.	1/7/2020 11:40 AM
209	Add as many trees and greenery as you can. I like the enhance walkways.	1/7/2020 11:39 AM
210	I am not sure what turf landscape means, but I hope that doesn't mean turf instead of grass.	1/7/2020 11:39 AM
211	I prefer outdoor seating areas.	1/7/2020 11:38 AM
212	More geeen space	1/7/2020 11:25 AM
213	I like this for the residential transition.	1/7/2020 10:38 AM
214	the neighborhood deserves the absolute best and classiest streetscape that can be put in. those are the people that are living there and looking at it all day everyday. It needs to enhance the look of the road/roads surrounding the entire length of the corridor. It needs done with careful and thoughtful planning and implementation	1/7/2020 9:54 AM
215	Looks good. Seems safe for pedestrians. Love the mix-use.	1/7/2020 7:05 AM
216	Fine.	1/6/2020 7:53 PM
217	Like east best. Do not like at all	1/5/2020 6:14 PM
218	Turf landscape zone will be a nightmare to maintain. It will be difficult to be walking around while the turf is being mowed. Flower beds are much better. And more aesthetically pleasing.	1/5/2020 5:50 PM
219	This really needs to be decided by polling people who live on these streets.	1/5/2020 5:25 PM
220	It's ok but think the turf will not hold up or look good for long after use	1/5/2020 12:23 PM
221	I really don't understand this illustration as a transition to residential. I still feel sorry for the residents having tall buildings looking down into their back yards.	1/5/2020 12:14 PM
222	Same	1/5/2020 9:43 AM
223	looks good	1/4/2020 9:33 PM
224	I think the frontage needs to be wider if this is by housing.	1/4/2020 7:42 PM
225	East gateway design is the only nice design	1/4/2020 7:18 PM
226	Same as above	1/4/2020 6:56 PM
227	Where is the bike lane?	1/4/2020 10:27 AM

## Lane Avenue Planning Study - Survey II

228	It is fine. Good idea to make it smaller as it transitions	1/4/2020 10:01 AM
229	I don't know. I don't feel qualified to provide any input, because I'm not familiar with the variables in question.	1/4/2020 8:54 AM
230	I like the greenery on both sides. Ok if no outdoor seating is wanted	1/4/2020 5:45 AM
231	Like the space for landscape. Wondering how the landscaping maintenance would be enforced. Like the wide sidewalks.	1/4/2020 1:02 AM
232	Confusing	1/3/2020 11:30 PM
233	Same comments as above.	1/3/2020 7:05 PM
234	Frontage and landscape zones need to be wider.	1/3/2020 7:02 PM
235	bland	1/3/2020 5:38 PM
236	OK	1/3/2020 5:30 PM
237	Seems fine	1/3/2020 4:13 PM
238	That's fine	1/3/2020 6:34 AM
239	Looks fine.	1/2/2020 11:36 PM
240	Most important to ask homeowners directly effected. They are shareholders and should be surveyed directly. That means contacting them by US mail individually.	1/2/2020 10:38 PM
241	OK	1/2/2020 8:42 PM
242	Too residential looking. Not appropriate for high traffic corridor like Lane Ave	1/2/2020 4:44 PM
243	Looks great!	1/2/2020 4:00 PM
244	nice with all the plants and green space.	1/2/2020 3:22 PM
245	Seems good as long as it nicely transitions into existing neighborhoods.	1/2/2020 11:38 AM
246	It looks the most peaceful for walking. I worry about the bushes being trash filled and overgrown, but it looks the most natural.	1/2/2020 9:54 AM
247	Nice, soft look for neighborhoods.	1/2/2020 9:13 AM
248	Best	1/2/2020 7:43 AM
249	Like turf landscape zone.	1/2/2020 6:11 AM
250	This at least looks like it has some sidewalk cafe stuff, which I like	1/2/2020 12:10 AM
251	The frontage and landscape zones should include native plants.	1/1/2020 2:45 PM
252	Looks good.	1/1/2020 12:52 PM
253	I would want the travel zone to be consistent 8' throughout area - looks good	1/1/2020 10:06 AM
254	Prefer this frontage	1/1/2020 8:58 AM
255	Whatever you do, there needs to be more lanes allowed for traffic. No on street parking anywhere on Lane. It is a pain in the ass to travel down LNe and it is the main access road. There needs to be more area allowed for traffic. The residents who live beyond Northwest are using side roads to get around the traffic headaches on Lane. This is dangerous for the residential side streets. And quite frankly unfair to them as well.	1/1/2020 12:58 AM
256	Green options are preferred	12/31/2019 8:28 PM
257	Don't like Boring	12/31/2019 6:22 PM
258	Needs planters between cars and pedestrians	12/31/2019 5:59 PM
259	Looks fine, but I would prioritize utility over scale transition needs. It will be an abrupt transition no matter how it is landscaped.	12/31/2019 5:45 PM
260	No. Go East	12/31/2019 5:39 PM



## Lane Avenue Planning Study - Survey II

261	Do not encourage crime and street traffic in a neighborhood! Our kids live here!!!'	12/31/2019 5:39 PM
262	Looks good	12/31/2019 5:33 PM
263	no comment	12/31/2019 4:34 PM
264	Turf?	12/31/2019 4:21 PM
265	There should be a bike path.	12/31/2019 4:12 PM
266	Frontage zone helps with residential transition.	12/31/2019 2:58 PM
267	Probably best compromise.	12/31/2019 2:04 PM
268	No thoughts.	12/31/2019 1:35 PM
269	second favorite per my east comments	12/31/2019 1:33 PM
270	I think this is appropriate for the neighborhood.	12/31/2019 11:47 AM
271	I' not sure. This preference should be left to those living in the areas affected.	12/31/2019 11:31 AM
272	Love the overhangs and the greenery	12/31/2019 11:20 AM
273	Seems like less outdoor space utilized	12/31/2019 11:15 AM
274	If businesses have some latitude on what to plant in the frontage zone, it would make it more interesting.	12/31/2019 11:12 AM
275	this looks nice. I like the trees to keep things green, as long as they are maintained properly and trees chosen have deep roots that do not heave sidewalks.	12/31/2019 10:03 AM
276	Feels consistent yet recognizes no need for restaurant seating.	12/31/2019 9:12 AM
277	this is a nice look	12/31/2019 9:08 AM
278	Looks blah	12/31/2019 8:51 AM
279	Like it!	12/31/2019 8:47 AM
280	Worried it will disrupt traffic flow on Lane and divert too many cars to side streets and or back up Traffic to and from 315	12/31/2019 8:33 AM
281	Good.	12/31/2019 4:27 AM
282	Looks good.	12/31/2019 12:00 AM
283	The frontage zone should be increased proportionally with the height of the building. Also, the frontage zones should be wider in these areas to transition into the neighborhoods with greater set backs.	12/30/2019 11:47 PM
284	I'm a little skeptical of the use of turf...doesn't sound pretty.	12/30/2019 11:36 PM
285	Greenery is good, breaks up all the hard surfaces and helps with water runoff.	12/30/2019 11:02 PM
286	I'm having a difficult time envisioning how this will look.	12/30/2019 10:36 PM
287	Like the more natural look	12/30/2019 10:14 PM
288	I'm not big on turn along the road. Could we go with lower maintenance ornamental grasses or ground cover that doesn't require mowing?	12/30/2019 9:51 PM
289	Looks good	12/30/2019 8:47 PM
290	Why all turf, as opposed to alternating with a xeriscape solution or ornamental grasses? The dogs wouldn't mind.	12/30/2019 7:57 PM
291	I like the increased usage of landscaping, trees, and turf in this zone -- I think it is very important in this neighborhood transitional space.	12/30/2019 7:38 PM
292	Not bad. Like the east concept for the curb side	12/30/2019 7:25 PM
293	Not a fan of the awning	12/30/2019 7:03 PM
294	I prefer outside seating options	12/30/2019 6:38 PM

## Lane Avenue Planning Study - Survey II

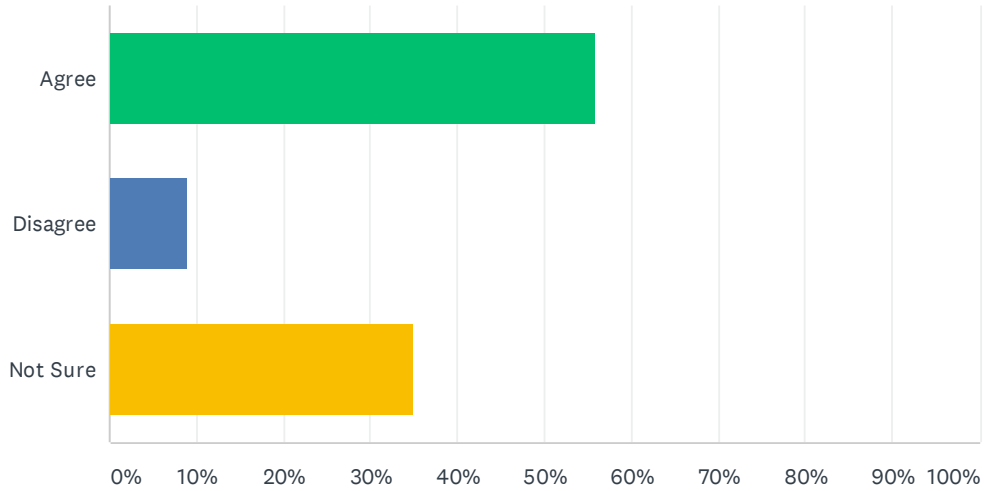
295	I hope "turf" landscape zone still means natural grass and not actual turf which would look horrible. Sidewalks are a must. Tree lawns are always welcoming and homey feeling.	12/30/2019 6:38 PM
296	OK	12/30/2019 6:09 PM
297	Looks fine	12/30/2019 5:56 PM
298	I like the vegetation	12/30/2019 5:52 PM
299	Bike paths please	12/30/2019 5:40 PM
300	turf seems high maintenance and risks getting tacky	12/30/2019 5:38 PM
301	The general dimensions appear workable. The devil will be in the details.	12/30/2019 5:32 PM
302	No grass- that's ecologically wasteful.	12/30/2019 5:27 PM
303	I like the outdoor dining idea.	12/30/2019 5:02 PM
304	Don't like the turf idea, don't think it gives a good look.	12/30/2019 4:58 PM
305	ok	12/30/2019 4:55 PM
306	like the vegetation	12/30/2019 4:35 PM
307	Too much	12/30/2019 4:31 PM
308	too much	12/30/2019 4:28 PM
309	Who is responsible for mowing the grass? and trimming the bushes. Looks like a maintenance challenge.	12/30/2019 4:25 PM
310	Make pedestrian friendly	12/30/2019 4:23 PM
311	Seems ok.	12/30/2019 4:17 PM
312	See previous entries about how this is a waste of time and city money	12/30/2019 4:16 PM
313	Think this is best and keeps all the areas uniform	12/30/2019 4:15 PM
314	I like this look. Minimal	12/30/2019 4:14 PM
315	I like this as well	12/30/2019 4:12 PM
316	reduce frontage and landscape zones to improve bicycle access.	12/30/2019 4:10 PM
317	I don't like the turf landscape zone. The rest seems OK.	12/30/2019 4:05 PM
318	I like the wide sidewalk, that's rare in residential areas.	12/30/2019 4:02 PM
319	Looks great	12/30/2019 4:00 PM
320	Frontage could be smaller	12/30/2019 4:00 PM
321	Seems fine	12/30/2019 3:52 PM
322	I like the idea about turf being used as long as it's properly maintained.	12/30/2019 3:36 PM
323	No comment. Consider getting rid of the chicanes on Beaumont where traffic is turning into and out of the Whole Foods. They are a nuisance as is the unnecessary one at the east end of Ashdowne.	12/30/2019 3:33 PM
324	I appreciate the attention being paid the the transitions - I think it is very important for this to be uniform	12/30/2019 3:15 PM
325	yes to the Turf Landscape zone	12/30/2019 3:14 PM
326	All depends on spaces it's being applied to. Pedestrian safety, particularly that of children and those with limited mobility, and keeping out dangerous cut through traffic need to be biggest focus.	12/30/2019 3:12 PM
327	Looks nice	12/30/2019 3:11 PM
328	Ok, but appears rather boring and not at all unique	12/30/2019 3:08 PM

## Lane Avenue Planning Study - Survey II

329	This is fine also	12/30/2019 3:07 PM
330	Looks more residential than the others.	12/30/2019 3:06 PM
331	I like it	12/30/2019 3:03 PM
332	I like corridor the best b/c it allows for outdoor restaurant seating.	12/30/2019 2:54 PM
333	Do whatever maintains the value of the homes in the neighborhoods. Existing homes should not be devalued by any actions taken to make a business corridor.	12/30/2019 2:52 PM
334	Too much wasted space on both sides of walking area.	12/30/2019 2:48 PM
335	Again, nothing exciting	12/30/2019 2:41 PM
336	As I don't live in the neighborhood, don't think I should really weigh in on what is good and not good about this. Would expect any owners/tenants would want privacy insured along with safety and noise control	12/30/2019 2:39 PM
337	nope... need more set back	12/30/2019 2:39 PM
338	Can't honestly visualize this concept from the graphics	12/30/2019 2:37 PM
339	Too Busy	12/30/2019 2:37 PM
340	Looks good	12/30/2019 2:36 PM
341	Pretty	12/30/2019 2:35 PM
342	The neighborhoods need to be buffered from these multi-level buildings. Whatever that has to be done to help these homeowners feel like they still live in the neighborhoods that they bought into, is most important.	12/30/2019 2:34 PM
343	ok	12/30/2019 2:34 PM
344	I would like to see more plant material in the landscape zone. Plants good for birds, butterflies, insects, etc. Not just flat grass.	12/30/2019 2:32 PM
345	this is a good balance for neighborhood.	12/30/2019 2:32 PM
346	This will not work for streets like Beaumont that currently have sidewalks right to the curb. If standards change, homeowners should not have to pay for reconfiguration of existing sidewalks.	12/30/2019 2:30 PM
347	I feel that's up to the people who live there. Looks okay.	12/30/2019 2:28 PM
348	Good	12/30/2019 2:27 PM
349	Least favorable	12/30/2019 2:26 PM
350	Love the green space. Not as protective for pedestrians	12/30/2019 2:24 PM
351	Wondering where patio dining could be in Streetscape. Other than that it is fine.	12/30/2019 2:22 PM
352	I don't really understand this one.	12/30/2019 2:22 PM

**Q8 RECOMMENDATION: Create sub-districts within Lane Avenue that recognize existing development patterns (block and lot size) as well as building and parking placement in creating development standards**

Answered: 772 Skipped: 389



ANSWER CHOICES	RESPONSES
Agree	55.96% 432
Disagree	9.07% 70
Not Sure	34.84% 269
Total Respondents: 772	

## Lane Avenue Planning Study - Survey II

#	ANY COMMENT ON THIS RECOMMENDATION?	DATE
1	What existing/future problems would doing this address?	1/13/2020 12:05 AM
2	I think this would be best for those living along the corridor.	1/12/2020 11:37 PM
3	Street parking already limits sightlines near intersections. Dangerous situations for pedestrians currently.	1/12/2020 11:23 PM
4	consider the scale of buildings and parking, would like it to seem more pedestrian friendly and walkable, moving parking behind so you can walk from place to place on the sidewalk. Don't care to see the whole block used for one building, prefer smaller scale.	1/12/2020 10:51 PM
5	Every solution should be unique to the criteria it presents. You should take each case separately.	1/12/2020 9:39 PM
6	Also need to consider the residential patterns.	1/12/2020 6:09 PM
7	Neighborhoods need to be better buffered from over development. People not interested in creating "Regional Presence". Smaller development that maintains the regional single family residential character is what the community wants.	1/12/2020 12:39 PM
8	Being thoughtful and creating something fun and attractive is better for the whole community.	1/11/2020 10:01 PM
9	You obviously have to recognize existing development, but if someone wants to redevelop a property, it would be better if developers had to work to the newer "highest/best" standard rather than the older standards set in older sub-districts.	1/11/2020 9:54 PM
10	Important to plan strategically to maximize economic benefit without sacrificing comfort or safety of neighborhood. sub-districts I think can better support unique characteristics of neighborhood almost block by block.	1/11/2020 1:17 PM
11	Needs to look like a well thought out well planned/integrated development and not a hodgepodge so no!	1/11/2020 8:59 AM
12	What does sub districts mean??	1/10/2020 6:05 PM
13	I'm not even sure what this means	1/9/2020 11:21 PM
14	Not completely sure what the sub-districts would mean.	1/9/2020 2:28 PM
15	It is an area of new mixed use development and private homes and the two need to work together and be in balance	1/9/2020 1:33 PM
16	Neighborhood transition zones will be challenging, controversial, but important. Recommend you provide a lot of opportunity for dialogue, input, and feedback. Perhaps the West and Southeast Neighborhood Transition Zones could be phased, minimal at first, but could eventually become larger.	1/9/2020 11:43 AM
17	We need to decide what we want Lane Ave and the surrounding area to look like, and City Council needs to adhere to that.	1/9/2020 10:40 AM
18	I am opposed to the transition designation. This appears to be designed to continue to allow commercial activity to spread into residential neighborhood. I would oppose any plan that includes this element.	1/8/2020 9:41 PM
19	Needs to be more attention to neighborhood transition	1/8/2020 9:33 PM
20	Agree there should be more definition, guidelines on the Center and Gateway areas as defined for this survey. I am very unsure of the need to apply more controls to what has been identified as the corridor and neighborhood transitions. These area seem inherently more private	1/8/2020 8:35 PM
21	Adequate parking is a serious problem in the area. This must be addressed in any new regulation.	1/8/2020 5:52 PM
22	Not clear on the question. Map looks the same as the original above.	1/8/2020 5:15 PM
23	let it develop organically. My insurance agent is right there. she looks like the house in UP surrounded by new, big buildings.	1/8/2020 2:36 PM
24	This is a very vague proposition. I generally take the position that our existing zoning should be respected. Height exceptions or variances should be granted only in rare instances and then	1/8/2020 2:06 PM

## Lane Avenue Planning Study - Survey II

only to a slight degree. Rezoning of residential lots to commercial should not occur without the express agreement of the neighborhood (as defined by all those living within 1/2 mile of the proposed rezoning). We're not Dublin or Hilliard. Let's not become them.

25	I do not understand your context for this or what your recommendation is. This has been written Planning /Architectural jargon that I do not understand.	1/8/2020 12:51 PM
26	can't see the pros and cons of this without more info	1/8/2020 10:49 AM
27	Need more information, provide audio of what was said at meeting	1/8/2020 9:42 AM
28	Think into the future. Is what a developer wants what people really want???	1/8/2020 8:08 AM
29	If existing development standards are inconsistent, there should be guidelines developed to ensure consistency and minimize ad hoc development	1/8/2020 7:21 AM
30	I would have to see examples before I could give you an answer of yes or no	1/7/2020 11:39 PM
31	Don't understand	1/7/2020 11:30 PM
32	Any new development should respect the existing homes near the edges of Lane Ave.	1/7/2020 10:58 PM
33	Not sure I understand the alternative.	1/7/2020 10:41 PM
34	should be more consistent	1/7/2020 10:33 PM
35	This survey is too hard to understand the total concept.	1/7/2020 9:42 PM
36	this survey is silly. the amount of background and base level factual information is insufficient for a lay person to attempt to answer the detailed and specific questions being asked. this is a flawed process.	1/7/2020 9:27 PM
37	Seems complicated	1/7/2020 7:52 PM
38	This needs better explanation for the lay person.	1/7/2020 7:42 PM
39	Whatever happens, don't let the buildings be too tall and cram too many people and cars in one spot. Will cause headaches and frustrating traffic. Buildings with fewer stories are ideal!!! Shorter buildings and less traffic please.	1/7/2020 6:51 PM
40	I'm not sure what roads I'm looking at on this map.	1/7/2020 5:44 PM
41	This comment leads to the conclusion that the proposed 11 story entry tower would not be built as there is nothing in the area that size. It is a inconsistent size development with the surrounding area.	1/7/2020 5:44 PM
42	The architecture of the buildings is too conventional. Can you not use new architectural solutions and designs?	1/7/2020 4:46 PM
43	More details are needed	1/7/2020 4:44 PM
44	Encroach too much into neighborhood	1/7/2020 4:39 PM
45	What is a sub-district? Define them, if you want to have a vote.	1/7/2020 4:14 PM
46	Not sure what this is to accomplish. We need substantial businesses to offset property tax	1/7/2020 4:05 PM
47	NEED TO CHANGE PARKING SITUATION ON LANE BADLY. The shopping center is NOT an adequate space for the high volume of traffic expected with further development.	1/7/2020 4:04 PM
48	makes sense	1/7/2020 4:01 PM
49	I feel like I need to know more to fully understand the intention behind this. When I hear PMUD, it immediately makes me nervous because I feel like there is a hidden agenda to try to slowly take over more residential areas with commercial development.	1/7/2020 3:43 PM
50	Need a free city owned parking garage.	1/7/2020 3:32 PM
51	Understand the practicality of this by why baked in inconsistency and existing suboptimal design standard when goal is an interconnected consistent experience and aesthetic. Long term Planning should be objective. should be	1/7/2020 3:14 PM
52	Don't get stuck on existing lot size ... strike a balance with new development and the need for	1/7/2020 3:07 PM

## Lane Avenue Planning Study - Survey II

	larger structures like garages with scale.	
53	Unless we're trying to adapt the PMUD to existing uses, the use of sub-districts seems to be too micro for this small of an area and is unnecessary.	1/7/2020 2:39 PM
54	Don5 understand question	1/7/2020 2:15 PM
55	Must minimize traffic incursion into residential neighborhoods, and maximize ease of use of North Star and Brandon for residents.	1/7/2020 2:14 PM
56	If lane is a main thoroughfare, moving vehicle safely with less street parking. Are people going to shop etc if have to use garage?	1/7/2020 1:56 PM
57	Center district should be extended west	1/7/2020 1:52 PM
58	You say nothing specific enough to evaluate. "We will recognize current patterns." Please list the salient features of each subdistrict so that we can provide informed feedback.	1/7/2020 1:47 PM
59	this question was definitely written by a project manager. try again in layman's terms. it doesn't make sense	1/7/2020 1:42 PM
60	The specifics of the sub-districts are not explained so cannot offer an opinion. For instance will certain uses be permitted/prohibited based on sub-use area.	1/7/2020 1:30 PM
61	Ok, but you have to recognize the interests of the local residents—I am not one.	1/7/2020 1:24 PM
62	There are a lot of growth opportunities around Lane Avenue Shopping Center that need to be utilized. Need to address crosswalks and Lane Avenue Shopping Center access which is a complete disaster.	1/7/2020 1:21 PM
63	Difficult to answer without context	1/7/2020 1:19 PM
64	What about future growth? Don't box it in.	1/7/2020 1:00 PM
65	Have to incorporate parking lots and garages into the entire design otherwise it will encroach on neighbors, which is not good.	1/7/2020 12:58 PM
66	I think it would get too confusing for such a small area to have so many different districts.	1/7/2020 12:53 PM
67	Not much else you can do with something already there, without spending a lot of money.	1/7/2020 12:48 PM
68	we need to be SURE the demand is there for all the space added; we do NOT want large empty buildings. A nasty rumor circulates that the financial client has pulled out of the Gateway East office space. This concerns many.	1/7/2020 12:45 PM
69	Eventually moving all parking behind the Lane Ave mall would be fine. The current parking and traffic flow is cumbersome. Use of pervious surfaces should be required.	1/7/2020 12:45 PM
70	Would this take out existing houses?	1/7/2020 12:41 PM
71	My make concern is traffic flow and parking. The traffic flow on the west end of the gateway area is already a bit tricky.	1/7/2020 12:35 PM
72	I do not understand completely what is being proposed for the yellow "neighborhood transition" areas. Is the City knocking those buildings down?	1/7/2020 12:34 PM
73	Existing patterns do not allow for adequate parking and crosswalks	1/7/2020 12:33 PM
74	Concerned about "East District" development adversely affecting the adjoining NW to NStar neighborhood (building height & size, especially with proximity to sidewalks, bike lane, & roadway). It will also greatly increase traffic flow & speed on NStar (which is 25mph but not observed or enforced). There are no notations in the plans to build sidewalks connecting to the OSU field path or increase lighting on the east side of NStar. Even though that's a no-man's-land for the municipalities, there's a lot of pedestrian & bike traffic now (w/out sidewalk or lights). Increase the amount & speed of cars w/an oversized East Gateway Development, and the neighborhood will experience a serious increase in traffic accidents (cars, pedestrians & bikes).	1/7/2020 12:33 PM
75	Not sure i understand. This stretch of Lane isn't that long though. Why would we have sub-districts, unless it is because we already have so many different designs currently on the street architecturally	1/7/2020 12:31 PM

## Lane Avenue Planning Study - Survey II

76	Strongly disagree with changes to regulations that would encourage further intrusion of development into the the neighborhood. I understand select properties that might make the area more cohesive but those can and will happen within existing code framework and variance request. To clear a path so to speak with a new framework is not a fair shake for existing residents and thier home values which could be compromised if this program lowers the bar so to speak on what the city will tolerate. I do not agree with most of the neighborhood transition areas identified	1/7/2020 12:23 PM
77	Don't know if this recommendation incorporates using more house land use for commercial use...which is what I don't want	1/7/2020 12:12 PM
78	Unclear what creating districts would do and benefit above existing state. Not well described in layman's terms.	1/7/2020 12:11 PM
79	Why extend the West Corridor to a perial block?	1/7/2020 12:11 PM
80	It would depend on what you mean. If you mean more parking on the street, then no, if you mean garages (or underground) then yes.	1/7/2020 12:09 PM
81	I don't think it's that important. You're only talking about a few blocks, this just further restricts developer options and might eliminated a good project simply because the space that might have been used is no longer available. I do wish there was some effort to keep a similar style among the building rather than "anything goes" that is now present in the area.	1/7/2020 12:05 PM
82	If you're going to set mixed use parameters on one district then it would make sense to have a defined set of regulations for other districts going forward.	1/7/2020 12:03 PM
83	Everything is so disjointed in UA. We should consider what's existing but view the picture as a whole to create cohesion and beauty and functionality	1/7/2020 11:59 AM
84	I believe there should be barriers on the sidewalks. That way a car or truck can not run up and injured people.	1/7/2020 11:58 AM
85	In an effort to develop now, we have to consider what we want our resident inherit when this style no longer is environmentally viable	1/7/2020 11:55 AM
86	Need more details than what is provided above	1/7/2020 11:54 AM
87	The amount of available parking spaces need improved. There are too many banks on Lane Avenue. We need more restaurants, retail, gathering spaces and not banks.	1/7/2020 11:49 AM
88	Agree, as long as we encourage parking to be incorporated into building designs (not just a big lot out back, but garage space for larger developments).	1/7/2020 11:45 AM
89	Obviously an overall plan needs to be inplace to accomodate all parking issues and redlight issues, along with pedestrians tryign to cross lane avenue to get back and forth between the different destinations. The red light at the West end of the current Lane ave shopping center is absolutely horrible and needs serious addressing, as well as the parking in that entire shopping area. It is always short on parking and traffic gets so backed up. this HAS to be a priority for development, there is no way that area as it currently is can handle ANY additional traffic or parking	1/7/2020 10:07 AM
90	Nothing in UA should be taller than 4 stories. We are not Dublin	1/6/2020 5:47 PM
91	KLane Avenue is the only corridor to route 315 in UA. Ackerman does not go through. King Ave exit is technically Grandview. 47% of people use this as a corridor. Put the cutsey shops and restaurants in another part of UA.	1/5/2020 5:34 PM
92	Parking is ALWAYS a challenge. Protect the homeowners from having to support commercial parking needs.	1/5/2020 12:25 PM
93	Assuming no further expansion - too much traffic	1/5/2020 8:29 AM
94	Could have done a better job explaining this. It seems that the plan is to have different designs and requirements along the same small patch of road. Why? That will look awful.	1/4/2020 7:26 PM
95	Is this for zoning purposes or leasing? What does this accomplish?	1/4/2020 10:41 AM
96	Not sure what that means in practice.	1/4/2020 1:20 AM
97	Just make sure that it's attractive and that it flows.	1/3/2020 7:18 PM



## Lane Avenue Planning Study - Survey II

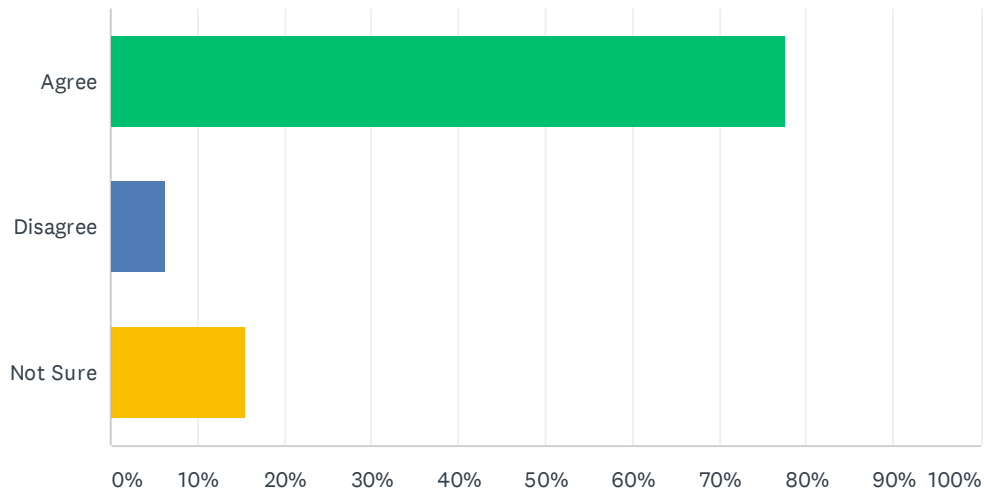
98	just don't mess with homeowners property values.	1/3/2020 5:38 PM
99	Please be cognizant of existing homeowners in these areas!	1/3/2020 4:19 PM
100	I believe there should be absolutely no parking on Lane Ave at all times. And I sympathize with the home owners who now live right nextdoor to hotels when the bought in a Residential Neighborhood and street.	1/2/2020 10:58 PM
101	Of course - City has to recognize existing development patterns. What is other option - force property owners to rebuild?	1/2/2020 4:53 PM
102	need uniformity to not confuse the consumer	1/2/2020 6:17 AM
103	I have no idea what you're proposing	1/2/2020 12:18 AM
104	Are you meaning, create sub-zones that legitimize the crap that's already been developed?	1/1/2020 12:27 PM
105	Lane avenue developemnt is way to high-zero consideration to surrounding homes and the privacy UA took from their lots and homes -unacceptable also the new hotel is way to close to the apartments-poor planning worse than NYC again for no reason in a suburb-looks ridiculous	1/1/2020 11:00 AM
106	leave residential areas as undisturbed as possible	12/31/2019 10:13 PM
107	The whole district should be looked at as one vision	12/31/2019 6:08 PM
108	The charm of ua if deference	12/31/2019 5:44 PM
109	Stop taking over peoples homes and adding hotels that we don't need	12/31/2019 5:43 PM
110	I'm not sure what this means.	12/31/2019 3:29 PM
111	I don't know what this means.	12/31/2019 2:00 PM
112	I don't really understand that this means or it's potential impact.	12/31/2019 11:28 AM
113	Sufficient parking is critical so it does not overwhelm residential area. This has been awful in Grandview and Short North, and drives people away.	12/31/2019 10:14 AM
114	Worried it will disrupt traffic flow on Lane and divert too many cars to side streets and or back up Traffic to and from 315	12/31/2019 9:29 AM
115	This seems to say if it's there already it won't change.	12/31/2019 9:26 AM
116	Agree to the extent this will allow for higher density in more locations.	12/31/2019 9:05 AM
117	I think The blue and orange districts west of the red area are too small to make separate "districts" and seem so under utilized at the moment for such valuable areas. They should try to be incorporated into the main red district	12/31/2019 8:19 AM
118	The new development along the north side of Lane Avenue, the corner of Lane and Northwest, and the planned deveopment in the gateway are generally too close to the street, too tall, and don't fit the city feel. They should not be duplicated or used as a new standard. The buildings are too close to the streets and do not transition well into the neighborhoods. They are too tall and can be seen from the neighborhoods. There proximity to the street prevents comfortable pedestrian access. The only safe place left to walk on Lane Ave is a the Shops on Lane Avenue, because they are set back far from the road.	12/31/2019 12:07 AM
119	What does that question mean?	12/30/2019 10:20 PM
120	This could be ok if there is a plan for regular communication among districts.	12/30/2019 8:41 PM
121	Do anything if it will add variety. Looking from east already reads like monolithic blocks.	12/30/2019 8:41 PM
122	Not sure you have much choice since most of this area has already been developed.	12/30/2019 8:21 PM
123	eventually lane avenue shopping center reconfigured to mesh better with overall scheme and by pushing buildings forward and upward, parking & traffic within the center might be eased	12/30/2019 6:55 PM
124	U	12/30/2019 6:36 PM
125	You need to label cross streets on this sketch so people are better informed of proposed changes	12/30/2019 6:00 PM

## Lane Avenue Planning Study - Survey II

126	The devil is always in the details. I am concerned for neighborhood impact and cars using these neighborhoods as cut-throughs to get around any traffic.	12/30/2019 5:40 PM
127	No buildings taller than existing development. Don't clog up Northstar/Lane Ave intersection.	12/30/2019 5:35 PM
128	Stop catering to big business and start listening to the residents.	12/30/2019 4:52 PM
129	Need improved consideration for existing residential units including noise, traffic and parking	12/30/2019 4:34 PM
130	Don't like the parking on the north side of Lane Ave.	12/30/2019 4:33 PM
131	I'm concerned about the loss of residential homes. I don't want a Bridgepark in Upper Arlington would rather keep a residential feel not over commercialize the area.	12/30/2019 4:25 PM
132	do not agree with removal of residences in yellow zones	12/30/2019 4:24 PM
133	We shouldn't waste money on forcing similarity. If something looks good and works then leave it alone.	12/30/2019 4:10 PM
134	Not sure I see the point to this , why not one standard?	12/30/2019 4:00 PM
135	I'm honestly not sure the implications of doing this.	12/30/2019 3:53 PM
136	The 2 neighborhood transition areas to the south are troublesome. These are residences that I assume that someone is planning to raze. If that is the case, then I strongly oppose that encroachment into the south of Lane neighborhoods. Hands off!	12/30/2019 3:51 PM
137	The transition zones are too small for the size of the projected development. The northern zone should extend up to Northam Rd. Note that College Hill (Wellesley and Vassar) is currently the least developed area and needs infrastructure to safely handle pedestrians vs. traffic (e.g., no sidewalks or street lights).	12/30/2019 3:40 PM
138	This just seems to be wording to provide excuses to overdevelop and break further zoning codes creating even more out of character changes to at least some parts of the neighborhood	12/30/2019 3:25 PM
139	I think the very long term goal is to have the entire district meet all the same standards as existing development is replaced.	12/30/2019 3:21 PM
140	District is not so big it needs sub-districts	12/30/2019 3:14 PM
141	would have been useful to have the names of the crossroads easily readable. Have to kind of guess where some of the sub-districts start and stop.	12/30/2019 3:11 PM
142	More explanation on this would be appreciated. Not sure I understand the specifics.	12/30/2019 2:58 PM
143	It has to be more than zoning. We must approve businesses. We don't need more: 1. Banks. 2. Bike shops. 3. Pet/vet stores	12/30/2019 2:44 PM
144	I think that once these developments occur, the rest of UA will go this way, and the residents will have little say in how their neighborhoods change. I live in an area which could become the next Lane Avenue, and I am really worried that all that I love about my neighborhood will soon disappear.	12/30/2019 2:42 PM
145	Not sure what is meant here. How do you "recognize" development patterns and building placement? Seems like that is a one-time thing that's already done.	12/30/2019 2:41 PM
146	Fewer cars where people could congregate. More benches where people can enjoy the environment sans so many cars.	12/30/2019 2:40 PM
147	I am not sure if I agree or disagree because I am not clear what the implications are for future development. I feel strongly there should be no possibility of further encroachment on the adjoining residential neighborhoods.	12/30/2019 2:33 PM
148	I would recommend consideration of extending the districts further to the north on the north side of Lane Ave similar to how the two most recent developments have.	12/30/2019 2:32 PM
149	Just makes sense.	12/30/2019 2:28 PM
150	seems like you are making it up as you go. Is this a way to intrude more on the neighborhoods?	12/30/2019 2:25 PM

## Q9 RECOMMENDATION: Identify the primary pedestrian oriented streets from the secondary access streets.

Answered: 773 Skipped: 388



ANSWER CHOICES	RESPONSES	
Agree	77.62%	600
Disagree	6.21%	48
Not Sure	15.39%	119
Total Respondents: 773		

## Lane Avenue Planning Study - Survey II

#	ANY COMMENT ON THIS RECOMMENDATION?	DATE
1	I am unsure about what this recommendation means... and its purpose.	1/12/2020 11:37 PM
2	You don't have that many roads to choose from for each category in the "district". It makes no sense.	1/12/2020 9:39 PM
3	Need more information on this.	1/12/2020 9:03 PM
4	Traffic should not be diverted into neighborhoods	1/12/2020 9:00 PM
5	I think most all streets north of Lane Avenue are pedestrian-oriented. This is how people get to Graeters and to the Turkey Trot. You need to make it easier to cross Lane Avenue on foot.	1/12/2020 6:09 PM
6	Why does it matter? Not sure what the plan for these different locations are.	1/12/2020 2:36 PM
7	I think it would be better to make all streets pedestrian-friendly.	1/12/2020 7:07 AM
8	Planning out pedestrian oriented streets makes it so they can be thematically identified.	1/11/2020 10:01 PM
9	I agree, not all streets are equally used.	1/11/2020 1:17 PM
10	I have no idea what this means. Walking from south of lane to the high school is a pain now. Lights are slow and widely separated along lane.	1/10/2020 9:51 PM
11	Need to consider pedestrians walking from NW Boulevard and North Star	1/10/2020 10:28 AM
12	How would they be identified? Signage?	1/9/2020 2:28 PM
13	Lane, Northwest, and North Star are the primary streets to handle pedestrian and vehicle traffic to access this new development. Secondary access streets should focus on the neighbors.	1/9/2020 1:33 PM
14	Where do bikes fit in?	1/8/2020 11:54 PM
15	Which streets will be forced to change? Especially if there is no unanimous agreement?	1/8/2020 11:00 PM
16	Lane Avenue should be easy to travel by pedestrians/everyone	1/8/2020 10:01 PM
17	For what purpose?	1/8/2020 5:15 PM
18	There are more pedestrians walking to the Corridor along the neighborhood streets than there are on Northwest and Northstar. Not sure this concept makes sense to me.	1/8/2020 2:38 PM
19	I agree that distinctions should be made. But development of the Lane corridor should proceed from the presumption that Lane is the only access street and that no vehicle traffic should be expected to arrive or depart from the corridor except by Lane.	1/8/2020 2:06 PM
20	What is the point of this question?	1/8/2020 1:49 PM
21	What is the intent or benefit of this?	1/8/2020 12:51 PM
22	tough to see the pros and cons of this without more info	1/8/2020 10:49 AM
23	I find that the residential streets are easier to use as a pedestrian than the busy traffic roads.	1/8/2020 8:16 AM
24	So what are you going to do with them once you identify them?	1/7/2020 11:39 PM
25	Not sure the end-goal of identification...	1/7/2020 11:20 PM
26	not enough consideration for residential neighborhoods nearby that walk to this area daily	1/7/2020 10:33 PM
27	This survey is too hard to understand the total concept.	1/7/2020 9:42 PM
28	Why is this necessary?	1/7/2020 8:25 PM
29	Make sure there is not too much traffic and congestion. Tall buildings will generate way too many pedestrians and way too much traffic which is very stressful. I don't want to live in a over-congested area. (Let's NOT become like Grandview please!! Too many cars and people now. You can't turn left on 5th ave.)	1/7/2020 6:51 PM
30	Map is unclear	1/7/2020 5:44 PM
31	Encroaching into neighborhood too much	1/7/2020 4:39 PM

## Lane Avenue Planning Study - Survey II

32	Primary Pedestrian oriented streets should have a sidewalk. North Star (South and North of Lane) does not have sidewalks. These are needed for pedestrian safety, so people do not walk in the road.	1/7/2020 4:37 PM
33	What is new in this recommendation?	1/7/2020 4:14 PM
34	Currently, it is nearly impossible for pedestrians to walk down Lane Avenue unless you are on the Northern stretch of Lane between The Lane Apartments and Brassica. I will avoid walking on Lane Avenue at all costs, especially with my children, as it feels like you are going to be hit by a car going over 35 mph at any time. Also, if the area is going to become more pedestrian-friendly, there needs to be sidewalks on North Star on either side of Lane Avenue. You have to walk in the street to access Lane if you are traveling on North Star.	1/7/2020 4:06 PM
35	Traffic needs to get through better! Pedestrian safety will be addressed after traffic patterns. Need solve for traffic, otherwise, neighborhoods will get the burden	1/7/2020 4:05 PM
36	There is no reason to spend great amounts of money on pedestrian infrastructure when it wont be used efficiently or effectively	1/7/2020 4:04 PM
37	We have alot of traffic - both cars and people - on Brandon. It is important to keep these paths and access to Lane open and accessible.	1/7/2020 3:26 PM
38	quit assuming there will be a lot of pedestrian and bicycle traffic. we are an automobile community!	1/7/2020 3:08 PM
39	pedestrian access across Lane is critical	1/7/2020 1:52 PM
40	Beaumont is a primary pedestrian outlet from the neighborhood south of lane. Why is it secondary? If Lane is "primary pedestrian" where will the traffic go that currently uses Lane as an arterial? Has this been evaluated by traffic engineers? If we restrict flow on Lane we will increase flow through neighborhoods. That's the way traffic flow works. Is that what we as a community want?	1/7/2020 1:47 PM
41	i'm not sure i understand. is this asking if we need to put up signs for roads that aren't actually streets to distinguish them? i think people will figure it out.	1/7/2020 1:42 PM
42	Treat all the surrounding streets the same.	1/7/2020 1:24 PM
43	All streets in area should be pedestrian oriented. There is no real reason for Lane Avenue to be a cut through from OSU to Hilliard.	1/7/2020 1:21 PM
44	The residential streets surrounding Lane Avenue (most of which are not highlighted, but are impacted) are heavily pedestrian, so they need to be taken into account in the planning	1/7/2020 1:19 PM
45	I guess, sure? Differentiate pedestrian from vehicular traffic? I'm just not sure what's being asked here.	1/7/2020 1:19 PM
46	Please put crosswalk at middle entrance of Lane Ave. Rd. where new construction is being built currently.	1/7/2020 1:09 PM
47	Make it as walkable as possible	1/7/2020 12:57 PM
48	I think you do not realize how far up people park and walk along the secondary. Vassar is parked up to College Hill now. No sidewalks and street isn't wide enough for parking as it is	1/7/2020 12:54 PM
49	Is this for landscaping purposes, safety or?? Safety should be paramount regardless.	1/7/2020 12:50 PM
50	I don't understand what this means	1/7/2020 12:31 PM
51	Arlington has a strong identifying character as a residential community. I understand the necessity for increased revenue and the evolution of housing but I think it would be unwise to make wholesale changes to the character of the streets surrounding development corridors. Residential streets should not encourage additional traffic but encourage pedestrian connectivity	1/7/2020 12:23 PM
52	why?	1/7/2020 12:11 PM
53	Seems to come automatically	1/7/2020 12:05 PM
54	Are you suggesting closing certain streets so they have no access to Lane Ave? Would any closed streets still have pedestrian access to Lane Ave?	1/7/2020 12:05 PM

## Lane Avenue Planning Study - Survey II

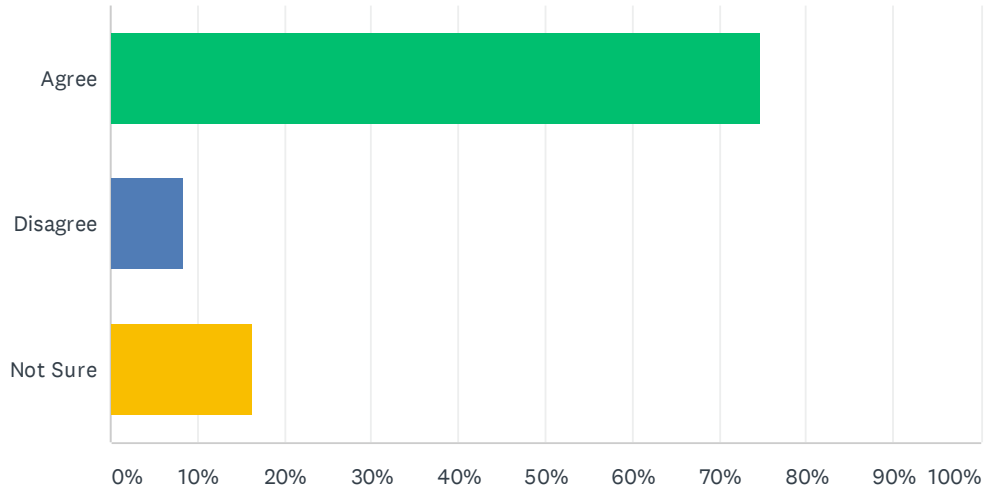
55	We need decent sidewalks on all connecting streets surrounding the district	1/7/2020 11:57 AM
56	If its adjacent to the central district I would like to have a restaurant have the same street facing rights. Tables and service outside on a quieter street sounds perfect.	1/7/2020 11:56 AM
57	There should be no primary pedestrian streets. Traffic flow should be the main consideration. Think about OSU game days.	1/7/2020 11:54 AM
58	Encouraging pedestrian use of the area is ideal.	1/7/2020 11:45 AM
59	The need to add large sidewalks and accessibility	1/7/2020 11:44 AM
60	Westmont is obviously a primary pedestrian oriented street, it is a boulevard, thus wider with wider sidewalks so families, students from the HS and the neighborhood use it. there HAS to be a crosswalk of some kind put in there.	1/7/2020 10:07 AM
61	It sounds good, but not sure exactly what that means: Chester Road from High School to Lane Ave?	1/5/2020 12:25 PM
62	Will not add value	1/5/2020 8:29 AM
63	I won't be happy with the extra traffic flowing on my street. It is not fair for me to insist on freeing up lane by clogging up the secondary streets.	1/4/2020 7:26 PM
64	more places to cross Lane ave are needed.	1/4/2020 2:25 PM
65	I can't tell what your goal is but let's let surrounding neighbors as traffic- free as possible	1/4/2020 10:41 AM
66	Is it really necessary?	1/3/2020 4:19 PM
67	Is this because of parking problems?	1/2/2020 10:58 PM
68	Don't understand	1/2/2020 4:53 PM
69	need to add in more pedestrian crossings across Lane Ave.	1/2/2020 3:34 PM
70	Beaumont Rd is the main access to a large part of this zone, but lacks sidewalks. Would love to see Beaumont have sidewalks for its entire length, as there are children and families walking in the street every day.	1/2/2020 12:28 PM
71	People want to walk everywhere and feel safe, so what's your point in trying to divide it up?	1/2/2020 12:18 AM
72	Why?	1/1/2020 12:27 PM
73	Why	1/1/2020 11:00 AM
74	Why is this necessary? I hardly see anyone walking along this business district.	1/1/2020 1:02 AM
75	Just no more goddamned banks	12/31/2019 8:04 PM
76	All district rules should apply to all	12/31/2019 6:08 PM
77	Do not put crimes onto secondary street you are brining in a hotel with outsiders don't put them in my neighborhood	12/31/2019 5:44 PM
78	This seems logical, but I don't know what impact it has on the plan.	12/31/2019 3:29 PM
79	What is the purpose of this?	12/31/2019 2:00 PM
80	Isn't this apparent/just logical? What is the purpose?	12/31/2019 11:28 AM
81	Worried it will disrupt traffic flow on Lane and divert too many cars to side streets and or back up Traffic to and from 315	12/31/2019 9:29 AM
82	Hopefully make space pedestrian friendly.	12/31/2019 9:26 AM
83	The current pedestrian access to Lane Avenue is awful, uncomfortable, and dangerous. The current development will make people rely on cars more to feel safe.	12/31/2019 12:07 AM
84	Unclear how this will be done or what it accomplishes.	12/30/2019 8:41 PM
85	Add Multi-use paths like on Tremont	12/30/2019 8:27 PM
86	Is there a benefit to those residents living near the secondary access streets to identify the	12/30/2019 8:16 PM

## Lane Avenue Planning Study - Survey II

	primary pedestrian oriented streets?	
87	Providing safe, pleasant pedestrian access along the primary roads leading to the Lane Avenue business district is extremely important. I and most of my friends access this district primarily by walking.	12/30/2019 7:56 PM
88	I disagree. Most of the pedestrians will be walking from the secondary paths. The secondary paths don't need to be fancy, but they do need to be safe with appropriate buffers between the street and sidewalk.	12/30/2019 7:30 PM
89	Why? To make these one way roads?	12/30/2019 6:00 PM
90	Add bike-friendly lanes	12/30/2019 5:35 PM
91	Don't see a benefit to identify them	12/30/2019 5:07 PM
92	Make ALL areas pedestrian and bicycle friendly. We can significantly reduce residents reliance upon autos by making our community more cycling friendly.	12/30/2019 4:34 PM
93	I don't think Lane Ave east of North Star is a primary pedestrian area. These images are too small to evaluate well.	12/30/2019 4:33 PM
94	To what end?	12/30/2019 4:00 PM
95	This is too restrictive for the larger amount of traffic on the north side of Lane to Northam (e.g. greater population density and UAHS)	12/30/2019 3:40 PM
96	As someone living in the area, far more pedestrians come in and out from the "secondary" areas (other than walking along Lane Ave in the middle of the "corridor" area	12/30/2019 3:25 PM
97	I think all those streets should be primary as they will all have significant ped traffic, either from neighborhood or from those visting	12/30/2019 2:51 PM
98	I live on Vassar. We want sidewalks!!!! To lane!!!!	12/30/2019 2:45 PM
99	Please don't take the neighborhoods away.	12/30/2019 2:42 PM
100	Be sure to account for people who park and walk, such as parking at Lane Ave and shopping both there and across the street, for instance.	12/30/2019 2:41 PM
101	Want to calm traffic? Why yes you do. Put crosswalks with lights at least at every intersection and some in between intersections to increase walkability.	12/30/2019 2:40 PM
102	I am very concerned about the potential impact of increased traffic on the secondary streets if patrons of the Lane avenue district seek to take short-cuts through the adjoining neighborhoods. I would like to see extensive use of meridians, speed bumps and narrowed roads to discourage this.	12/30/2019 2:33 PM
103	This should help walkability	12/30/2019 2:28 PM

## Q10 RECOMMENDATION: Emphasize the front area of buildings as the place to accommodate public gathering.

Answered: 781 Skipped: 380



ANSWER CHOICES	RESPONSES	
Agree	74.78%	584
Disagree	8.45%	66
Not Sure	16.26%	127
Total Respondents: 781		



## Lane Avenue Planning Study - Survey II

#	ANY COMMENT ON THIS RECOMMENDATION?	DATE
1	Again, public safety needs to be foremost... Traffic speeds need to be lowered and sufficient barriers to traffic intrusion present.	1/12/2020 11:37 PM
2	An extended stay hotel not a public gathering space. A sidewalk on a noisy, congested road such as Lane Ave. is not a public gathering place. very high traffic road such as Lane Ave. is busy arterial such as LanearLane Ave. carries as much traffic as Riverside DriveA	1/12/2020 11:23 PM
3	Again where is this space going to come from?	1/12/2020 9:39 PM
4	Suggest buildings be similar to the Short North. Gathering is not on street -- instead, area closest to the street has the ability to open up to allow patrons to feel as though they're outdoors. Or, again, consider development similar to Carsonie's.	1/12/2020 6:09 PM
5	For newer structures. Don't want to see major changes to street access and/or parking. Like being parked in front and not having to go behind buildings.	1/12/2020 2:36 PM
6	Don't like sitting in the traffic. Fumes, dirt, etc.	1/12/2020 12:39 PM
7	A lot would depend upon whether or not that would require taking away any roadway to accomodate the space needed. Not sure why people would want to gather (especially to eat) that close to traffic and noise	1/12/2020 7:58 AM
8	It's not fun if you walk by and it looks dead. Interaction is fun for the patrons and for the pedestrians.	1/11/2020 10:01 PM
9	Nice if appropriate--not really appropriate in front of a gas station. In addition, Lane Ave is very busy and I'm not thinking people want to dine with the noise and exhaust from the cars and trucks.	1/11/2020 9:54 PM
10	Unless there are 1 or 2 designated squares or plazas for public functions	1/11/2020 5:18 PM
11	Discouraging patios and other gathering places behind the Lane structures more negatively impacts neighborhood	1/11/2020 1:17 PM
12	Where are the bike racks?	1/10/2020 9:51 PM
13	Sensible, adds interest at street level, ie Wine Bistro development.	1/10/2020 5:21 PM
14	Lane Ave is so congested, busy and noisy..... side areas may be better options.	1/9/2020 2:13 PM
15	Agree, depending on the business on that first floor. For example, The Wine Bistro has patio seating which customers enjoy. The dentist doesn't need it. I don't know what happens if a business goes in that benefits from the gathering space, and there is a future change and the next business does not benefit from that use (or vice versa)	1/9/2020 1:33 PM
16	This is critical especially since there appears to be no room for larger park-like breaks in the streetscape. People will activate the streetscape.	1/9/2020 11:43 AM
17	Due do the space available and the closeness to a busy street and consistently full parking spaces, I dont feel this is a good place to direct people and/or youth for gathering. Has off/side/back street accomodations been considered; like Nicolas on Reed?	1/8/2020 8:35 PM
18	Side yard gathering areas could help break down perceived density.	1/8/2020 6:32 PM
19	gathering space may reduce the street width	1/8/2020 6:12 PM
20	I see a lot of congestion and difficulty navigating the area of the front space is used for congregating	1/8/2020 5:52 PM
21	Ice cream in front of Grater's should be encouraged!	1/8/2020 2:36 PM
22	Better than on the residential streets.	1/8/2020 1:49 PM
23	Need more information, provide audio of what was said at meeting	1/8/2020 9:42 AM
24	not in favor of outdoor seating that is too close to the sidewalks. Its too crowded and does not provide for smooth foot traffic.	1/8/2020 9:24 AM
25	Depends on building type and business. Court yards and sides work well too.	1/8/2020 8:16 AM

## Lane Avenue Planning Study - Survey II

26	Side area more relaxing less street noise.	1/8/2020 8:08 AM
27	I think that some buildings can lend themselves to sides or rear gatherings...	1/7/2020 11:20 PM
28	This survey is too hard to understand the total concept.	1/7/2020 9:42 PM
29	Restaurant patio space	1/7/2020 9:37 PM
30	I think outdoor seating on Lane Av is much too close to the street. Why sit where cars whiz by making it so loud one can 't engage in conversation.	1/7/2020 8:30 PM
31	Yes! This is community-facing.	1/7/2020 8:25 PM
32	Why not gather on sides and back also? Away from traffic?	1/7/2020 7:06 PM
33	Could encourage loitering that inhibits access to buildings	1/7/2020 5:49 PM
34	You are creating a streetscape and overall downtown area. The buildings will need to be accessible from the front and rear.	1/7/2020 5:44 PM
35	make sure there is enough pedestrian and green space in the front areas.	1/7/2020 4:46 PM
36	Buildings must be required to set farther back from the street.	1/7/2020 4:41 PM
37	Would this meant that places with back patios or side patios wouldnt exist? I really think it depends on the building layout and location.	1/7/2020 4:19 PM
38	Traffic noise and a runaway car accident waiting to happen.	1/7/2020 4:16 PM
39	How do you encourage the owners to observe this earth-shaking recommendation?	1/7/2020 4:14 PM
40	If public gathering is permitted, please consider lowering the speed limit on Lane Avenue between North Star and Northwest to 25...current signs read 35.	1/7/2020 4:06 PM
41	I have seen this development pattern in many of the surrounding communities to UA. It seems to work really well with recreation activities, and provides space for additional business to take place.	1/7/2020 4:04 PM
42	is this too restrictive? Urban and suburban settings have activity in front and back of buildings. All add to neighborhood vibrancy. Why be so limited?	1/7/2020 3:34 PM
43	Are there places behind buildings that could accommodate dining?	1/7/2020 3:30 PM
44	Ensure that businesses hide parking spaces in the back of the building or underground rather than at the front, since this creates an eyesore.	1/7/2020 3:11 PM
45	I don't prefer to sit outside when lots of traffic is present...which is most of the time on lane avenue. i would enjoy the dining much more if the outdoor setting was not facing the street/traffic	1/7/2020 2:31 PM
46	Never understood why people would want to gather/dine next to a busy street or parking lot.	1/7/2020 2:14 PM
47	Do you mean, "increase building setbacks?" If so, great. If not, what exactly are you suggesting?	1/7/2020 1:47 PM
48	Lane is a busy street. Some restaurants might like to have less noise, congestion, and more privacy by allowing for gathering.	1/7/2020 1:38 PM
49	Hard to say without specific examples - Lane Avenue is busy and has so many trucks that sometimes the front areas are noisy and smell like exhaust. In some cases, it would be better to have space in back.	1/7/2020 1:33 PM
50	I like the idea of having people in the front, cars in the back. Although secluded back or side patios could be nice too, if parking can't be moved.	1/7/2020 1:29 PM
51	does this mean that businesses which may have adequate area in back of their businesses could not use that space for public gathering if they wanted to? that seems a little restrictive.	1/7/2020 1:25 PM
52	Shared gathering outdoor space between buildings would be a great idea so dining wouldn't have to be between a public sidewalk and a busy road.	1/7/2020 1:21 PM
53	Public gathering places definitely needed!	1/7/2020 1:19 PM

## Lane Avenue Planning Study - Survey II

54	Not sure Lane Ave is wide enough	1/7/2020 1:14 PM
55	I actually like secluded patio seating . . . especially when it's green and leafy	1/7/2020 12:59 PM
56	I think redevelopers need to consider how to utilize and beautify the back of buildings as well, balancing aesthetics for the neighborhood with function.	1/7/2020 12:58 PM
57	Patio dining is always a great idea in the nice weather. What happens to the space in the winter?	1/7/2020 12:48 PM
58	Not if it is all hardscape. If it's created as green space sure. Less pavement, more greenspace. Use of pervious surfaces should be required.	1/7/2020 12:45 PM
59	I do not like being so close to moving traffic/parked cars	1/7/2020 12:28 PM
60	Why?	1/7/2020 12:11 PM
61	Back patios should not be limited if building footprint allows.	1/7/2020 12:05 PM
62	Shouldn't matter. If a business can use back space they should be allowed	1/7/2020 12:03 PM
63	If there is enough room. Pedestrian safety is important	1/7/2020 12:00 PM
64	No need for that. Will cause congestion for walkers	1/7/2020 11:57 AM
65	Seems logical. If this is supposed to be a gathering space, then people need places to gather.	1/7/2020 11:55 AM
66	When there is enough space, this concept is fine.	1/7/2020 11:54 AM
67	I strongly agree with the emphasis of a public gathering area.	1/7/2020 11:54 AM
68	better atmosphere this way	1/7/2020 11:46 AM
69	makes it feel like more of a community and less like a mall	1/7/2020 11:44 AM
70	Absolutely, that needs to be the only place to accommodate public gatherings.	1/7/2020 10:07 AM
71	will create more slowing down and looking by drivers as they make their way down Lane Ave. More congestion	1/5/2020 5:34 PM
72	It seems the buildings are on top of the street with the real access to the business being behind where the parking is?	1/5/2020 12:25 PM
73	I'm not sure what this is trying to accomplish.	1/4/2020 2:25 PM
74	Public gathering right next to traffic equals disaster	1/4/2020 10:41 AM
75	This means wider sidewalks and setting the building back farther from the street to allow that. It feels unsafe to walk on a narrow sidewalk between a large road and a building.	1/4/2020 1:20 AM
76	Why would anyone stand on Lane Ave? It's a major road.	1/2/2020 10:58 PM
77	Agree with this, but you are not leaving enough room for this with your streetscape examples	1/2/2020 4:53 PM
78	Depends on how many areas would be designated public gatherings and the size of the gathering.	1/2/2020 9:58 AM
79	Too crowded on the Lane Ave side why not use outdoor meeting areas in the rear of buildings	12/31/2019 8:35 PM
80	All viable areas should be considered on a case by case basis. If sides give business more effective space so be it.	12/31/2019 5:58 PM
81	Not the back it is all bordered on neighborhoods	12/31/2019 5:44 PM
82	I don't understand why that would be desirable. I would be concerned about pedestrian safety, particularly for children gathering so closely to a major thoroughfare, and would imagine that it could also interrupt pedestrians trying to get past the buildings.	12/31/2019 3:29 PM
83	Keeping it as far as possible from the houses is a good plan.	12/31/2019 2:00 PM
84	Worried it will disrupt traffic flow on Lane and divert too many cars to side streets and or back up Traffic to and from 315	12/31/2019 9:29 AM
85	Pedestrian experience and streetscape are critical to making Lane Avenue successful.	12/31/2019 9:05 AM

## Lane Avenue Planning Study - Survey II

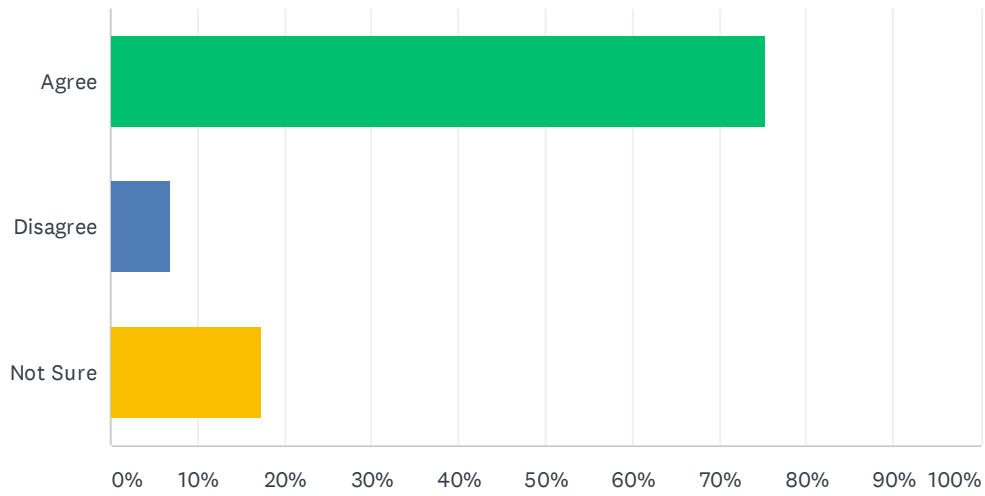
86	What is meant by public gathering?	12/31/2019 12:07 AM
87	Squares, plazas, front of building not always ideal	12/30/2019 10:20 PM
88	I think the "action side" should face the street	12/30/2019 10:16 PM
89	Public gathering can interfere with the ingress and egress of the business and bar normal pedestrian traffic	12/30/2019 9:38 PM
90	With a buffer to the street	12/30/2019 8:27 PM
91	I disagree unless developers are willing to set the buildings far back from Lane Avenue to allow a wide green space in front of the buildings.	12/30/2019 8:16 PM
92	I far prefer seeing attractive buildings and gathering spaces along the sidewalks, rather than seeing parking lots between the sidewalks and buildings as was previously the case.	12/30/2019 7:56 PM
93	This could create ugly backsides to the buildings.	12/30/2019 7:30 PM
94	Isn't this already true?	12/30/2019 6:00 PM
95	Don't make it feel overly commercial	12/30/2019 6:00 PM
96	It's not clear if you mean this on secondary, primary residential streets or corridor streets.	12/30/2019 5:40 PM
97	Nothing appetizing about eating with cars driving past within a few feet. Ugh. Put the public space in back.	12/30/2019 5:29 PM
98	Only if there is something more decent to look at than the street and hear noise of traffic.	12/30/2019 5:07 PM
99	as stated before, the commercial bldgs on north side of Lane should have been set back more to allow for dinning and crowds	12/30/2019 5:05 PM
100	Let's keep the road available for driving	12/30/2019 4:39 PM
101	Not at the expense of pedestrian and bicycle movement	12/30/2019 4:34 PM
102	Assumes that people will be entering the buildings from the front. What if parking is in back, like Hudson 29?	12/30/2019 4:33 PM
103	I'm not sure what other options are. It may be for some buildings that the side or even rear would be better than the front. Shouldn't the function of the building and its geographic location be taken into account, rather than the same for all?	12/30/2019 4:18 PM
104	What types of public gatherings? Whatever they are they shouldn't negativcely impactr the adjacent neibohoods with increased noise, traffic etc	12/30/2019 4:16 PM
105	I don't understand this one. Why do we need public gathering space? We have parks, libraries, and schools already.	12/30/2019 4:11 PM
106	I love the outdoor seating that is becoming more and more usable as fall/spring disappear and summers seem to get longer.	12/30/2019 4:10 PM
107	While I like this concept, I fear Lane Avenue is too narrow to accommodate both traffic as well as expanded space required to accommodate public gathering.	12/30/2019 3:53 PM
108	I cannot visualize a need for any public gathering spaces in this corridor.	12/30/2019 3:51 PM
109	very good idea	12/30/2019 3:40 PM
110	Depends what type of building	12/30/2019 3:18 PM
111	Might lead to loitering	12/30/2019 3:14 PM
112	Probably makes sense for most businesses but it depends on type of business, layout of the business, other factors like noise level, etc.	12/30/2019 3:12 PM
113	Make sure the backs of the buildings are NOT an eyesore for the residents who are still living behind Lane Ave	12/30/2019 3:11 PM
114	I think it depends on what type of building you are talking about. For restaurants, may be OK, for an office or retail, don't think so.	12/30/2019 2:51 PM

## Lane Avenue Planning Study - Survey II

115	As long as it is pleasing to the eye.	12/30/2019 2:42 PM
116	China Dynasty was successful for years being in the "back" of the mall. This doesn't seem like a necessary recommendation.	12/30/2019 2:41 PM
117	Rear or side areas may bring some variety and give larger area for safe use away from roadway.	12/30/2019 2:34 PM
118	Creates energy	12/30/2019 2:28 PM
119	Keeps the pressure off nearby residences.	12/30/2019 2:27 PM

## Q11 RECOMMENDATION: Specify the types of frontages permitted in different areas.

Answered: 770 Skipped: 391



ANSWER CHOICES	RESPONSES	
Agree	75.32%	580
Disagree	6.88%	53
Not Sure	17.27%	133
Total Respondents: 770		

## Lane Avenue Planning Study - Survey II

#	ANY COMMENT ON THIS RECOMMENDATION?	DATE
1	If so, further community input would be needed.	1/12/2020 11:37 PM
2	The frontages on Lane on this map are all over the place. What new frontages are being set?	1/12/2020 11:23 PM
3	Its nice to have some variation, dont want regulations to be too strict so that everything looks the same.	1/12/2020 10:51 PM
4	But again you need to allow for differences, so that it doesn't look all the same and boring.	1/12/2020 9:39 PM
5	Need more information.	1/12/2020 9:03 PM
6	See above.	1/12/2020 6:09 PM
7	Please assure neighborhoods that better buffers are being instituted. Buffering is poor.	1/12/2020 12:39 PM
8	I don't know enough about "types of frontages" to really be able to evaluate this.	1/12/2020 7:07 AM
9	Never say never. I was not sure the frontage for the first phase of the development would work, with four stories smack on the side of the sidewalk. Now that it is in place, I love it. Innovation has made me look at the corridor in a different way. I could see other innovations working here, but I do like keeping with the multi-story developments. They are pretty, and allow for a little more density and liveliness.	1/11/2020 10:01 PM
10	Allow it to develop organically.	1/11/2020 5:18 PM
11	Improve access by requiring businesses shovel promptly after snow.	1/10/2020 9:51 PM
12	May be too restrictive to the type of use. Insisting on a frontage treatment may be enough.	1/10/2020 5:21 PM
13	To some extent, we don't want to be so restrictive that we aren't getting the diversity and character of different vendors, but want to maintain some level of standards.	1/9/2020 2:28 PM
14	Agree more than not sure. The new development has different purposes and can not be a seamless match; however there does need to be some consistency which I think Crawford Hoying has been doing well. The development is not a jumble of little parcels that all look different.	1/9/2020 1:33 PM
15	A consistent use and presentation of frontage will help maintain the desired character of the area	1/8/2020 8:35 PM
16	Some variety is not a bad thing. Too much homogeneity is unnatural/inorganic.	1/8/2020 6:32 PM
17	Consistency is important	1/8/2020 5:52 PM
18	Only for commercial space.	1/8/2020 5:15 PM
19	is that level of regulation sustainable?	1/8/2020 2:36 PM
20	No idea what this would mean. Can't tell from the drawing or the question.	1/8/2020 12:51 PM
21	the last thing I want is for UA to become the next New Albany w/r/t building appearance (everything looks identical). OTOH, some consistency is important	1/8/2020 12:01 PM
22	Need more information, provide audio of what was said at meeting	1/8/2020 9:42 AM
23	a minimum of allotted space should be considered. Too many places of business are trying to cram customers in close tight spaces.	1/8/2020 9:24 AM
24	With allowance for some variation so that it's not all the same.	1/8/2020 8:16 AM
25	Consistency in space and sizing would be nice. Signage flexibility is ok	1/8/2020 7:21 AM
26	Too uniform/predictable. Allow for variety and creativity.	1/7/2020 11:25 PM
27	This survey is too hard to understand the total concept.	1/7/2020 9:42 PM
28	Needs to be tasteful and consistent with the overall theme of development.	1/7/2020 7:42 PM
29	Allow some free choice by businesses/owners, not all dictated by "know it all" planners. Diversity is good.	1/7/2020 7:06 PM
30	It should be fairly uniform but it doesn't have to all have to be the exact same. Maybe a variety of choices that flow well together. No obnoxious signs.	1/7/2020 6:51 PM

## Lane Avenue Planning Study - Survey II

31	Having consistency feels important	1/7/2020 4:47 PM
32	There should be guidelines in place with a route for proposed exceptions	1/7/2020 4:44 PM
33	Buildings must be required to set farther back from the street.	1/7/2020 4:41 PM
34	Minimum setbacks should be only restriction	1/7/2020 4:16 PM
35	Why did not you show the types of frontages you permit?	1/7/2020 4:14 PM
36	Business should have greater control to bring their unique brands to the character of the community-No Stepford	1/7/2020 4:05 PM
37	This will make the whole are look more cohesive	1/7/2020 3:26 PM
38	Agree that types of frontages permitted should be specified, disagree it should vary and be defined by existing if inconsistent with strategic concept/vision	1/7/2020 3:14 PM
39	Ensure that parking in the front of businesses is not allowed	1/7/2020 3:11 PM
40	Be flexible to encourage the best redevelopment possible.... seems like this could be too rigid.	1/7/2020 3:07 PM
41	Diversity is attractive. Sometimes city street redos end up looking like a Disney property.	1/7/2020 2:09 PM
42	WHICH "different" frontages do you have in mind? This is too vague to evaluate.	1/7/2020 1:47 PM
43	Aren't we too late for this on the Northwest Blvd/Lane Area with the New Bank??	1/7/2020 1:45 PM
44	I like the idea of having some style guides but I prefer to see some variation among building frontages. I would not like to see it end up looking like New Albany where everything looks exactly the same.	1/7/2020 1:33 PM
45	Please allow for creativity but not being too flashy. Do not like New Albany area with all same brick frontage. I like more originality but have some limits.	1/7/2020 1:32 PM
46	It's not interesting to look like we are all made from a cookie cutter. I think this is part of the difficulty in keeping small businesses going - all looking the same. Stores should be able to maintain a specific identity that when glancing down the street everything doesn't just mush together. There has to be something unique about a store to draw attention/customers. I think SOME restrictions are okay but BE UNIQUE, not boring.	1/7/2020 1:25 PM
47	Yes, but needs some flexibility.	1/7/2020 1:21 PM
48	This is a jargon-ish sentence that is unclear to the layperson. I have no idea whether I agree or disagree.	1/7/2020 1:19 PM
49	It should be self explanatory	1/7/2020 1:09 PM
50	need consistency from one to the next	1/7/2020 1:00 PM
51	Sure, but just as long as things aren't too matching . . . .	1/7/2020 12:59 PM
52	This must be regulated! It needs to look good if it's going to be a Gateway for the entire neighborhood.	1/7/2020 12:58 PM
53	Keep it uniform and geeen	1/7/2020 12:57 PM
54	There should be some standards of course but it shouldn't all look identical.	1/7/2020 12:53 PM
55	Upper Arlington must maintain it's reputation as a very high end community throughout the transition.	1/7/2020 12:45 PM
56	PLease make sure all frontages make use of green space. Even if it's just 4 - 5' planted with ground covers or perennials, it will soften the look and provide more absorption for rains. Use of pervious surfaces should be required.	1/7/2020 12:45 PM
57	I would like to see some level of consistency without causing it to look overly "manufactured". The tenants should have some level of discretion in the matter.	1/7/2020 12:35 PM
58	Let business choose how to use	1/7/2020 12:33 PM
59	Must not impose on the adjacent residential (eg lighted signs being obtrusive to residential	1/7/2020 12:33 PM



## Lane Avenue Planning Study - Survey II

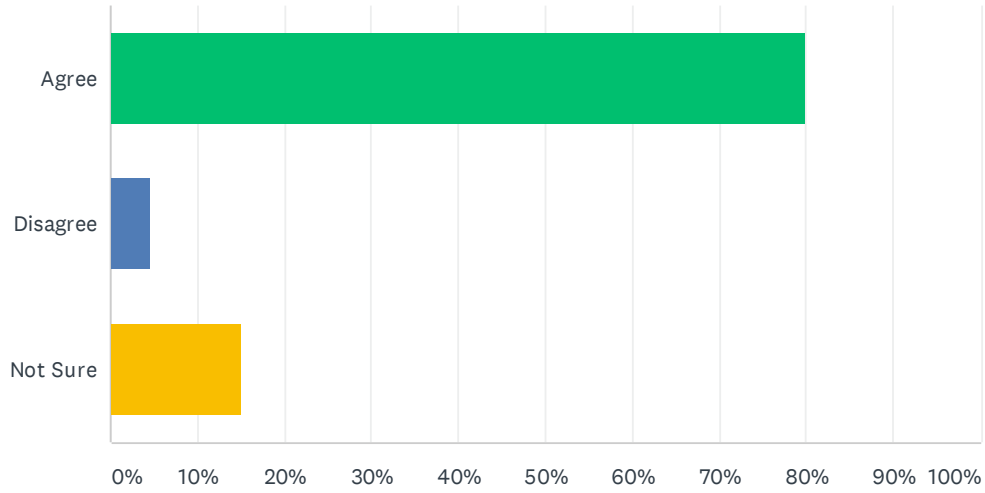
	structures (whether single or multi-family)	
60	and also rear frontages.	1/7/2020 12:28 PM
61	Would be nice if there is a variety	1/7/2020 12:21 PM
62	Why?	1/7/2020 12:11 PM
63	Businesses should comply with the standard streetside parameters and not encroach the space with their outdoor areas.	1/7/2020 12:11 PM
64	There should be a common theme in the architecture so it "ages gracefully and timelessly", and keeps with the traditional feeling of Upper Arlington's current architecture.	1/7/2020 12:05 PM
65	I agree but with some limits. We need to be mindful of what happened in Dublin and their very restrictive retail signage requirements, which has not worked well for many areas such as Sawmill	1/7/2020 11:57 AM
66	Absolutely!	1/7/2020 11:55 AM
67	Should be some architectural boundaries	1/7/2020 11:54 AM
68	keeps it looking nice with some uniformity	1/7/2020 11:46 AM
69	Make it consistent.	1/7/2020 11:46 AM
70	I don't think they need to be uniform	1/7/2020 11:44 AM
71	I prefer a more uniform look.	1/7/2020 11:43 AM
72	All same	1/7/2020 11:38 AM
73	It should not be an issue of different types of permitted frontages, that whole area needs to look consistent, otherwise it will turn out awful and look terrible. Why would that ever be allowed?	1/7/2020 10:07 AM
74	Yes there should be consistency	1/5/2020 12:28 PM
75	Worthington has done a decent job specifying colonial and that has benefitted the community. Arlington should emulate although with it's own style of stone, etc.	1/5/2020 12:25 PM
76	Please no more expansion or banks	1/5/2020 8:29 AM
77	vague question	1/4/2020 8:10 PM
78	consistent look	1/4/2020 7:26 PM
79	I don't like the idea of a one sized fits all approach for all of arlington. Lane Ave should look cohesive but shouldn't influence requirements for old arlington or places like Riverside and Fishinger.	1/4/2020 2:25 PM
80	Bad graphic below - zoom in and it's blurry and I can't read text	1/4/2020 10:41 AM
81	Depends on what is specified.	1/4/2020 1:20 AM
82	Dislike buildings right up on sidewalks and no frontage zone. Ex: Heartland Bank is an eyesore that should never have happened.	1/3/2020 7:08 PM
83	Park in back	1/2/2020 10:58 PM
84	The corridor is pretty much developed except for some smaller businesses. So hasn't the frontage tone already been established. It is kind of mixed.	1/2/2020 3:34 PM
85	Better balance	1/2/2020 9:58 AM
86	ensure consistency and proper attention to frontage	1/2/2020 9:20 AM
87	Consistent images looks more cohesive	12/31/2019 6:08 PM
88	Don't want to turn into new Albany where all the plots have the same white fence.	12/31/2019 5:58 PM
89	We want to be sure that private companies don't decide to take away what little will be left of the charm and pedestrian friendliness	12/31/2019 4:39 PM
90	I support restrictions/control over building design in order to achieve the desired neighborhood	12/31/2019 3:29 PM

## Lane Avenue Planning Study - Survey II

	plan.	
91	Promotes unifying consistency.	12/31/2019 9:26 AM
92	Agree with setting expectation that development should be sensitive to street frontage experience for pedestrians, but also don't want to make rules so stringent that it limits creativity and interest in the street level experience.	12/31/2019 9:05 AM
93	I like the effect of consistency. Makes it easier to	12/30/2019 10:16 PM
94	Leave open the possibility of something new, unexpected or thought provoking..	12/30/2019 8:41 PM
95	Would need to understand the different types of frontages.	12/30/2019 7:30 PM
96	consistency important, but micromanaging may be counter productive & drive away developers	12/30/2019 6:55 PM
97	Again too vague for comment which could then be represented as "citizen input"	12/30/2019 6:00 PM
98	Agree with the following restriction - if this is for residential, allow plenty of leeway for individuality. I do not want to see UA become a stepford community.	12/30/2019 5:40 PM
99	Depends on the difference allowed and how the look ties together.	12/30/2019 5:07 PM
100	Obviously yes	12/30/2019 5:05 PM
101	Depends upon your definition of frontages....some consistency of materials and design is preferred.	12/30/2019 4:34 PM
102	Need to have some consistency	12/30/2019 4:33 PM
103	Why is this the recommendation?	12/30/2019 4:18 PM
104	They should definitely look like they belong together & not a bunch of haphazardly designed bldgs	12/30/2019 4:15 PM
105	No siding. Ever. Even in new residential builds throughout all of UA. (Except real wood.)	12/30/2019 4:10 PM
106	Would lead to undesirable sameness potentially	12/30/2019 4:09 PM
107	Not sure why they vary	12/30/2019 4:00 PM
108	Uniformity would be useful.	12/30/2019 3:53 PM
109	illustration is unclear	12/30/2019 3:51 PM
110	Currently the levels of development are very unequal, particular on the southeast stretch of Lane.	12/30/2019 3:40 PM
111	Flexibility that addresses ease of entrance into the buildings and ease of motion along the fronts highly desirable.	12/30/2019 3:11 PM
112	I agree to form a more cohesive plan. However, this should be flexible based on proposed use and development.	12/30/2019 2:45 PM
113	Yes but need to have input on design to ensure quality of design and workmanship	12/30/2019 2:44 PM
114	These buildings are very near neighborhoods. We need to keep the neighborhood aesthetics as much as possible.	12/30/2019 2:42 PM
115	Be consistent	12/30/2019 2:34 PM
116	Some creativity should be allowed so streetscape is interesting	12/30/2019 2:34 PM
117	Based upon the subdistricts	12/30/2019 2:32 PM
118	Needs to be consistent throughout the district	12/30/2019 2:29 PM
119	This dovetails with the earlier recommendation about tailoring.	12/30/2019 2:28 PM

## Q12 RECOMMENDATION: Require both pedestrian ingress and egress access from primary street, at a minimum.

Answered: 768 Skipped: 393



ANSWER CHOICES	RESPONSES	
Agree	79.95%	614
Disagree	4.56%	35
Not Sure	14.97%	115
Total Respondents: 768		

## Lane Avenue Planning Study - Survey II

#	ANY COMMENT ON THIS RECOMMENDATION?	DATE
1	In addition, I think it would be wise to consider a stylish footbridge or two or other specialized crosswalks to allow for the safe crossing of Lane Avenue. I have witnessed many pedestrians that park in the shopping area crossing Lane Avenue to go to restaurants, yoga classes, etc. They need safe means for conveyance. This also would apply to the secondary streets.	1/12/2020 11:37 PM
2	Also make sure there are crosswalks. Crosswalks need to allow pedestrians to push a button that generates a flashing light sign so drivers know to stop. See this setup in front of Tremont school on Tremont Avenue.	1/12/2020 6:09 PM
3	Don't mind the buildings that have these on sides (or is this considered the front) from parking lots. As long as building to street looks nice and these are available at main entrance.	1/12/2020 2:36 PM
4	Semi-buffered hot dirty noisy parking lots pushed into neighborhood backyards is not good buffering. Giving all consideration to the streetscape and ignoring the neighborhood that bear the burden of the over development is not good.	1/12/2020 12:39 PM
5	If I understand this, it means you shouldn't have to enter from behind the building. Makes sense to me.	1/11/2020 10:01 PM
6	Allow develop to turn corners, and away for the Main street	1/11/2020 5:18 PM
7	Primary ingress and egress would be OK , but building codes may require rear egress.	1/10/2020 5:21 PM
8	Having entrances/exits at the side or rear may create more interesting design.	1/9/2020 2:13 PM
9	There do need to be some additional crosswalk areas. Pedestrians cross at Chester or up by Whole Foods but I also see people running across Lane Ave and trying to get up or down the elevated dirt on the Lane Ave shopping center side. I am surprised there haven't been accidents.	1/9/2020 1:33 PM
10	Won't this make crossing lane ave to get to the shopping center even harder?	1/9/2020 10:56 AM
11	A more urban downtown feel so pedestrians don't have to walk through a sea of parked cars to get to their destination	1/8/2020 10:01 PM
12	This is an important requirement to create an active streetscape	1/8/2020 9:41 PM
13	Concern with too much structure/ rigidity.	1/8/2020 6:32 PM
14	bicycle access would also be highly desirable	1/8/2020 12:01 PM
15	can't see the pros and cons of this without more info, leaning toward agree as it would facilitate more of a walkable environment vs just store/business frontage	1/8/2020 10:49 AM
16	Need more information, provide audio of what was said at meeting	1/8/2020 9:42 AM
17	Having one extra pedestrian crosswalk works very well for Worthington's High Street corridor, and promotes neighborhood gatherings.	1/8/2020 7:34 AM
18	I think increased travel option is ok to minimize congestion. Sometimes individuals avoid an area if it is perceived as too congested and we want visitors here	1/8/2020 7:21 AM
19	This survey is too hard to understand the total concept.	1/7/2020 9:42 PM
20	What is at a minimum?	1/7/2020 8:30 PM
21	Does that mean that you cannot also enter from side or back? Why not?	1/7/2020 7:06 PM
22	Make plenty of room for pedestrians but give plenty of room for cars too so it doesn't get congested.	1/7/2020 6:51 PM
23	A pedestrian crossing is needed half-way, near Hudson 29. Some cars go fast, can you have a speed bump?	1/7/2020 4:46 PM
24	Buildings must be required to set farther back from the street.	1/7/2020 4:41 PM
25	Neighborhoods screwed enough already	1/7/2020 4:16 PM
26	This statement is NOT understandable at all.	1/7/2020 4:14 PM
27	Currently, there are parts of the sidewalks on Lane Avenue that are next to the road, with no	1/7/2020 4:06 PM

## Lane Avenue Planning Study - Survey II

buffer in between. It's unsafe to walk on Lane, especially with the amount of traffic that is constantly flowing up and down the street.

28	If the walking path is in front of the stores that face the street it makes sense they would get more traffic if the stores accesses were at the primary street.	1/7/2020 3:26 PM
29	Great idea!	1/7/2020 3:11 PM
30	Two means of ingress and egress should be code for fire safety reasons.	1/7/2020 2:09 PM
31	this precludes rear parking which is better than parking located in from of retail	1/7/2020 1:52 PM
32	Do you mean buildings must maintain unobstructed pedestrian right-of-way? If so, great. If not, what do you mean? And why weren't you more explicit with the question? By the way, "unrestricted" must include keeping portable signage out of the right of way.	1/7/2020 1:47 PM
33	It is ambiguous.	1/7/2020 1:24 PM
34	Every street in UA should be pedestrian friendly with a sidewalk and streetlights.	1/7/2020 1:21 PM
35	As opposed to what? Ingress only, egress only, neither? Another jargon-laden sentence that is difficult to react to.	1/7/2020 1:19 PM
36	add criss-cross walkways too. Use of pervious surfaces for the walkways would be great!	1/7/2020 12:45 PM
37	My main concern is including too much egress that impedes traffic by reducing lanes.	1/7/2020 12:35 PM
38	Seems like overkill for businesses like Wright-Patterson CU or Fukuryu Ramen	1/7/2020 12:33 PM
39	and also rear.	1/7/2020 12:28 PM
40	The wording of the question would seem to suggest there is some other viable alternative and pedestrian connectivity other than at the storefront	1/7/2020 12:23 PM
41	"The maximum" is what we should be doing	1/7/2020 11:55 AM
42	I don't know that this should be a mandate	1/7/2020 11:54 AM
43	not sure how that impacts existing businesses that might not comply currently	1/7/2020 11:46 AM
44	more pedestrian traffic in this area would relieve parking concerns for local residents.	1/7/2020 11:44 AM
45	More accommodating to users.	1/7/2020 11:43 AM
46	More walkability is better	1/7/2020 11:29 AM
47	This does not mean anything, it is not explained so how do you think residents can answer this? this is the most ridiculous survey I have ever answered. Who wrote this survey, it is not appropriate or explained well at all.	1/7/2020 10:07 AM
48	Again, creates congestion. Crosswalks at present locations are sufficient.	1/5/2020 5:34 PM
49	Huh?	1/5/2020 12:25 PM
50	Don't understand this one from the diagram	1/5/2020 8:29 AM
51	Illustration is too poor for me to understand what is being asked here.	1/4/2020 7:26 PM
52	I don't get it	1/4/2020 10:41 AM
53	The more space in front of the buildings the better	1/4/2020 10:08 AM
54	Not sure what this means	1/4/2020 1:20 AM
55	Are you talking about sidewalks?	1/2/2020 10:58 PM
56	Yes we need more pedestrain crosssings along Lane Ave	1/2/2020 3:34 PM
57	yes - promote walkability	1/2/2020 12:28 PM
58	Avoid use of side and side street entrances.	1/2/2020 9:20 AM
59	If parking is behind, there is no need for primary street doors	12/31/2019 4:27 PM
60	I support requiring pedestrian access from primary OR secondary streets, or from parking lots,	12/31/2019 3:29 PM

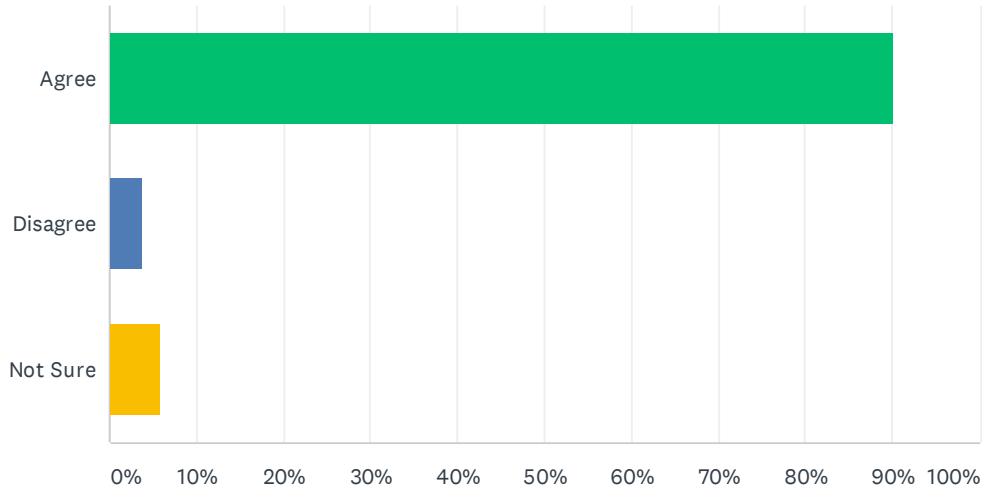
## Lane Avenue Planning Study - Survey II

if they are near the front of the building, e.g. Brassica's front door.

61	If parking is behind the buildings, I would hope this would also be provided from that area.	12/31/2019 2:00 PM
62	Worried it will disrupt traffic flow on Lane and divert too many cars to side streets and or back up Traffic to and from 315	12/31/2019 9:29 AM
63	Want to encourage pedestrain interaction...do whatever is the opposite of Sawmill Rd in Dublin!	12/31/2019 9:05 AM
64	Depends on the program for the space.	12/30/2019 8:41 PM
65	Make it ADA/universal design	12/30/2019 8:27 PM
66	There should be pedestrian ingress and egress from secondary routes as well. The lack of ingress/egress to and from Whole Foods and Beaumont is dangerous.	12/30/2019 7:30 PM
67	this would minimize impact on surrounding residential	12/30/2019 6:55 PM
68	Not sure what you mean by "require pedestrian ingress and egress". As opposed to no pedestrians on primary streets?	12/30/2019 4:33 PM
69	Make it as easy to access from all sides as possible.	12/30/2019 4:10 PM
70	Absolutely.	12/30/2019 3:53 PM
71	Businesses needing/wanting reliable access from pedestrian traffic will likely seek it out appropriately	12/30/2019 3:25 PM
72	Front doors if not convenient to parking maybe difficult to get pedestrian access to unless most traffic to that building is walking!	12/30/2019 3:18 PM
73	What about existing buildings?	12/30/2019 2:50 PM
74	Please make this area safe for all pedestrians and cyclists.	12/30/2019 2:42 PM
75	If you're on the corner, maybe it flows better to use the secondary street. Seems also unnecessary.	12/30/2019 2:41 PM
76	Additional entrances should had where people who choose to drive can do so from the off-street parking you should make mandatory.	12/30/2019 2:40 PM
77	Should also be true for nonprimary streets. Exit from Lane Av Shops to Beaumont is extremely dangerous for pedestrians, for example.	12/30/2019 2:35 PM
78	This will keep the focus on Lane avenue and reduce the impact on the adjoining residential streets.	12/30/2019 2:33 PM
79	I agree with this, but would note that Lane Ave is not particularly walkable right now--it's chaos with cars coming and going, especially around the shops at lane ave	12/30/2019 2:28 PM
80	It should be pedestrian friendly.	12/30/2019 2:27 PM

## Q13 RECOMMENDATION: Create a consistent streetscape treatment for sidewalk areas along Lane Avenue.

Answered: 778 Skipped: 383



ANSWER CHOICES	RESPONSES	
Agree	90.10%	701
Disagree	3.73%	29
Not Sure	5.91%	46
Total Respondents: 778		

## Lane Avenue Planning Study - Survey II

#	ANY COMMENT ON THIS RECOMMENDATION?	DATE
1	Critical. Unfortunately, the city allowed previous development to marginalize this area.	1/13/2020 12:05 AM
2	Yup, again where does the real estate come from?	1/12/2020 9:39 PM
3	I think you need to develop a recommendation on what is acceptable and allow businesses some creativity.	1/12/2020 6:09 PM
4	Continue the good development that has been put in already.	1/11/2020 10:01 PM
5	General consistency but allow some diversity depending on user and site conditions	1/11/2020 5:47 PM
6	Safety and maintenance	1/11/2020 5:18 PM
7	Highly agree, continuity and consistency of visual appeal	1/11/2020 1:52 AM
8	It is going to look very congested and not comfortable but over developed and could have a negative impact.	1/10/2020 6:05 PM
9	Need to incorporate sidewalks from residents walking from NW Boulevard and North Star	1/10/2020 10:28 AM
10	Keep the green light poles and look of UA in the consistency.	1/9/2020 2:58 PM
11	Maybe not all the same material (concrete) but perhaps a combination of materials (brick & concrete).	1/9/2020 2:13 PM
12	Aesthetically that would be nice	1/9/2020 1:33 PM
13	Consider variation in the depth and width of the building frontage zone to add variety and accommodate gathering either cafe seating or mini-park public seating.	1/9/2020 11:43 AM
14	Can't stand mis mash	1/9/2020 10:56 AM
15	I have seen urban areas where the streetscape varied between properties and/or blocks. I am sure there were guidelines for height or some approval process. It was pleasing to see different interpretations. I would not like to see a rigidly uniform, mass produced street scape	1/8/2020 8:35 PM
16	In commercial area.	1/8/2020 5:15 PM
17	Need more information, provide audio of what was said at meeting	1/8/2020 9:42 AM
18	Must include trees for at least some air quality and environmental counter balance.	1/8/2020 8:16 AM
19	Beauty in consistency	1/8/2020 7:21 AM
20	May have to be flexible depending on the area	1/8/2020 6:37 AM
21	Yes, please make it consistent so it feels like a deliberate development, not random growth.	1/7/2020 10:41 PM
22	This survey is too hard to understand the total concept.	1/7/2020 9:42 PM
23	Continuity is great. Mishmash is not appealing.	1/7/2020 7:29 PM
24	Allow some creativity and individual choice.	1/7/2020 7:06 PM
25	That would depend on the expense	1/7/2020 5:30 PM
26	Some variety is a good thing.	1/7/2020 4:41 PM
27	too judgemental	1/7/2020 4:16 PM
28	Why didn't you show examples?	1/7/2020 4:14 PM
29	Consistency is the key to aspect visual balance, which is a key component to an aesthetically pleasing environment	1/7/2020 4:04 PM
30	but do not narrow lane ave	1/7/2020 3:25 PM
31	To rigid ... look at grandview ave and short north... the pededtruan path meanders .... this standard might inhibit searing and energy at the street level which should be the absolute priority	1/7/2020 3:07 PM
32	A cohesive feel is good but shouldn't over-restrict some individuality from the shops/restaurants	1/7/2020 2:31 PM



## Lane Avenue Planning Study - Survey II

which creates more character.

33	Identifying sections of the development via their diversity can be helpful and interesting.	1/7/2020 2:09 PM
34	Is the goal a cookie cutter blandscap? What elements are you considering? Give us points to evaluate rather than such vague statements.	1/7/2020 1:47 PM
35	Again, I would like to see consistency but not necessarily having everything look exactly the same. I'll use New Albany as an example again where everything looks the same - soulless and uninviting.	1/7/2020 1:33 PM
36	Consistency for this is more acceptable - just make it interesting.	1/7/2020 1:25 PM
37	Variety is better.	1/7/2020 1:24 PM
38	It will define the area.	1/7/2020 1:00 PM
39	But again, not TOO consistent. Wabi Sabi. Balance, but not matchiness.	1/7/2020 12:59 PM
40	Consistent look is key to a cohesive and enjoyable experience. Will be a good ROI.	1/7/2020 12:48 PM
41	I prefer the East Gateway method that utilized a lot of landscape zone (whether it's 7.5 ' or 5' isn't as important as providing actual landscaping beds - not just street trees with metal grates). Incorporating pervious/pourous surfaces too. The landscaping beds should utilize native plants, ground covers, etc that require little water and no mowing.	1/7/2020 12:45 PM
42	Unnecessary	1/7/2020 12:33 PM
43	This is an unrealistically overly lofty goal to achieve.	1/7/2020 12:28 PM
44	consistent in terms of connectivity but appearance not necessary	1/7/2020 12:23 PM
45	Gives the area a unified looks while allowing individual stores to have different amenities in their frontage	1/7/2020 12:21 PM
46	Definitely	1/7/2020 12:20 PM
47	Conformity will build community.	1/7/2020 12:09 PM
48	Be consistent.	1/7/2020 12:05 PM
49	More detail on this needs to be supplied, there should be a common theme through the whole corridor	1/7/2020 12:05 PM
50	Give UA a unique look. Stop turning us into Dublin and Hilliard. You're ruining our town.	1/7/2020 12:02 PM
51	Consistent streetscape is important--	1/7/2020 11:58 AM
52	This is what defines the area in my opinion.	1/7/2020 11:56 AM
53	Depends on who is paying for it.	1/7/2020 11:54 AM
54	the uniformity will look good	1/7/2020 11:46 AM
55	unifying the area would encourage foot traffic and make it flow more smoothly	1/7/2020 11:44 AM
56	The need for shade trees and a well thought out design will increase pedestrian traffic and enjoyment	1/7/2020 11:44 AM
57	Provide safety for high speed if travel down Lane Ave	1/7/2020 11:29 AM
58	yes of course, this should be a top priority, regardless of feedback!	1/7/2020 10:07 AM
59	Once again continuity to the district image	1/5/2020 12:28 PM
60	Keep consistant with what exist in UA already	1/4/2020 8:10 PM
61	What???	1/4/2020 10:41 AM
62	As long as it is a shaded, comfortable, wide space.	1/4/2020 1:20 AM
63	don't think everything has to match or remain the same along the corridor	1/3/2020 5:45 PM
64	Not really necessary. Many different businesses are in this street. No one sits casually outside	1/3/2020 4:19 PM

## Lane Avenue Planning Study - Survey II

	a bank like they do at The Wine Bistro	
65	Yes, but what about sub sections?	1/2/2020 10:58 PM
66	Like the idea	1/2/2020 9:58 AM
67	consistency	1/2/2020 9:20 AM
68	Why wouldn't you do that?	1/1/2020 1:07 PM
69	You've already let development destroy our main thruway, seems like at a minimum a cohesive streetscape seems like the minimum that could happen.	1/1/2020 12:27 PM
70	Make flags that are pretty	12/31/2019 5:43 PM
71	need to ensure pedestrian safety and comfort - we want to walk, but not in an ugly or unsafe area	12/31/2019 4:39 PM
72	Consistent streetscape design is important to achieve the "downtown" feel.	12/31/2019 3:29 PM
73	If you're going to all of this trouble, it makes sense that there would be consistency with the look of the corridor.	12/31/2019 2:00 PM
74	Worried it will disrupt traffic flow on Lane and divert too many cars to side streets and or back up Traffic to and from 315	12/31/2019 9:29 AM
75	The tree buffer needs to be much more substantial.	12/31/2019 12:07 AM
76	It looks terrible now, so many different building styles	12/30/2019 10:20 PM
77	Isn't this related to question 2? There were 3 sidewalk designs there...or are we talking about the "travel" space specifically here. Again, I think we need to ensure bicycles are incorporated in our development plan. A large % of UA can reach Lane Ave shopping/dining comfortably by bike and they make for a vibrant energy in a town center like this.	12/30/2019 10:16 PM
78	Consistent in overall look but some variety in plantings and materials will make it more interesting.	12/30/2019 8:41 PM
79	C'mon, people, let's make this look like an INTERESTING place to live and do business.	12/30/2019 8:41 PM
80	humanize, landscape, increase trees	12/30/2019 6:55 PM
81	Within reason for existing businesses	12/30/2019 6:00 PM
82	Build an identity through consistency	12/30/2019 6:00 PM
83	Street trees cause considerable damage to sidewalks and potentially to street surfaces themselves.	12/30/2019 5:10 PM
84	Prioritize dark skies type lighting and bicycle lanes	12/30/2019 4:34 PM
85	Uniformity is a good design principle for a corridor of this size that is all in one community.	12/30/2019 4:18 PM
86	The key word is "consistent" in all areas of this plan.	12/30/2019 4:16 PM
87	Not necessary or desirable	12/30/2019 4:09 PM
88	Yes, this would make walking/cycling with children safer.	12/30/2019 3:53 PM
89	The only sidewalks on Lane are on the north side. Frankly, I see few pedestrians there so the treatment chosen is not very important to me.	12/30/2019 3:51 PM
90	Unifies the area	12/30/2019 3:40 PM
91	I don't want manufactured, modern, corporate, etc. This is a neighborhood and should be kept looking as one.	12/30/2019 3:25 PM
92	I like the uniformity in such a small area	12/30/2019 3:14 PM
93	Don't know whether you mean all of Lane Ave or just the East Gateway	12/30/2019 3:12 PM
94	What is appropriate in one block might or might not fit well in the next block. Perhaps several options for each block should be available	12/30/2019 3:11 PM

## Lane Avenue Planning Study - Survey II

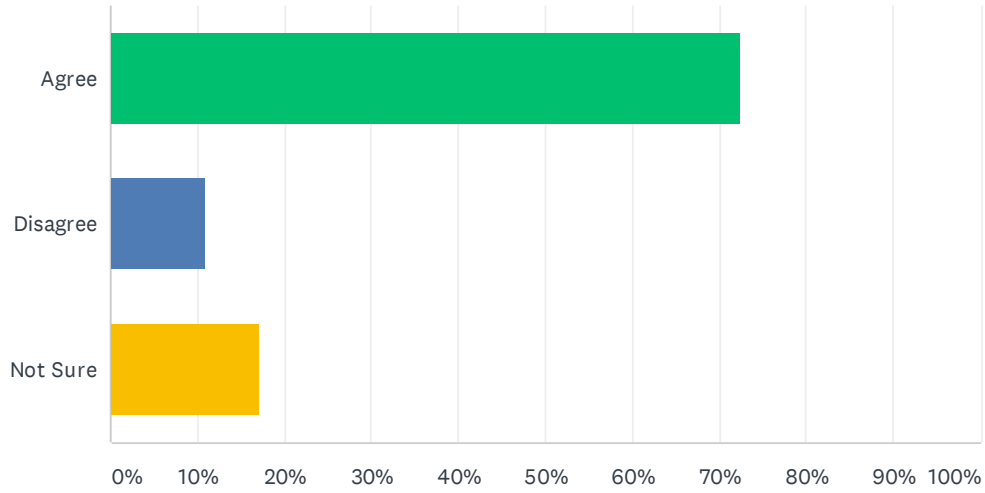
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95	If you are going to make it a gateway, should be consistent throughout the community	12/30/2019 2:51 PM
96	There's no reason why you can't experiment with a small variety of streetscapes that identify a small district within the whole. Modular units would allow for experimentation at the lowest cost. Except for trees, entire gardens could be swapped out to different locations on or near the strip.	12/30/2019 2:40 PM

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## Q14 RECOMMENDATION: Measure building height in stories and specify minimum and maximum floor heights.

Answered: 785 Skipped: 376



ANSWER CHOICES	RESPONSES	
Agree	72.36%	568
Disagree	10.83%	85
Not Sure	17.07%	134
Total Respondents: 785		

## Lane Avenue Planning Study - Survey II

#	ANY COMMENT ON THIS RECOMMENDATION?	DATE
1	I believe there were limitations but variances were are often are granted whether residents immediately impacted care or not.	1/13/2020 12:05 AM
2	Uh, this doesn't exist already? What does your zoning office use to create standards?	1/12/2020 9:39 PM
3	The new development is getting too tall. Grandview is delightful because of its cozy feel. One Saturday a month in the summer they close Grandview Avenue to traffic and everyone can stroll through. It is very nice. We don't need want Lane Avenue to become the Short North.	1/12/2020 6:09 PM
4	Keep from going to high. Like it looking like a neighborhood mall, rather than a downtown type situation.	1/12/2020 2:36 PM
5	Also measure height in feet. New buildings are TOO high on Lane Avenue. People live here because it is a "bedroom community".	1/12/2020 12:39 PM
6	Simply establish a maximum height.	1/12/2020 5:35 AM
7	Don't want to limit to two stories. Whatever plan is put in place, allow flexibility as the decades pass.	1/11/2020 10:01 PM
8	Form based zoning. FAR	1/11/2020 5:18 PM
9	May be too much uniformity and restrictive for some uses.	1/10/2020 5:21 PM
10	Yes, closer to Lane Ave higher, further into the neighborhood should blend with the heights of the homes.	1/9/2020 1:33 PM
11	Also address desired or undesired facade setbacks as you go up.	1/9/2020 11:43 AM
12	Yes becuase you have already blotted out the sun at the half price books corner. Give us some say in how much more sky sight we lose. please	1/9/2020 10:56 AM
13	strongly, strongly agree	1/9/2020 10:40 AM
14	Agree there should be some flexibility, but would still want to list a maximum height cap regardless of number of stories, unless the Max stories and max floor height is acceptable	1/8/2020 8:35 PM
15	The old UA law was no buildings over 2 stories. That should still apply. What happened to that law? It shouldn't be bypassed	1/8/2020 7:45 PM
16	Some variety can help keep the scale of structures from becoming oppressive monoliths.	1/8/2020 6:32 PM
17	I doubt the neighbors want to see tall buildings towering over the homes.	1/8/2020 6:12 PM
18	Given the lack of area to expand, the city needs to become more dense. There needs to uniformity in height of buildings in the area.	1/8/2020 5:52 PM
19	But be reasonable to accommodate future trends.	1/8/2020 5:15 PM
20	Agree with measuring in stories, ok with specifying min/max floor heights so long as min/max range is sufficiently broad to take into account all the different types of space and their height needs.	1/8/2020 2:38 PM
21	not too tall.	1/8/2020 2:36 PM
22	Why haven't we ever done this before? Council and BZAP approves variances so what's the point of having standards.	1/8/2020 1:49 PM
23	floor height is already too high, please lower future standards	1/8/2020 10:57 AM
24	can't see the pros and cons of this without more info	1/8/2020 10:49 AM
25	Need more information, provide audio of what was said at meeting	1/8/2020 9:42 AM
26	unless the city is expecting to widen Lane Ave to 4 lanes, building height that is too tall will dwarf the street traffic. Is this really the look we want on Lane Ave?	1/8/2020 9:24 AM
27	Only for new builds. Would not require old buildings to be torn down to meet this	1/8/2020 7:21 AM
28	We don't want another Empire State Building on Lane Ave.	1/7/2020 11:47 PM

## Lane Avenue Planning Study - Survey II

29	Should match	1/7/2020 11:30 PM
30	Don't become another Dublin	1/7/2020 11:20 PM
31	Too much uniformity might destroy the character.	1/7/2020 11:01 PM
32	There seems to be a push to have taller buildings throughout Lane Ave, and I'd love to understand why. A massive bank is put on the corner of Northwest and Lane, which looks to be 1/2 populated throughout the day, does not make much sense. I've heard talk of multi-level buildings going onto Northwest for a "better view of the July 4th" parade. The fact that this city would make civic decisions solely based on a 90 minute event is ridiculous and hopefully untrue.	1/7/2020 10:58 PM
33	This survey is too hard to understand the total concept.	1/7/2020 9:42 PM
34	Nothing higher than the current new buildings	1/7/2020 9:17 PM
35	Once again, continuity creates a better visual appreciation.	1/7/2020 7:29 PM
36	go big or go home	1/7/2020 7:16 PM
37	Allow some flexibility for a tall building to exist.	1/7/2020 7:06 PM
38	Definitely specify maximum height. Make sure buildings dont have too many stories and are not way too tall.	1/7/2020 6:51 PM
39	The zoning should specify a maximum height and the market should decide what heights are desired by users.	1/7/2020 5:44 PM
40	We do not need greater than 4-5 stories in this area	1/7/2020 4:44 PM
41	no more than 5 stories should be allowed.	1/7/2020 4:41 PM
42	City has a history of screwing neighbors by permitting excess height at approval time and later before construction	1/7/2020 4:16 PM
43	Any guidelines in terms of how many stories, and min/max floor heights in feet?	1/7/2020 4:14 PM
44	as long as the tolerances are not too tight. creating character rather than cookie cutter spaces is more appealing	1/7/2020 3:37 PM
45	Don't restrict good development .... urban can be taller	1/7/2020 3:07 PM
46	How might this building be used in ten years? Making frontage buildings too tall is imposing. Keep trees near and sun accessible to the street is	1/7/2020 2:09 PM
47	Need to look professionally planned	1/7/2020 1:56 PM
48	creates unnecessary uniformity and inauthenticity	1/7/2020 1:52 PM
49	Higher buildings should be allowed	1/7/2020 1:50 PM
50	The height of the building is what matters. Why should anyone care if one 40' building has three floors or just two floors (with a gorgeously spacious first floor that oozes Upper Arlington sophistication, as opposed to the forgettable bland buildings going up today)?	1/7/2020 1:47 PM
51	No taller than existing hotels that already seem too tall.	1/7/2020 1:38 PM
52	Don't allow multi story buildings and lose the charm of UA	1/7/2020 1:34 PM
53	I agree depending on what those min/max floor heights are.	1/7/2020 1:25 PM
54	Why not measure in feet and inches?	1/7/2020 1:24 PM
55	Seems too specific, particularly with most buildings having parking on first few floors. I'm ok with much taller buildings on Lane Avenue, with shorter sides or smaller buildings in residential transition areas.	1/7/2020 1:21 PM
56	This is a classic "double-header question", poor survey design. Is this question about building height in stories, or min/max floor heights, or all these?	1/7/2020 1:19 PM
57	Don't care	1/7/2020 12:59 PM

## Lane Avenue Planning Study - Survey II

58	Can set max building heights, but why limit flexibility of floor heights? Set some guideline ranges, mabe, so builders don't get too crazy	1/7/2020 12:56 PM
59	We must do multi-story buildings throughout this area -- and at Kingsdale with the Kroger building.	1/7/2020 12:45 PM
60	I really would prefer a more consistent look and to prevent such tall, out of place looking buildings like the Heartland Bank at NW BLVD - it looks so out of place. Please put a cap on building height - the two hotels and Hudson 29 buildings are pushing the limits.	1/7/2020 12:45 PM
61	There should be no minimum number of stories. Some single story buildings would be good.	1/7/2020 12:34 PM
62	I think it makes more sense to measure height in a distance measurement and provide a corresponding story	1/7/2020 12:33 PM
63	We need more standards to make the town feel less of a hodge podge	1/7/2020 12:31 PM
64	And don't issue as many exceptions!	1/7/2020 12:30 PM
65	needs to be kept at a minimum.	1/7/2020 12:23 PM
66	this is particularly of importance where these new developments abutt existing residential and at the so called "transitional" areas that would damage teh character of the existing neighborhood in any case, greater damage if not aligned with existing roof heights. UA does a poor job of this on the average new build residential in an existing neighborhood.	1/7/2020 12:23 PM
67	Don't have an option on this	1/7/2020 12:13 PM
68	The interior heights should not be restricted however, the building total height should be.	1/7/2020 12:11 PM
69	Don't think it matters how many stories, ust overall height, besides some businesses may require greater headspace than others.	1/7/2020 12:09 PM
70	Maintain minimum height	1/7/2020 12:05 PM
71	let architects be creative	1/7/2020 12:05 PM
72	Do not think about "High Rise" on Lane Ave!	1/7/2020 12:02 PM
73	We shouldn't allow any new buildings. Restore and or repurpose what we have.	1/7/2020 12:02 PM
74	no building should be over 3 stories	1/7/2020 11:57 AM
75	I think that huge condo complex in Grandview (West of Grandview Ave.) is awful. We don't need anything close to that tall.	1/7/2020 11:56 AM
76	We have already seen this issue in other developments.	1/7/2020 11:55 AM
77	Don't know that this is necessary	1/7/2020 11:54 AM
78	As well as overall height because someone will attempt to game the requirements. As well, BZAP needs to get less generous in granting variances.	1/7/2020 11:48 AM
79	not sure how this would impact existing buildings that might not comply	1/7/2020 11:46 AM
80	no preference	1/7/2020 11:44 AM
81	Only because I wouldn't want to see a 10 story building	1/7/2020 11:44 AM
82	More uniform	1/7/2020 11:43 AM
83	This allows for better design and better use of space rather than promoting cramming more floors in so long as a building is below height limits.	1/7/2020 11:40 AM
84	yes of course this should happen.	1/7/2020 10:07 AM
85	11 stories is disgusting and will ruin the neighborhood and traffic flow. Nothing more than 4 stories.	1/6/2020 5:47 PM
86	low profile is preferred	1/5/2020 5:34 PM
87	At the end of the day, it's about building height. The path to get there by measuring in stories is not clear what the loop holes might be. So my Agree is quite tentative.	1/5/2020 12:25 PM

## Lane Avenue Planning Study - Survey II

88	I think the Lane Avenue development hurts property owners in the area. The tall buildings cater to developers and not residents. Priority is wrong.	1/5/2020 9:31 AM
89	There should be NOTHING taller than what is there	1/4/2020 10:41 AM
90	Measure by actual height.	1/4/2020 1:20 AM
91	Don't let the buildings get too high. Several of the new buildings are too high. I would think 4 stores (which includes the ground level) is the maximum that should be allowed.	1/3/2020 7:18 PM
92	NOTHING over 2 stories, please!!	1/3/2020 6:39 AM
93	We don't need anymore very tall, way too tall buildings!	1/2/2020 10:58 PM
94	Let the market decide and have this happen naturally. No need to dictate.	1/2/2020 4:53 PM
95	Just establish a maximum height restriction for this area so that developers don't overstep it like they have with the Gateway development.	1/2/2020 3:34 PM
96	Due to location to neighborhoods, this is key to integration and acceptance.	1/2/2020 9:20 AM
97	Although I don't know what good it does to want height limits. You've waived every restrictions I far. Typical - you do what you want based on the money you get from developers and the people be damned.	1/2/2020 12:18 AM
98	Seems like we're a little late on this & it's a typically reactionary response by a city that has let developers walk all over it's zoning and codes.	1/1/2020 12:27 PM
99	Building is way to high for our area-lane avenue now feels claustaphobic	1/1/2020 11:00 AM
100	just use overall height	12/31/2019 10:13 PM
101	Don't put in high rises	12/31/2019 5:44 PM
102	I generally believe controlling building height is to maximize optimal utilization of the limited space (i.e., prevent all single story buildings) while also avoiding overly tall buildings which might overshadow the nearby neighborhoods. However, overly strict requirements might limit business investment and architectural creativity.	12/31/2019 3:29 PM
103	This keeps "creative" developers honest in how many stories and the look consistent in the area.	12/31/2019 10:14 AM
104	But you already have approved ridiculously large size buildings.	12/31/2019 9:29 AM
105	Don't want each builder ignoring the whole.	12/31/2019 9:26 AM
106	Agree, but want to push the boundaries higher for height! Don't want to limit cool interesting development and concepts.	12/31/2019 9:05 AM
107	Maximum building heights should be set, but allow architecture to determine the number of floors. Zoning heights should be followed rather than discarded by BZAP by variance for every developer.	12/31/2019 12:07 AM
108	Agree with establishment of baseline dimensions with means for exceptions when warranted	12/30/2019 10:16 PM
109	Builders may request variances	12/30/2019 8:52 PM
110	Agree with setting maximum but more concerned that I never see mention of upper story setbacks or other graceful elements.	12/30/2019 8:41 PM
111	I would be concerned that this would not allow enough flexibility.	12/30/2019 7:30 PM
112	specify minimum, allow flex on maximum	12/30/2019 6:55 PM
113	Without specifying what those maximums would be I find the question vague enough to be troubling	12/30/2019 6:00 PM
114	Details.	12/30/2019 5:40 PM
115	No buildings taller than existing ones.	12/30/2019 5:35 PM
116	Otherwise things get out of control	12/30/2019 5:07 PM
117	I prefer feet to stories. Let the developer decide what makes most sense for their business	12/30/2019 5:05 PM

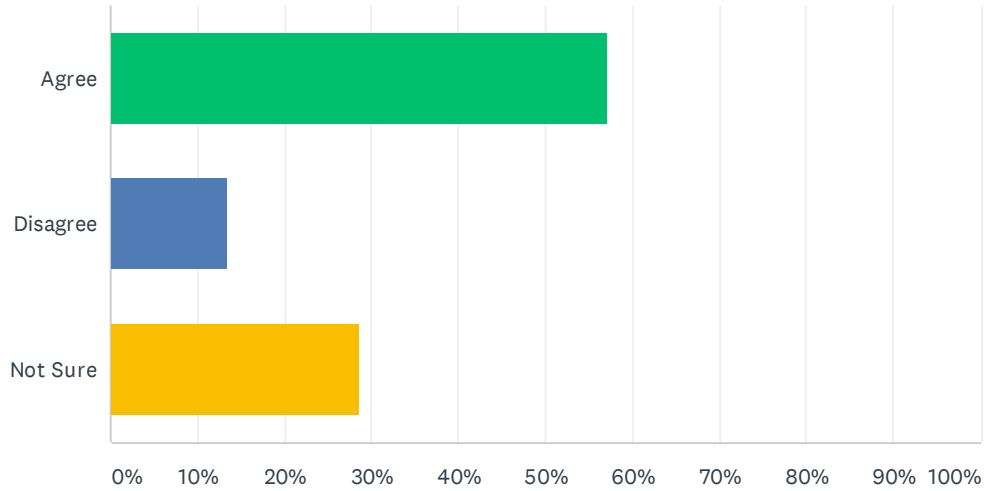


## Lane Avenue Planning Study - Survey II

	model	
118	This is a nice residential suburb and we should preserve the openness with shorter buildings. I oppose having tall buildings because they are too overwhelming	12/30/2019 4:39 PM
119	Overall building height needs to be controlled. Stories are arbitrary...Height must not be arbitrary.	12/30/2019 4:34 PM
120	I oppose buildings taller than 5 floors . . . but I am probably already outvoted on this. I don't want the Lane Avenue corridor to feel like a cave.	12/30/2019 4:18 PM
121	Again we need consistency not a hodge podge. Look at New Albany for examples.	12/30/2019 4:16 PM
122	Do not allow very tall buildings in UA. Never over 5 stories, and not super tall stories. This is not NYC.	12/30/2019 4:10 PM
123	Why? You give out variances like candy, what's the point?	12/30/2019 4:00 PM
124	I do not want tall buildings in UA.	12/30/2019 3:53 PM
125	No more 11-story monstrosities! Set maximum height and actually enforce it rather than routinely granting variances.	12/30/2019 3:51 PM
126	I don't care about this as long as there is adequate parking.	12/30/2019 3:40 PM
127	Yes. Already too many tall buildings. Should definitely be restricted substantially and require better measures to keep local government from just breaking all zoning standards.	12/30/2019 3:25 PM
128	Use standards like 12 foot floors for office buildings etc.	12/30/2019 3:18 PM
129	Don't let it become a hodgepodge like it is now	12/30/2019 3:14 PM
130	Need to balance usefulness with aesthetics	12/30/2019 3:11 PM
131	don't allow high buildings	12/30/2019 2:46 PM
132	Again, suggestions are appropriate. However individual design and use may require alternatives. Putting something in stone in this community leads to fighting about variances. Allow some flexibility with "suggested" design heights, etc.	12/30/2019 2:45 PM
133	Fire safety with Cherry picker access to all floors should be required.	12/30/2019 2:43 PM
134	Lane Avenue should not have buildings higher than what is already there. Maximums are the most important.	12/30/2019 2:42 PM
135	Access to sunlight for the southern exposure should be a consideration. Gonna have dark zones if you allow too much height.	12/30/2019 2:40 PM
136	Too much uniformity	12/30/2019 2:34 PM
137	Please keep the buildings low to keep an open feel	12/30/2019 2:33 PM
138	I also feel a total height in feet is important.	12/30/2019 2:28 PM

## Q15 RECOMMENDATION: Vary building height, mass and setback with build to zones, building step back, and building articulation along Lane Avenue.

Answered: 769 Skipped: 392



ANSWER CHOICES	RESPONSES	
Agree	57.09%	439
Disagree	13.39%	103
Not Sure	28.74%	221
Total Respondents: 769		

## Lane Avenue Planning Study - Survey II

#	ANY COMMENT ON THIS RECOMMENDATION?	DATE
1	It still is a continuous wall of buildings.	1/12/2020 11:23 PM
2	Yes, try to make it not boring, and not a Stepford neighborhood.	1/12/2020 9:39 PM
3	See other comments.	1/12/2020 6:09 PM
4	Recommendation: Vary building height, mass and setback with build to zones, building step back, and building articulation in relation to the residential neighborhood.	1/12/2020 12:39 PM
5	A little late for this. Already looking like we have boxes being built. No character, which is a shame/waste.	1/12/2020 5:35 AM
6	I am loving the setback and build to zone at the Hudson 29 and the hotel. Allow this to continue.	1/11/2020 10:01 PM
7	I wouldn't like to see it look like a building cannon, but I'd like to see a minimum setback that allows for walking and green space between the street and buildings.	1/11/2020 9:54 PM
8	Oops wayyyyygtghhhh	1/11/2020 8:59 AM
9	Watch it does not get over developed and makes for congestion.	1/10/2020 6:05 PM
10	This is so confusing—are you really asking the general community to comment on these standards without any better description of what it means? Sort of seems like going through the technical process of getting “community feedback,” but making it deliberately confusing to confound any results and make them equivocal	1/9/2020 11:21 PM
11	There needs to be some element of consistency throughout Lane Ave. corridor when it comes to aesthetics	1/9/2020 7:35 PM
12	As long as it is financially responsible.	1/9/2020 2:28 PM
13	Important to do this in order to breakup the massing and provide architectural character.	1/9/2020 11:43 AM
14	Yes , we might be able to see some sky. just make sure new set back rules do not have us teetering into traffic because the building jammed up to near curb.	1/9/2020 10:56 AM
15	Even after looking at the illustration, I don't know what you're asking here. What's a build-to zone, if that's what the expression is.	1/9/2020 10:40 AM
16	I don't like the buildings right on the street like the new bank is on Northwest	1/9/2020 9:26 AM
17	This is fine as long as building height and mass are not too restricted. We need more density.	1/8/2020 11:54 PM
18	Needs limits and commitment to pedestrian and human level streetscapes. Avoid the Hudson 29 building; it is heavy and discourages walking	1/8/2020 9:41 PM
19	It's too bad that this survey wasn't conducted before any recent development. The current state looks incredible dumb with two massive buildings (hotels) right next to one another. Completely lacks character. It makes driving down Lane feel very clustered with these massive buildings on top of one another, and the street. Any neighborhood downtown (Worthington/Grandview/Clintonville) has varying building heights/mass/setbacks. Arlington really missed the mark with the current structures.	1/8/2020 9:33 PM
20	Don't like the idea of defining building according to zone; as time progresses zones may need to be redefined - and then where would we be	1/8/2020 8:35 PM
21	There should be set backs. The bank on the corner of lane ave and northwest Blvd is way too close to the street. The set backs need to be way further off the street than that. How did that even happen? Why are we changing laws? For money? Stick with the old laws	1/8/2020 7:45 PM
22	Absolutely. More variety will help with organic feel vs developer maximization.	1/8/2020 6:32 PM
23	Ask homeowners nearby.	1/8/2020 6:12 PM
24	I have no idea what this means	1/8/2020 5:52 PM
25	Let it happen naturally but require minimums.	1/8/2020 5:15 PM
26	There is no way to predict, and then adequately prescribe the right answer on this. Appoint a good design board and let them push for good design - require that it varies, and let the design	1/8/2020 2:38 PM

## Lane Avenue Planning Study - Survey II

	board determine if a project hits the mark or not.	
27	keep it mixed up. it will look more organic	1/8/2020 2:36 PM
28	I agree that heights should be varied in order to present a non-uniform appearance and be more pleasing to the eye. However, none of the heights should exceed previously-zoned maximums without excellent reason. No one wants a tower looming over their yard.	1/8/2020 2:06 PM
29	can't see the pros and cons of this without more info	1/8/2020 10:49 AM
30	Need more information, provide audio of what was said at meeting	1/8/2020 9:42 AM
31	I don't think buildings should have varying setbacks	1/8/2020 8:13 AM
32	Consistency in new builds going forward	1/8/2020 7:21 AM
33	See response to #14.	1/7/2020 10:58 PM
34	This survey is too hard to understand the total concept.	1/7/2020 9:42 PM
35	I don't understand this recommendation. What is setback, step back, building articulation and "build to zones"?	1/7/2020 8:55 PM
36	I'm not sure what this means.	1/7/2020 8:25 PM
37	Anything that avoids a cookie cutter look all along the street.	1/7/2020 7:06 PM
38	Step backs from the street are important so the corridor does not become a tunnel through the community.	1/7/2020 5:44 PM
39	Buildings must be required to set farther back from the street. no more than 5 stories should be allowed.	1/7/2020 4:41 PM
40	Building height should not exceed 4 stories. It will look out of place in Upper Arlington.	1/7/2020 4:37 PM
41	Varied appearance is preferred, but this is really up to the property owner, with city controlling only maximum height and front/back setbacks	1/7/2020 4:16 PM
42	Very hazy statement.	1/7/2020 4:14 PM
43	Yes- diversity is interesting!	1/7/2020 3:34 PM
44	This is how it already is- isn't it?	1/7/2020 3:26 PM
45	Not sure I understand what this means	1/7/2020 3:11 PM
46	Encourage good development without being too restrictive	1/7/2020 3:07 PM
47	Diversity good, too much uniformity bad!	1/7/2020 2:09 PM
48	Taller is better. Should be no height restriction	1/7/2020 1:39 PM
49	Who decides?	1/7/2020 1:24 PM
50	Read 15, it makes no sense to the layman	1/7/2020 1:21 PM
51	Westmont came to a reasonable compromise on building height on Lane Ave and through transition.	1/7/2020 1:21 PM
52	This is ridiculously broad. Sure, I guess -- some variety of streetscape.	1/7/2020 1:19 PM
53	don't understand	1/7/2020 1:14 PM
54	Not sure from the description	1/7/2020 1:00 PM
55	Wabi sabi. Variety is good	1/7/2020 12:59 PM
56	Mass and setback should be consistent.	1/7/2020 12:57 PM
57	Please prevent future building like the Hearland Bank at Lane & NW Blvd. That building looks gigantic and out of place. What's nice about UA is it still has a great neighborhood community feel. Less is more.	1/7/2020 12:45 PM
58	I would prefer a town feel like Grandview where buildings are fairly consistent in height and step	1/7/2020 12:31 PM

## Lane Avenue Planning Study - Survey II

	back	
59	I think UA missed the boat here already by pushing new buildings on the North side so close to the street, any articulation at this point looks like an afterthought and has a greater ability to intrude on surrounding neighborhoods. I would stick with the precedent set and keep building close to the road and live with a narrow road....	1/7/2020 12:23 PM
60	Diversity within unity is a core value. Different types of buildings with a connecting, unifying tree line exemplifies this	1/7/2020 12:21 PM
61	stop tearing down houses to make this plan work, keep the residential houses intake so more families can be apart of the community	1/7/2020 12:10 PM
62	This should be uniform as much as possible.	1/7/2020 12:09 PM
63	No higher than 3 stories!	1/7/2020 12:02 PM
64	You're ruining our town. STOP building new stuff.	1/7/2020 12:02 PM
65	It should be consistent max height and setbacks	1/7/2020 12:00 PM
66	no building should be over 3 stories	1/7/2020 11:57 AM
67	We should have a very small height variance of only a few stories. The 6-11 story buildings overshadow the lower buildings and encroach on pedestrian and residential space	1/7/2020 11:57 AM
68	Obvious needs for regulation on all of this development..another consideration of safety for large public gathering spaces	1/7/2020 11:55 AM
69	don't really understand this one	1/7/2020 11:46 AM
70	As long as we demand that builders incorporate parking into the buildings, not just a big lot, but actual garage space.	1/7/2020 11:45 AM
71	less of the boring condo look	1/7/2020 11:44 AM
72	depends on the location - we don't want to cast shadows onto houses nearby, or for example, a building in England had the sun reflected off it and it melt car tires on the street below. Not good.	1/7/2020 11:43 AM
73	have to see the plans. Right now the developers seem to be dictating their plans without the city carefully considering impact.	1/5/2020 5:34 PM
74	Yes variety in building size breaks up firm lines and looks more organic	1/5/2020 12:28 PM
75	This sounds obvious. Lane Avenue residential neighborhoods vary along Lane Avenue and that should be recognized.	1/5/2020 12:25 PM
76	But stop expansion!	1/5/2020 8:29 AM
77	Too close to road and it blocks sight lines	1/4/2020 10:41 AM
78	Though maybe not a varied setback, we need as much space as possible to encourage pedestrians and gatherings	1/4/2020 10:08 AM
79	As long as pedestrians are accommodated with wide walkways and protected from the street traffic.	1/4/2020 1:20 AM
80	I agree there should be some variance in order to create visual interest, but this is not my area of expertise.	1/3/2020 7:18 PM
81	Move every new building back.	1/3/2020 7:08 PM
82	It already just looks like a concrete jungle o	1/3/2020 4:19 PM
83	I agree with most of this, except NO tall buildings (over 2 stories), please.	1/3/2020 6:39 AM
84	No huge buildings, please.	1/2/2020 10:58 PM
85	Let the market decide and have this happen naturally. No need to dictate.	1/2/2020 4:53 PM
86	I think this tone has already been set with the newer developed areas. It would be great to see examples of varied setback and height corridors.	1/2/2020 3:34 PM

## Lane Avenue Planning Study - Survey II

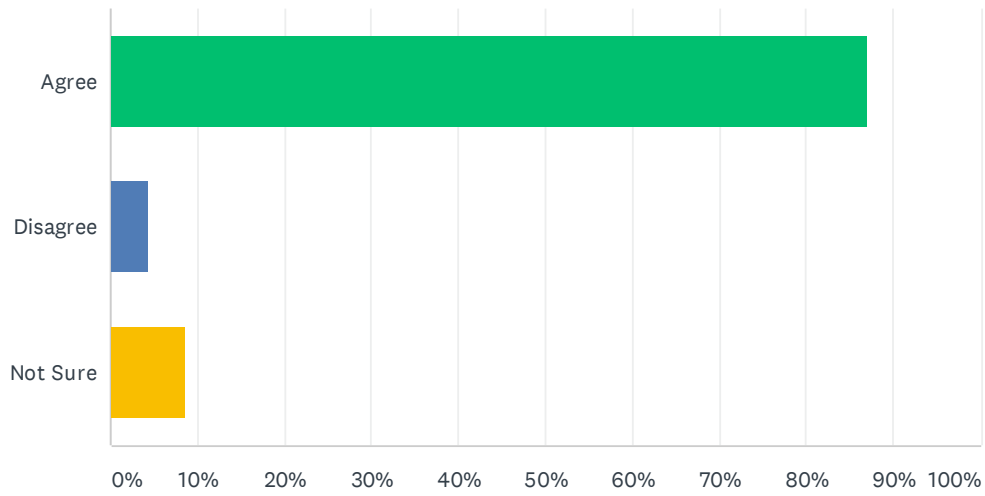
87	The Chase building is way too close to the sidewalk. I worry that future buildings could have the same issue.	1/2/2020 9:58 AM
88	Again, you'll go with what lines your pockets.	1/2/2020 12:18 AM
89	Again. A bit late with this.	1/1/2020 12:27 PM
90	That bank on the corner of lane and northwest is awful!!!! Creates blind zones and a traffic nightmare	12/31/2019 5:44 PM
91	Nothing higher than 5 stories	12/31/2019 5:43 PM
92	Will look much better if all aren't the same setback - it is already starting to feel like a canyon driving through this area.	12/31/2019 4:39 PM
93	This seems reasonable - to provide architectural variety, but I'm not clear what impact this has on current or future designs.	12/31/2019 3:29 PM
94	Setbacks should be consistent.	12/31/2019 2:10 PM
95	I don't know what this means. I'm not a fan of allowing 5 stories and would definitely want shorter buildings close to the residential area.	12/31/2019 2:00 PM
96	This should keep the corridor from becoming a tunnel with buildings all the same height	12/31/2019 10:14 AM
97	Too many large buildings, unattractive architecture and you send out push surveys. I'm all for tasteful development but soon we won't be able to get to work downtown which is a huge advantage of living in UA.	12/31/2019 9:29 AM
98	Agree with demanding high quality design and attention to detail. But you can't standardize building articulation, fenestration, etc.	12/31/2019 9:05 AM
99	All buildings should have variation regardless of zone, and should not be limited to changes from zone to zone. Also, all buildings should be required to have 4-sided architecture.	12/31/2019 12:07 AM
100	Feels like developers get their say and I don't trust them	12/30/2019 10:20 PM
101	Agree that some consistency makes the area easier to navigate and pleasing to experience	12/30/2019 10:16 PM
102	Consistency looks better	12/30/2019 9:00 PM
103	Very relieved to see this. Would trust it more if reflected in any of the drawings.	12/30/2019 8:41 PM
104	I think this type of building height and setback variation will provide an attractive look to the district, as long as there are still some consistent design treatments throughout the street frontage zones.	12/30/2019 7:56 PM
105	maintain consistency with variety - not mishmash or socialist architecture	12/30/2019 6:55 PM
106	Make it look interesting instead of like a cell block (thinking of Heartland Bank).	12/30/2019 5:29 PM
107	gives visual variety	12/30/2019 5:05 PM
108	More setback with smaller, shorter buildings. This is not downtown Columbus.	12/30/2019 4:52 PM
109	Vary building height - with a max height. Need a Min. setback to comply with new frontages...ok to permit a deeper setback to accommodate outdoor seating. Mass? not sure intent of question	12/30/2019 4:34 PM
110	It will add appeal.	12/30/2019 4:33 PM
111	I would prefer a more uniform appearance to building heights. More of a small town feel than an urbandcape.	12/30/2019 4:25 PM
112	buildings above, say 4-5 stories, nneed to be set back from street so that daylight is not masked. UA is NOT a center city	12/30/2019 4:24 PM
113	What does these mean: Setback with build to zones, building step back, building articulation? Speak to the general populace, not architects and builders.	12/30/2019 4:18 PM
114	This would depend on the deign of each project.	12/30/2019 4:16 PM
115	All new buildings need to include underground parking. Do not build surface lots, they are a waste of space. Any open space can be used for greenery.	12/30/2019 4:10 PM

## Lane Avenue Planning Study - Survey II

116	Fine but again, there is little point to standards when you give a hatful of variances to every developer	12/30/2019 4:00 PM
117	I don't know why you'd vary this randomly. Wouldn't the business that is building the property help decide what the concept should be?	12/30/2019 3:53 PM
118	Agree, but there should be min/max parameters for each attribute.	12/30/2019 3:51 PM
119	Don't negatively impact home values just to develop Lane Ave. Homes and neighborhoods adjacent to the developed areas should remain attractive to owners and potential future buyers. Increased revenue is always nice, but what price should be paid for it.	12/30/2019 3:11 PM
120	Keep the buildings low and consistent with sidewalks and setbacks.	12/30/2019 2:42 PM
121	Uniformity can be made to look pretty, but so can variance.	12/30/2019 2:41 PM
122	See how it fits in, or does not and then determine on an individual basis.	12/30/2019 2:40 PM
123	This will keep an open feel along Lane and let the sunlight in	12/30/2019 2:33 PM
124	There's a lot, with the hotels especially, where it feels like there is a ton of massing right at the street. I would have appreciated a bit more variation.	12/30/2019 2:28 PM

## Q16 RECOMMENDATION: Adequately buffer adjacent neighborhoods through changes in building height and landscaping.

Answered: 785 Skipped: 376



ANSWER CHOICES	RESPONSES	
Agree	87.01%	683
Disagree	4.33%	34
Not Sure	8.66%	68
Total Respondents: 785		



## Lane Avenue Planning Study - Survey II

#	ANY COMMENT ON THIS RECOMMENDATION?	DATE
1	No brainer.	1/13/2020 12:05 AM
2	A step down in stories and some landscaping alone is not adequate without specified distances.	1/12/2020 11:23 PM
3	I'm not sure if this applies to things on Lane Ave, or things on the neighborhood roads. Should only apply to Lane Ave.	1/12/2020 9:39 PM
4	Buffer should add to the neighborhood (nice green space/meeting space, fountain, etc) - not a wall/fence.	1/12/2020 9:03 PM
5	The adjacent neighborhood should still feel like a neighborhood and not right next to a commercial district	1/12/2020 9:00 PM
6	Strongly agree!	1/12/2020 6:09 PM
7	Buildings are too high. Should be 2 stories along Lane Avenue and at neighborhood, in scale with the residential neighborhoods.	1/12/2020 12:39 PM
8	This city has screwed residential owners by not already requiring this. Rezoned 8 houses deep into neighborhoods and destroyed their property value.	1/12/2020 5:35 AM
9	The styles of buildings in blocks, with retail on the outer perimeter, and housing on floors 2-5 or 3-5 with parking on floor 2, should not be off our pallet. This kind of development is working in Atlanta, and it should not be ruled out. In general, I agree with the landscaping buffer, to give pedestrians and drivers the sense of change to the neighborhood. I don't want to make a hard and fast rule about how high buildings can be as they transition to the neighborhood, since innovative development may be a better idea than creating artificial-sized buildings as a buffer zone.	1/11/2020 10:01 PM
10	AT ALL TIMES, the impact on the neighborhoods needs adequate buffer and not have the feeling of being squeezed in among this development.	1/10/2020 6:05 PM
11	Only makes sense .	1/10/2020 5:21 PM
12	Tall buildings should not overshadow residential homes	1/10/2020 10:28 AM
13	yes please	1/9/2020 10:56 AM
14	Not sure why this is necessary. Why do they need a buffer?	1/8/2020 11:54 PM
15	A plan that does not protect neighborhoods will undermine UA's long-term economic and community values	1/8/2020 9:41 PM
16	Much more attention needs to be made to the neighborhoods. It's a shame what has already been done. Additionally, buffers to address traffic.	1/8/2020 9:33 PM
17	Cannot agree to this without more details on what the "changes" and therefore restrictions would be	1/8/2020 8:35 PM
18	Does this mean hodgeboge and no consistency in total buildings	1/8/2020 8:28 PM
19	Lower building heights!!! 2 stories at the most. We are not other towns	1/8/2020 7:45 PM
20	Transition to single family residential scale instead of slamming big masses next to homes.	1/8/2020 6:32 PM
21	Transition is important	1/8/2020 5:52 PM
22	Define adequately. Too subjective.	1/8/2020 5:15 PM
23	Big trees in UA is a must	1/8/2020 2:36 PM
24	Significant (not merely adequate) landscaping buffers between adjacent neighborhoods (and, ideally, the creation of cross streets on the back side of the corridor to redirect traffic back to Lane) is necessary to avoid neighborhood opposition.	1/8/2020 2:06 PM
25	This is so important. Westmont and Chester worked really hard with city and Crawford Hoying to ensure this would happen.	1/8/2020 1:49 PM
26	too tight	1/8/2020 1:01 PM

## Lane Avenue Planning Study - Survey II

27	add more trees to block the view of developments	1/8/2020 10:57 AM
28	We have to protect the integrity of the adjacent neighborhoods. If done correctly, these neighborhoods will become more attractive to residents. If done incorrectly, these neighborhoods will be ruined.	1/8/2020 9:27 AM
29	ALL surrounding neighborhoods need to be addressed.	1/8/2020 8:16 AM
30	Don't forget those who were there first!!!	1/8/2020 8:08 AM
31	Landscaping very important	1/8/2020 7:21 AM
32	Being considered of neighbors	1/8/2020 6:37 AM
33	Guess no more mistakes like the five story buildings across from Kingsdale!	1/7/2020 11:39 PM
34	Homes are constantly changing and once we build this it's pretty permanent. Neighborhoods will continue to change and bigger homes going up. I wouldn't get so fixated on building height even though it's such a hot topic here in UA.	1/7/2020 11:01 PM
35	This survey is too hard to understand the total concept.	1/7/2020 9:42 PM
36	It would be much more satisfying to private home owners if they didn't have to stare at high-rises in their back yards.	1/7/2020 8:30 PM
37	The residents need to be protected from buildings that would impact on their property values (i.e. height of building impacts on property values for residents , I would think.).	1/7/2020 7:29 PM
38	Block walls are very effective for sound-blocking. Then plant tall hedges along the walls. Have gate-like openings thru the wall as needed.	1/7/2020 7:06 PM
39	Landscaping ?????? On whose property?	1/7/2020 4:14 PM
40	What is the purpose of the back driveway in and out of the Shops behind the Pet Store leading into Whole Foods? Cars exit Whole Foods on Beaumont and speed through the neighborhood South of Lane to cross over to North Star to avoid traffic lights.	1/7/2020 4:06 PM
41	The greener the better	1/7/2020 4:04 PM
42	We need to give residents as much privacy as possible.	1/7/2020 3:26 PM
43	To encourage good development might need flexibility on set backs .... can do things to properly screen other than just distance.	1/7/2020 3:07 PM
44	a park between the commercial area and neighborhood would be awesome!	1/7/2020 2:31 PM
45	Forestry blocks noise and pollution. This is an opportunity for UA to maintain its "Tree City" status.	1/7/2020 2:09 PM
46	Is there a current story limit? Shouldn't it feel more like a community vs the Short North?	1/7/2020 1:45 PM
47	Agree only to the part about buffering the neighborhoods.	1/7/2020 1:24 PM
48	THIS IS A MUST!!! Very important for residents in the area. There must be physical barriers that are thoughtfully designed, whether they are walls or landscaping. Also buffering from sound. Need privacy.	1/7/2020 12:58 PM
49	Don't think this is an issue, they chose to live there because they wanted to be near this area.	1/7/2020 12:57 PM
50	Great idea. Two stories and plenty of green-scaping will be appreciated	1/7/2020 12:45 PM
51	The conflict will arise in the details & specifics (what constitutes adjacent, transition, etc)	1/7/2020 12:33 PM
52	Good	1/7/2020 12:28 PM
53	Neighborhoods need to be kept safe and secure and quiet	1/7/2020 12:23 PM
54	I cannot believe this is a question ! UA is turning its back on the character and reputation that has made it the community that it is.	1/7/2020 12:23 PM
55	Mostly done with landscaping	1/7/2020 12:05 PM
56	WTF does buffer mean? Sound buffer? Visual buffer? Pedestrian buffer? Traffic buffer?	1/7/2020 12:02 PM

## Lane Avenue Planning Study - Survey II

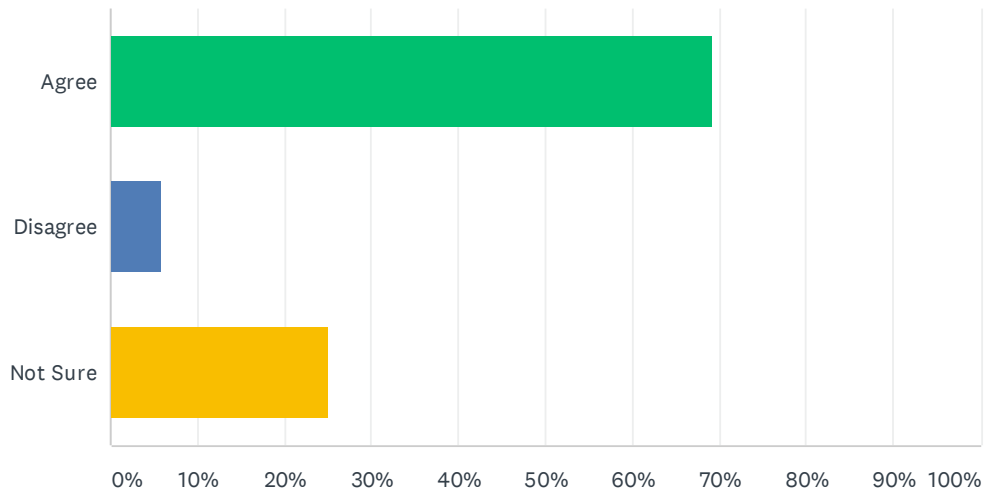
57	Definitely!	1/7/2020 12:00 PM
58	landscaping used should be evergreen so there isn't a loss of buffer in the winter months.	1/7/2020 11:58 AM
59	It will impact the value of homes in the area and the general upkeep of the area. If the areas around the development are not well kept, no one will "walk" through there.	1/7/2020 11:55 AM
60	Emphasis on landscaping.	1/7/2020 11:48 AM
61	hopefully residents in closest proximity to development are offered most voice/preference re: this recommendation	1/7/2020 11:48 AM
62	Very important	1/7/2020 11:46 AM
63	We want to do everything to maintain the house values	1/7/2020 11:44 AM
64	For every new structure, include new landscaping and greenery, especially trees.	1/7/2020 11:43 AM
65	most definitely this should be a recommendation. minimize impact to ALL neighbors	1/7/2020 10:07 AM
66	But city continues to allow height variations that benefit developers and hurt property owners.	1/5/2020 9:31 AM
67	This won't help with cut thru	1/5/2020 8:29 AM
68	How does this buffer?	1/4/2020 10:41 AM
69	Put lots of green area and trees between. Allow adjacent residents the ability to chose from a set selection of greenery and buffers.	1/4/2020 5:53 AM
70	Also realizing it will take years for trees to mature	1/3/2020 11:45 PM
71	In my opinion, far too little attention had been paid to this important area. I feel sorry for the homeowners who live adjacent to this area.	1/3/2020 7:18 PM
72	Give the poor neighbors a break. Thank goodness a my adjacent homes weren't bought up for a huge hotel!	1/2/2020 10:58 PM
73	Yes the lastest devepment did a good job doing this adjacent to the single family houses to the north. So yes provide adequant building height reductions to homes.	1/2/2020 3:34 PM
74	I wish, but you won't.	1/2/2020 12:18 AM
75	Transitional designs are important in this area.	12/31/2019 3:29 PM
76	I wish you could do more to buffer between the neighborhood north of Lane and Lane; there isn't a transition area for that section on the maps.	12/31/2019 2:00 PM
77	I'm not sure what best practices are, but the idea is worthwhile. I feel really bad for the people who own homes around the development on Lane. The buffer should work hard to help mitigate that.	12/31/2019 11:28 AM
78	Do not eat away anymore residential space already with homes	12/31/2019 10:34 AM
79	Except you have already put so many homes in the shadows of large complexes	12/31/2019 9:29 AM
80	Design can transition from higher scale along Lane Avenue frontage to lower scale as it meets existing single family homes near the Lane Avenue corridor.	12/31/2019 9:05 AM
81	The buffer of 15' should be limited to single story constructions. It should increase with building height	12/31/2019 12:07 AM
82	Don't suffocate houses unless you compensate them	12/30/2019 10:20 PM
83	Transition from commercial area is important to residential neighbors	12/30/2019 10:16 PM
84	The only item that really matters in this entire survey.	12/30/2019 8:41 PM
85	Residents appear to get little consideration when in opposition to development. That's the very minimum that should be done.	12/30/2019 8:16 PM
86	This is extremely important -- I would hate to be a homeowner with a business built right up against my yard.	12/30/2019 7:56 PM
87	More with landscaping than building height	12/30/2019 7:28 PM

## Lane Avenue Planning Study - Survey II

88	shadowing should be minimized	12/30/2019 6:55 PM
89	Buffers are too small now	12/30/2019 6:00 PM
90	Don't clog up our neighborhood with traffic and parking	12/30/2019 5:35 PM
91	No street trees!	12/30/2019 5:10 PM
92	Need lots to buffer this from neighborhood.	12/30/2019 5:07 PM
93	Nearby residents are being significantly impacted with noise, traffic, and financial impact. They should receive maximum consideration.	12/30/2019 4:34 PM
94	The neighborhoods should be an appealing gateway, not a dead end looking street.	12/30/2019 4:33 PM
95	I agree with landscaping buffer but am not sure how "changes in building height" would work. Or what you mean, actually.	12/30/2019 4:18 PM
96	Strongly agree. I feel very sorry for home owners who back up to the rear of Lane Ave shopping center, especially those behind Whole Foods. There should be landscaping between the shopping center & the homews to create a barrier or a variance allowing for higher fencing between the ulgly parking lot & the homes.	12/30/2019 4:16 PM
97	Critical to me	12/30/2019 4:00 PM
98	If I lived near this new development (thankfully, I do not live within eyeshot), I would not want to see tall buildings out my windows.	12/30/2019 3:53 PM
99	As well as constraining type of use activities proximate to private residential property.	12/30/2019 3:51 PM
100	The more buffer the better	12/30/2019 3:51 PM
101	This is not currently in the plan as the buffer zone is currently about 10'.	12/30/2019 3:40 PM
102	I think each development should be evaluated on its own merits	12/30/2019 3:18 PM
103	The images are very small and this one is particularly difficult to see what you are trying to say.	12/30/2019 3:11 PM
104	However, adequacy is subjective, so this gives me pause.	12/30/2019 2:54 PM
105	Agree, but traffic egress is much more critical, especially along the North Star corridor	12/30/2019 2:44 PM
106	Especially landscaping and green space to separate residential from commercial	12/30/2019 2:43 PM
107	Please make the neighborhoods stay feeling like neighborhoods.	12/30/2019 2:42 PM
108	Homeowners in this zone should be consulted, and should not have to pay for adjustments to existing landscaping	12/30/2019 2:35 PM
109	This is vital.	12/30/2019 2:27 PM

## Q17 RECOMMENDATION: Balance the use of windows and doors that cover the ground and upper story building facades.

Answered: 766 Skipped: 395



ANSWER CHOICES	RESPONSES	
Agree	69.19%	530
Disagree	5.87%	45
Not Sure	25.20%	193
Total Respondents: 766		

## Lane Avenue Planning Study - Survey II

#	ANY COMMENT ON THIS RECOMMENDATION?	DATE
1	Make it not boring, and not all the same.	1/12/2020 9:39 PM
2	Don't think each floor needs to have the same amount of space. I do prefer symmetry though. If second floor has less window, have it be centered to floor below. Each floor should take overall aesthetic into consideration.	1/12/2020 2:36 PM
3	I don't want to walk by a strip mall.	1/11/2020 10:01 PM
4	Would make everything look alike. Could be boring.	1/10/2020 5:21 PM
5	It is not clear what this recommendation actually is. "Balance" is not specific enough. Do not want to discourage the creation of interesting facades that express the function inside and create visual interest for the outdoor rooms being created and defined.	1/9/2020 11:43 AM
6	again mis mash not ok	1/9/2020 10:56 AM
7	This seems reasonable.	1/9/2020 10:40 AM
8	I don't understand what this means	1/8/2020 10:50 PM
9	Cannot agree to this without more details on what the "balance" and therefore restrictions would be	1/8/2020 8:35 PM
10	Not clear what this means	1/8/2020 5:52 PM
11	Require sound design principles and this will happen naturally.	1/8/2020 5:15 PM
12	More detail is needed - generally sounds too prescriptive.	1/8/2020 2:38 PM
13	I would adhere to the requirement of brick, stone, and natural materials. I would otherwise leave window and door choices to the architects.	1/8/2020 2:06 PM
14	Am not sure what the implications of this are.	1/8/2020 12:51 PM
15	I agree, but they should not all be uniform -- just coordinated.	1/7/2020 10:41 PM
16	This survey is too hard to understand the total concept.	1/7/2020 9:42 PM
17	Not sure what this means.	1/7/2020 8:55 PM
18	dark windows only, please (limited amount of white and silver)	1/7/2020 4:47 PM
19	More details are needed	1/7/2020 4:44 PM
20	who are you to judge?	1/7/2020 4:16 PM
21	What is "Balance the use of windows and doors?" Can you give numbers?	1/7/2020 4:14 PM
22	Isn't this standard practice based on the Design Review Board recommendations?	1/7/2020 4:04 PM
23	Can the city put this in zoning code?	1/7/2020 3:34 PM
24	Parameters should be something the city can enforce. This is our street front.	1/7/2020 2:09 PM
25	agree but to a limit, over conformity is to be avoided.	1/7/2020 1:52 PM
26	Doors on upper story facades? I don't understand	1/7/2020 1:50 PM
27	What does "unbalanced" look like? This proposal is far too vague: more examples or a list of criteria... anything by which we can intelligently evaluate the suggestion.	1/7/2020 1:47 PM
28	I'm not exactly sure what this means. I understand the words but I can't picture how that translates visually.	1/7/2020 1:33 PM
29	Not sure this is necessary, but maybe you've seen some weird stuff...	1/7/2020 1:25 PM
30	Over controlling	1/7/2020 1:24 PM
31	This seems really specific.	1/7/2020 1:21 PM
32	I think this means windows on upper floors would kinda mirror ground floor? Sure, I guess.	1/7/2020 1:19 PM

## Lane Avenue Planning Study - Survey II

33	A balance of variations.	1/7/2020 12:54 PM
34	Just enough that concrete monstrosities don't take over. This is a community neighborhood not a corporate mallway.	1/7/2020 12:45 PM
35	Don't make Lane Ave look like Easton - allowed varied architectural styles with emphasis on traditional instead of the trendy look on High Street south of Lane	1/7/2020 12:41 PM
36	Not a concern	1/7/2020 12:33 PM
37	???	1/7/2020 12:11 PM
38	Not sure this matters.	1/7/2020 12:09 PM
39	.	1/7/2020 12:03 PM
40	No one wants to look for doors walking blocks after they park.	1/7/2020 12:02 PM
41	I think this is too restrictive	1/7/2020 11:57 AM
42	Too much brick and the place looks like a warehouse area.	1/7/2020 11:56 AM
43	Safety considerations	1/7/2020 11:55 AM
44	I am not sure that this matters and may actually prevent development to accommodate some businesses.	1/7/2020 11:40 AM
45	Another rec that on its face makes sense, but it's not clear what "balance" means. Yes, architectural style and consistency matters.	1/5/2020 12:25 PM
46	Balance with what - all buildings have the same windows?	1/4/2020 10:41 AM
47	General architectural good practices	1/4/2020 10:08 AM
48	Would like to see the requirements in image format	1/4/2020 1:20 AM
49	Again, I agree with this conceptually in order to create visual interest, but this is not my area of expertise.	1/3/2020 7:18 PM
50	Seems like over regulation	1/2/2020 10:58 PM
51	I think the BZAP does a good job of determining design. Let the developers and BZAP figure these out.	1/2/2020 3:34 PM
52	I wish, you won't	1/2/2020 12:18 AM
53	This seems overly restrictive, but I'm not clear on the alternative. Assuming designers are willing to work within such restrictions, it seems as reasonable as dictating lighting and signage treatments though.	12/31/2019 3:29 PM
54	I would want to see specifics before agreeing/disagreeing with this.	12/31/2019 2:00 PM
55	Need attention to detail and high quality elevations, but not sure how you codify this without limiting creativity and cool designs.	12/31/2019 9:05 AM
56	Establish baseline with means to deviate when warranted	12/30/2019 10:16 PM
57	This is tasteful, at the expense of potential focal points. What if someone wanted to put (for example) a mini Gehry "dancing house" or somesuch at a corner?	12/30/2019 8:41 PM
58	should have gravitas, not look cutesy or cheap like ohio health bldng @ 5 pts	12/30/2019 6:55 PM
59	But allow many different approaches to windows and doors	12/30/2019 5:29 PM
60	let the business decide; it's their investment	12/30/2019 5:05 PM
61	Depends on the structure. New Albany did that and it looks boring.	12/30/2019 4:33 PM
62	Please be sure that any buildings with lots of glass don't cause so much reflected light as to impair the vision of drivers on Lane Avenue or nearby streets.	12/30/2019 4:18 PM
63	This would depend on the actual design of the particular project	12/30/2019 4:16 PM
64	but as many windows as possible	12/30/2019 4:15 PM

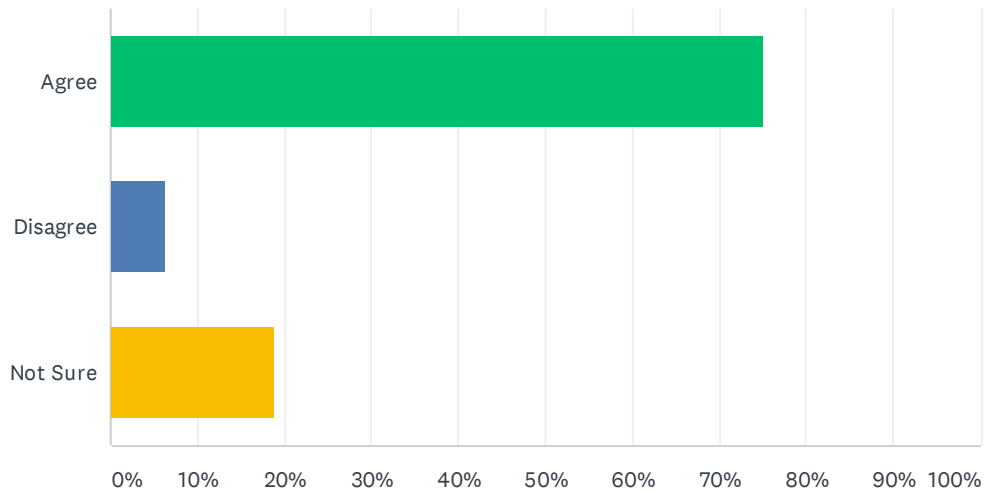
## Lane Avenue Planning Study - Survey II

65	Sounds good	12/30/2019 4:00 PM
66	Not sure about what precisely would be the standard for "balanced."	12/30/2019 3:51 PM
67	Depends on the architecture. Nice to have uniformity but also modern contrasting designs (e.g. the new vet clinics)	12/30/2019 3:40 PM
68	I don't want it too look too cookie-cutter	12/30/2019 3:19 PM
69	I don't want to feel like I am hurrying through a corridor just to get through it, but rather that I am being invited to stop; visit and tarry along a series of eyecatching shops	12/30/2019 3:11 PM
70	No exactly sure what this means - would have to see more options	12/30/2019 2:51 PM



## Q18 RECOMMENDATION: Limit the amount of blank building facade area.

Answered: 771 Skipped: 390



ANSWER CHOICES	RESPONSES	
Agree	75.10%	579
Disagree	6.36%	49
Not Sure	18.81%	145
Total Respondents: 771		

## Lane Avenue Planning Study - Survey II

#	ANY COMMENT ON THIS RECOMMENDATION?	DATE
1	It might be nice to have some variety in some of the structures.	1/12/2020 11:37 PM
2	Make it not boring and not all the same.	1/12/2020 9:39 PM
3	Yes, I'd hate to see a mostly windowless building. Don't think it needs to be as much window as in the picture though. Am curious what the limits would be?	1/12/2020 2:36 PM
4	Blank building walls provide privacy for neighbors.	1/12/2020 12:39 PM
5	Keep it visually interesting.	1/11/2020 10:01 PM
6	Depends on the building design. I wouldn't like all the building to look identical.	1/11/2020 9:54 PM
7	On primary streets only	1/11/2020 5:18 PM
8	Again, may be to restrictive for use.	1/10/2020 5:21 PM
9	Stone over brick	1/10/2020 6:36 AM
10	Yes, however, not at the expense of creating interesting rhythms, patterns, textures, and colors in the streetscape facade. A portion of blank wall is not all bad if it is helping to create an overall wonderful composition.	1/9/2020 11:43 AM
11	Why is this necessary? Why do we need so many windows everywhere?	1/8/2020 11:54 PM
12	Especially at ground level fronting Lane Ave	1/8/2020 10:01 PM
13	Any blank building facade creates dead zones	1/8/2020 9:41 PM
14	See above.	1/8/2020 5:15 PM
15	as a percentage	1/8/2020 2:38 PM
16	new structures should not look like they closed off because there is a Lion's Den there.	1/8/2020 2:36 PM
17	This design change should be specific to each building to allow for variety.	1/8/2020 11:22 AM
18	too late on the prison style Homewood Suites, any chance that the Lane Ave. frontage can be redesigned on that building?	1/8/2020 10:57 AM
19	Don't want blank wall	1/7/2020 11:30 PM
20	Lots of Windows always looks nice!	1/7/2020 11:01 PM
21	Depends how much.	1/7/2020 10:41 PM
22	This survey is too hard to understand the total concept.	1/7/2020 9:42 PM
23	Blank Facade should be severely limited.	1/7/2020 4:37 PM
24	who are you to judge?	1/7/2020 4:16 PM
25	Any percentage?	1/7/2020 4:14 PM
26	This may be dependent on the Design Review regulations, as well as preference from the city on design elements to include in storefronts and facades alike	1/7/2020 4:04 PM
27	AKA Dublin!	1/7/2020 3:34 PM
28	agree but to a limit, over conformity is to be avoided.	1/7/2020 1:52 PM
29	This should also be the case on the neighborhood side. If you don't want a blank wall on the street, trust me, we don't want a blank wall in our neighborhood.	1/7/2020 1:47 PM
30	I like seeing architectural detail other than windows and doors. Some tenants may not want an entire wall of glass.	1/7/2020 1:34 PM
31	Over reaching.	1/7/2020 1:24 PM
32	Yep -- blank facades are anathema to pedestrian traffic.	1/7/2020 1:19 PM
33	Absolutely	1/7/2020 1:00 PM

## Lane Avenue Planning Study - Survey II

34	Absolutely.	1/7/2020 12:54 PM
35	Just enough that concrete monstrosities don't take over. This is a community neighborhood not a corporate mallway.	1/7/2020 12:45 PM
36	As long as it looks good, allow variability. Don't make all the buildings from the same cookie cutter	1/7/2020 12:41 PM
37	YES PLEASE!!!	1/7/2020 12:31 PM
38	Concerned this could become potential "advertisement" space that would reduce the neighborhood feel	1/7/2020 12:21 PM
39	The facades should be complimentary to each other. ex. should not be all brick, wood, or metal	1/7/2020 12:11 PM
40	Any blank facades should be architecturally pleasing.	1/7/2020 12:05 PM
41	Prefer the brick....more color	1/7/2020 12:02 PM
42	Don't build any buildings	1/7/2020 12:02 PM
43	blank would be so bad	1/7/2020 11:58 AM
44	Too restrictive	1/7/2020 11:57 AM
45	depends on building function and whether street landscaping (trees, flower pots, etc.) might obscure blank space.	1/7/2020 11:48 AM
46	eliminates an industrial or warehouse look	1/7/2020 11:46 AM
47	the area is starting to look too homogeneous	1/7/2020 11:44 AM
48	Aesthetically it looks better to not have large blank spaces	1/7/2020 11:44 AM
49	Blank facade looks uninviting	1/7/2020 11:43 AM
50	Can we have more banks?	1/7/2020 11:29 AM
51	Some of this can be addressed by landscaping, but you're right: large blank walls are unattractive.	1/5/2020 12:25 PM
52	Absolutely	1/4/2020 10:08 AM
53	Would like to see specific images	1/4/2020 1:20 AM
54	Again seems like over regulation	1/2/2020 10:58 PM
55	Need room for tenants to install signage	1/2/2020 4:53 PM
56	I don't want a bunch of blank building facades facing the street	1/2/2020 9:58 AM
57	Really depends on the design.	1/1/2020 1:07 PM
58	Totally Agree. Nothing looks worse than a huge blank wall. Nothing except a huge oversized and over developed street that is.	1/1/2020 12:27 PM
59	Good guideline, but likely needs to be examined on a case by case basis	12/31/2019 5:58 PM
60	It depends on the definition of "blank." If you mean "without windows," I'm not sure that's reasonable. Some surface treatments, e.g. wood, stone, etc. are very attractive and "non-window walls" are often necessary for interior designs to work, e.g. AV and meeting space.	12/31/2019 3:29 PM
61	Yes, but people also need to understand that windows don't mean you can just cover them up with graphics (e.g., Bed Bath & Beyond, Walgreen's, CVS)	12/31/2019 11:28 AM
62	strongly agree	12/31/2019 9:14 AM
63	The Houlihans building on Tremont turns its back to the street, we can't have buildings that turn their back to the street.	12/31/2019 9:05 AM
64	We don't want long blank walls facing our streets. We want to see people and activity	12/30/2019 10:16 PM
65	Important thing here might not be blank vs. fenestrated, etc., since there could be an awesome mural or other ornamentation, but rather holding the developer to what's agreed. (Referring to	12/30/2019 8:41 PM

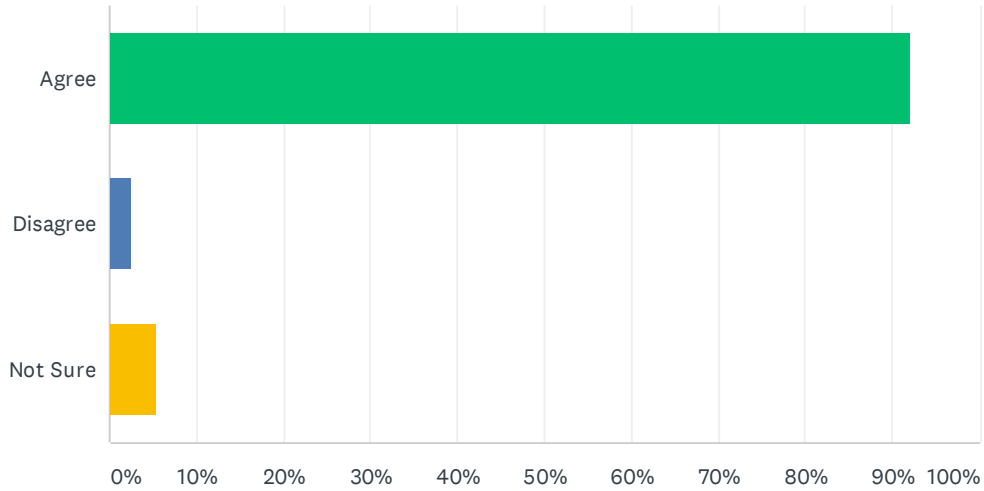
## Lane Avenue Planning Study - Survey II

recent instances of elements omitted from bldgs downtown and ppl claiming ignorance of need to get OK on design changes, claiming cost.)

66	This is also important. Blank building facades appear cold and uninviting.	12/30/2019 7:56 PM
67	Depends on the material and look of the facade - if the building is a natural building material, then blank space on the facade would not necessarily be a bad thing.	12/30/2019 7:30 PM
68	not blank but can be articulated and textured without being fenestrated	12/30/2019 6:55 PM
69	All glass will be too modern for the neighborhood	12/30/2019 6:04 PM
70	This goes along with the concept of being an active community when it is advertised visually with windows.	12/30/2019 4:34 PM
71	Don't want it to look like Trump's wall.	12/30/2019 4:33 PM
72	do not create large blank walls, especially facing residences	12/30/2019 4:24 PM
73	Again, this would depend on the particular project design & how it fit into the overall archectural design of the corridor	12/30/2019 4:16 PM
74	Character is important.	12/30/2019 3:53 PM
75	I like the look of stone, brick and upgraded windows in the style of our older neighborhood. Do NOT like the blank look of what looks like black or brown metal paneling. Maybe it is an expensive fad, but it looks cheap to me, as if someone was trying to cut corners.	12/30/2019 2:54 PM
76	What do you mean by "blank" - does it have to have murals if no windows or doors, are there restrictions on signage. Can think of sometimes when I would want blank facade area	12/30/2019 2:51 PM
77	Otherwise it looks like a prison.	12/30/2019 2:42 PM
78	Columbus' city center was a model to avoid. The more visible interaction between (Arlington Vet is a perfect model of this with of all things, parking away from the people). It makes it more interesting from the outside in to the inside out.	12/30/2019 2:40 PM
79	Except between buildings with with minimal separation	12/30/2019 2:32 PM
80	Less important for rear of buildings, but needs to be compatible with neighborhoods and creating a good transition.	12/30/2019 2:28 PM

**Q19 RECOMMENDATION: Use high quality, durable materials such as stone, manufactured stone, full depth brick and glass as primary building materials.**

Answered: 786 Skipped: 375



ANSWER CHOICES	RESPONSES	
Agree	91.98%	723
Disagree	2.54%	20
Not Sure	5.34%	42
Total Respondents: 786		

## Lane Avenue Planning Study - Survey II

#	ANY COMMENT ON THIS RECOMMENDATION?	DATE
1	No brainer.	1/13/2020 12:05 AM
2	Excellent. We are looking for a high quality appearance.	1/12/2020 11:37 PM
3	Developers always use high quality in UA	1/12/2020 11:23 PM
4	would like to see a mix of materials, feels a bit like a loaded question to call out high quality and durable materials with only brick and stone as examples, would be ok with some metal as well, of course anything that is selected should be durable and high quality.	1/12/2020 10:51 PM
5	MUST be high quality and durable materials that will add value and be VERSATILE for many years	1/12/2020 9:03 PM
6	Make sure the stone is compatible with Arlington. Most homes in the Lane Avenue area are not red brick. Instead, the houses are 'Arlington' stone -- which is not square but, rather, rectangular. Other houses in the immediate neighborhood are painted wood. Please don't make us look like colonial Worthington.	1/12/2020 6:09 PM
7	No glass boxes.	1/12/2020 12:39 PM
8	There are a lot of new apartments going up in Columbus that look really cheap. Years from now, we will know they were built in 2018 - 20xx. They are using manufactured stone, brick, and glass on the first floor and then cheaper looking materials on the upper floors. We shouldn't let developers do this on Lane Ave.	1/11/2020 9:54 PM
9	Quality is important.	1/11/2020 9:50 PM
10	Make developers pay up for crafty and quality	1/11/2020 5:18 PM
11	Absolutely! Don't want to look cheapo like half of Short North	1/11/2020 8:59 AM
12	As long as we stay consistent and have continuity for visual appeal	1/11/2020 1:52 AM
13	Needs to look good and blend into the community.	1/10/2020 6:05 PM
14	Don't build something that looks outdated in 10 years. Keep the UA charm!	1/10/2020 10:28 AM
15	agree, but this is an extremely leading question	1/9/2020 2:48 PM
16	The color of the stone and brick should be complimentary throughout. The brick of the new Heartland bank is not what I would categorize as complimentary to the existing (or new) buildings on Lane.	1/9/2020 2:13 PM
17	not just for aesthetics but for quality over time	1/9/2020 1:33 PM
18	Yes, but you need to include acceptable high quality accent and trim elements (i.e. metal panel, cementitious panel, etc.) as well. These can include innovative and appropriate new materials. Would you allow a living wall? I sure hope so. Please encourage innovation and exploration to accent the more traditional materiality.	1/9/2020 11:43 AM
19	Yes if we have to have this at least make it look as nice as possible.	1/9/2020 10:56 AM
20	I'm partial to limestone because of our history and proximity to the quarry.	1/9/2020 10:40 AM
21	Brick and stone to match the old UA style	1/8/2020 7:45 PM
22	Stone and brick are more attractive.	1/8/2020 6:12 PM
23	Lime stone is a local material and matches the old houses in the neighborhood. Brick is nice, unless you pain it and it gets dirty. there is a storefront and apartment at Grandview and 3rd ave painted. it is gross it is so dirty.	1/8/2020 2:36 PM
24	Agree but would exclude manufactured stone.	1/8/2020 2:06 PM
25	prefer stone --do not like red brick	1/8/2020 12:53 PM
26	Don't think brick should b used. Stone is UA	1/7/2020 11:30 PM
27	This is extremely important!	1/7/2020 11:01 PM
28	Quality because quality	1/7/2020 9:56 PM

## Lane Avenue Planning Study - Survey II

29	This survey is too hard to understand the total concept.	1/7/2020 9:42 PM
30	NOT GLASS	1/7/2020 7:28 PM
31	Block walls can be very nice if landscaped.	1/7/2020 7:06 PM
32	Use Glass or old stone that is noted throughout Upper Arlington.	1/7/2020 4:37 PM
33	Fine -- can you enforce it?	1/7/2020 4:14 PM
34	The new north side buildings -hotel, Hudson 29, etc- are so flat and uninteresting because of the materials used, I believe. So many new builds are the manufactured stone, concrete and a top overhang that is so boring and unimaginative. What can the City do to get differentiation from our developers?	1/7/2020 3:34 PM
35	Just as long as it fits and matches existing buildings, etc.	1/7/2020 3:26 PM
36	i like wood, which can look warmer and more natural	1/7/2020 2:31 PM
37	Prefer stone	1/7/2020 2:15 PM
38	fewer limits is better. Quality not thru conformity	1/7/2020 1:52 PM
39	Upper Arlington has a limestone heritage. Some brick. Mostly limestone. This should be a UA heritage development... 100 years from now, residents should thank us. Brick boxes? Are we Vanillaville?	1/7/2020 1:47 PM
40	Brick and stone are not the only high quality durable building materials.	1/7/2020 1:30 PM
41	Agree with the high quality, but suggest that you let the project architect decide.	1/7/2020 1:24 PM
42	As opposed to? Is the alternative low quality, ephemeral materials such as... I dunno, unfinished wood?	1/7/2020 1:19 PM
43	How about wood though?? I think that would look best	1/7/2020 12:59 PM
44	Should fit in with history and established aesthetic of Upper Arlington.	1/7/2020 12:58 PM
45	Stone.	1/7/2020 12:54 PM
46	This goes along with the history of the area and needs the least amount of maintenance.	1/7/2020 12:53 PM
47	must have consistency yet interest or it looks CHEAP and does not age well --	1/7/2020 12:45 PM
48	strongly agree. Great idea	1/7/2020 12:45 PM
49	While not trying to go all NA or Muirfield, there should be an "in-keeping with existing colors or approval by zoning board" so that we don't end up with a white brick bank building (like in NW corner of Lane & Northwest).	1/7/2020 12:33 PM
50	Adherence to the historical look and the use of timeless design principles is definitely the way to go. Modernism really should be shunned. The current buildings in this area prove that modernism quickly becomes dated and offensive.	1/7/2020 12:20 PM
51	Definitely	1/7/2020 12:20 PM
52	Strongly agree with the stone	1/7/2020 12:13 PM
53	No stick/wood framing construction on multi floor residential units	1/7/2020 12:05 PM
54	Prefer the brick....more color	1/7/2020 12:02 PM
55	Stop making us look like Dublin and Hilliard. Too cheap. Why not use actual stone, no facade?	1/7/2020 12:02 PM
56	Agree, but don't have narrow restrictions on colors. Allow for some variety and not just beige and grey and greige	1/7/2020 11:57 AM
57	Consistency	1/7/2020 11:56 AM
58	obvious	1/7/2020 11:44 AM
59	traditional brick would look best, but if not using that please look at other areas that have been developed in a traditional classy style and replicate that	1/7/2020 10:07 AM

## Lane Avenue Planning Study - Survey II

60	Stone	1/5/2020 6:20 PM
61	Stone	1/5/2020 5:56 PM
62	Holds up better and looks better	1/5/2020 12:28 PM
63	Red brick does not fit into UA. We are not New Albany and do not want to be. I agree with high quality durable materials such as stone and manufactured stone. Less stucco	1/4/2020 8:10 PM
64	While being cost efficient	1/4/2020 10:41 AM
65	I agree, but don't think designs should be restricted to only certain materials and designs. If there is too much restriction, the look is forced and phony.	1/4/2020 1:20 AM
66	I like the stone best	1/3/2020 11:45 PM
67	The project must be of the highest quality of design and durability. And the design should be both classic and timeless. It's going to be here for a long time. Done right, it will be a crowning jewel of our community. Done wrong, it will be a detriment and a long term eyesore.	1/3/2020 7:18 PM
68	definitely. We need the buildings to look nice in 10-20 years.	1/2/2020 3:34 PM
69	Do not allow use of cheap/inconsistent materials that don't go with the high quality area we are building.	1/2/2020 9:20 AM
70	Only if natural materials	1/2/2020 12:18 AM
71	Keep the look classic. We don't want the area to look dated in 20 years.	1/1/2020 1:07 PM
72	We are loosing our city's harratage with these developments and need to at least keep some of the characteristics of it with the use of it's traditional building materials.	1/1/2020 12:27 PM
73	Manufactured stone unless high end looks terrible....timeless designs...lane and northwest new bank DOES NOT FIT TIMELESS AND THE NEIGHBORHOOD	1/1/2020 11:00 AM
74	We should require this	1/1/2020 9:29 AM
75	Hold builders responsible and have code enforcement be on top of it. Shoppes on Tremont is a perfect example of poor building and no code enforcement, the facet was falling off, the current tenants have been moving in for over a year and interior work not done still empty shell. The design for drive thru was horrible. Now with road being redesigned to two lanes has created a nightmare for local residents. Stop putting trees in the middle of the street and the calming of 2 lanes is only creating backup at 5 points	1/1/2020 9:15 AM
76	Not brick	12/31/2019 5:44 PM
77	NOTHING CONTEMPORARY	12/31/2019 5:43 PM
78	also please specify building style = we want to keep current character	12/31/2019 4:39 PM
79	I assume you mean to limit the use of siding and concrete, which I support, but I hope that wood and stucco are also included as high quality, durable materials.	12/31/2019 3:29 PM
80	The devil is in the details of the design. So far, I think the development on the north side of Lane is pretty disappointing. Generic and definitely won't be around in 40 years.	12/31/2019 11:28 AM
81	Don't want a slum in 40 years.	12/31/2019 9:26 AM
82	Agree with mandating high quality materials, but new high-quality materials are coming out all the time. What about metal? What about Boral? Wood is appropriate sometimes.	12/31/2019 9:05 AM
83	How about wood, metal, too?	12/31/2019 4:32 AM
84	Let's not redo this every few years. Let's make something that lasts even if it means implementing more slowly	12/30/2019 10:16 PM
85	seems obvious	12/30/2019 8:52 PM
86	As written, too vague to be useful and would not want to preclude innovative or green materials.	12/30/2019 8:41 PM
87	I think this business district should present a visually attractive, high-end appearance, and the use of high quality materials will help.	12/30/2019 7:56 PM

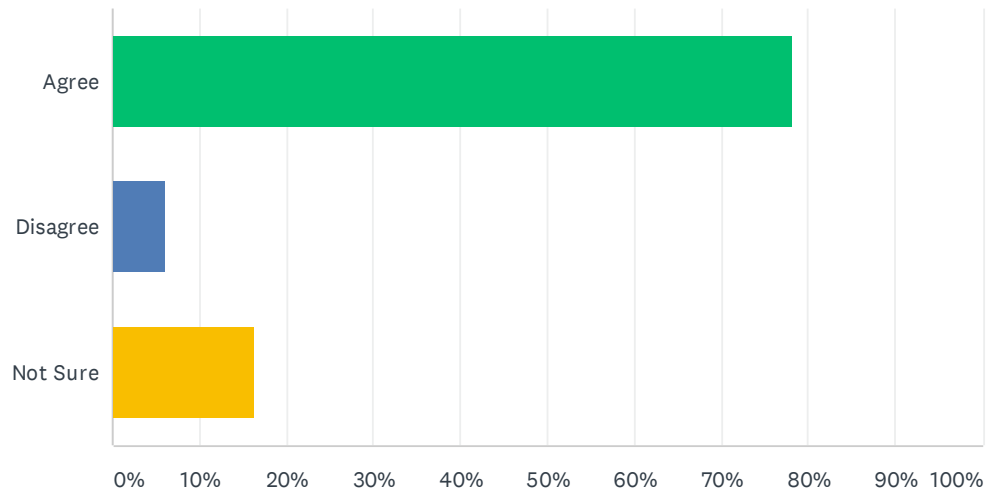


## Lane Avenue Planning Study - Survey II

88	should look solid, elegant, like its always been there, not fake like Kingsdale facades	12/30/2019 6:55 PM
89	Stone ties better with the look in UA	12/30/2019 5:07 PM
90	No brick. Stone and glass.	12/30/2019 4:52 PM
91	Stone makes a lot of sense considering the history of the area and all the quarry materials	12/30/2019 4:34 PM
92	Stone is more in character with UA.	12/30/2019 4:33 PM
93	As long as there is consistency in color wave of building materials & it's of high quality simialr to the exterior of Hudson's & the shoppes where the Wine Bistro is & not like the so called 'boutique' hotelro	12/30/2019 4:16 PM
94	stone is nice!!	12/30/2019 4:15 PM
95	Uhhh yeah, who would vote against this?	12/30/2019 4:00 PM
96	Brick here Stone to tough to do and manufactured stone leads to too many water and mold problems overtime there are some great materials out there other than brick and or stone also	12/30/2019 3:18 PM
97	like stone better than a lot of red brick	12/30/2019 3:11 PM
98	Would be nice but will this price some types of businesses out of the district or are you trying to limit the type of businesses - for example, do you not want social service agencies to provide outreach here at all?	12/30/2019 2:51 PM
99	Not flexible for developments in advancements in environmental or engineering advancements in materials	12/30/2019 2:50 PM
100	This gets into a financial feasibility issue and may hamper if not halt the plan. Think creatively here to encourage the use of stone/brick for trade offs in other areas of the development. "High quality" is subjective at best and diminishes the value of other quality finishes.	12/30/2019 2:45 PM
101	UA limestone	12/30/2019 2:42 PM
102	why not wood?	12/30/2019 2:41 PM
103	Prefer stone! Upper Arlington (Cantebury) was built with local stone - makes the area unique.	12/30/2019 2:35 PM
104	It makes all the buildings look the same so takes away character of different buildings. It is more costly as well. It will have a longer lasting effect on the stability and maintenance on the buildings.	12/30/2019 2:31 PM
105	Not just uniform brick, leave that for New Albany	12/30/2019 2:29 PM
106	I'd like an emphasis on high-quality construction. The Starbucks building across from the old Macy's is an example of poor design and poor workmanship and it already is requiring repairs and is looking shabby as they try to fix water leaks	12/30/2019 2:28 PM

## Q20 RECOMMENDATION: Provide signage that is scaled to the pedestrian.

Answered: 770 Skipped: 391



ANSWER CHOICES	RESPONSES	
Agree	78.18%	602
Disagree	6.10%	47
Not Sure	16.23%	125
Total Respondents: 770		

## Lane Avenue Planning Study - Survey II

#	ANY COMMENT ON THIS RECOMMENDATION?	DATE
1	Size, color and material should be narrowly allowed.	1/13/2020 12:05 AM
2	Attractive and practical.	1/12/2020 11:37 PM
3	Need example.	1/12/2020 9:03 PM
4	Want more information on this. What is the scale?	1/12/2020 2:36 PM
5	The size on Lane Ave mall is fine	1/11/2020 9:00 AM
6	Signage needs to be very tasteful.	1/10/2020 6:05 PM
7	do you mean as opposed to a motor vehicle	1/9/2020 4:58 PM
8	Take a lesson from Easton.	1/9/2020 2:13 PM
9	Signage also should be somewhat visible to car traffic.	1/9/2020 1:35 PM
10	i like this. but how do we keep vendors from trashing their windows with ads etc.	1/9/2020 10:56 AM
11	Yes but there needs to be signage for drivers to find their way as well.	1/9/2020 10:40 AM
12	That's fine, but this is still a car-oriented development. Drivers need to be able to read the signs too.	1/8/2020 11:54 PM
13	both	1/8/2020 8:28 PM
14	Signage small	1/8/2020 7:45 PM
15	I really can't see this becoming a major pedestrian walkway, so I see no need for special pedestrian-focused signage.	1/8/2020 5:15 PM
16	I don't think pedestrians are going to use this as much as the city hopes. I think it will still be mostly driven.	1/8/2020 2:59 PM
17	more detail needed. should have a graphics plan/overlay for the corridor so it feels unique.	1/8/2020 2:38 PM
18	Business signs should be pedestrian-scaled. Large format neon or back-lighted signs should not be used.	1/8/2020 2:06 PM
19	higher placed signs have more presence	1/8/2020 10:57 AM
20	Scaled to pedestrians, but not to the point that signage is difficult for drivers to see.	1/8/2020 9:38 AM
21	And visible! Let's not be Dublin with wooden signs no one can see or read from their car!	1/7/2020 11:01 PM
22	strongly agree	1/7/2020 10:41 PM
23	This survey is too hard to understand the total concept.	1/7/2020 9:42 PM
24	Large signage is like a commercialized billboard , whereas pedestrian level signage creates more of a neighborhood feel.	1/7/2020 7:29 PM
25	Would also require signage that can be easily viewed while driving/parking.	1/7/2020 6:07 PM
26	What do you do for those driving to the location?	1/7/2020 4:58 PM
27	Signage needs to be scaled to the driver as well	1/7/2020 4:44 PM
28	If a driver can't see the sign, much higher risk of driving onto your beloved seating areas.	1/7/2020 4:16 PM
29	Examples and dimensions are missing.	1/7/2020 4:14 PM
30	Signage must be consistent	1/7/2020 3:32 PM
31	Traffic may flow better if drivers can identify businesses.	1/7/2020 3:30 PM
32	As long as its not so small that people driving in cars, looking for a sign, can still see it	1/7/2020 3:16 PM
33	I like the idea of signage for the pedestrian, but hopefully signage will also be helpful to drivers trying to find their way around?	1/7/2020 1:29 PM
34	It seems advantageous be able to tell what the store is while driving by. Don't make signage too	1/7/2020 1:25 PM

## Lane Avenue Planning Study - Survey II

small! I won't park my car just so I can go see what a store's name is.

35	Not always visible to cars driving through the area	1/7/2020 1:24 PM
36	Signage also OK on front windows if small and tasteful	1/7/2020 1:14 PM
37	Would want to ensure that signage can be read from cars as well	1/7/2020 12:50 PM
38	understated signage with consistency -- we do not want to look like MORSE Rd/ Sawmill Rd / Easton	1/7/2020 12:45 PM
39	strongly agree. Great idea. It does need to be large enough for drivers passing by too though, so balance here is needed.	1/7/2020 12:45 PM
40	While attractive, can be difficult to see. Especially a problem if trying to attract people from outside UA	1/7/2020 12:33 PM
41	Also needs to be observable from vehicles for use and safety reasons.	1/7/2020 12:28 PM
42	signage should be visible to auto traffic	1/7/2020 12:26 PM
43	Will it allow cars driving by to be able to read as well	1/7/2020 12:13 PM
44	Signage size and distance from the facade should be consistent.	1/7/2020 12:11 PM
45	Don't inhibit visibility of signage	1/7/2020 12:05 PM
46	I don't want mammoth signage but pedestrian scale seems small	1/7/2020 12:03 PM
47	any larger would be horrible!	1/7/2020 12:02 PM
48	People don't walk there. Stop dreaming.	1/7/2020 12:02 PM
49	It can be difficult to see small signs when driving	1/7/2020 11:57 AM
50	That might be too small. Perhaps something in-between? Like the Overmeyer Hall sign.	1/7/2020 11:56 AM
51	People driving and looking for places need to see signs.	1/7/2020 11:54 AM
52	I would think that merchants would need signage identifiable to drivers, but not too large	1/7/2020 11:54 AM
53	I strongly agree with this uniform look across the area.	1/7/2020 11:54 AM
54	Have address NUMBERS clearly visible to auto traffic.	1/7/2020 11:48 AM
55	not sure how this would appear to drivers	1/7/2020 11:46 AM
56	encourage foot traffic!	1/7/2020 11:44 AM
57	scaled to drivers	1/7/2020 11:35 AM
58	yes, more slowing down by motorists to locate the stores and restaurants they want to visit.	1/5/2020 5:34 PM
59	There will be lots of cars up and down Lane and side streets as this emerges. Cars will slow down to a crawl if they can't find the business they're looking for so just focusing on pedestrian seems inadequate.	1/5/2020 12:25 PM
60	Nothing so big it blocks sight lines	1/4/2020 10:41 AM
61	However, drivers need to be able to identify as well.	1/4/2020 1:20 AM
62	Should be visible to both drivers and pedestrians, especially house numbers	1/3/2020 11:33 PM
63	Sure, as long as the signage is also easily readable from one's vehicle as well.	1/3/2020 7:18 PM
64	Signage should be scaled for vehicle traffic	1/3/2020 5:38 PM
65	Please don't let it look tacky	1/3/2020 4:19 PM
66	Agree	1/2/2020 10:58 PM
67	Signage needs to be visible to cars. That is where most customers are coming from. We need tenants to be successful - don't make it harder for them.	1/2/2020 4:53 PM
68	ensure it can also be read by motorists moving slowly	1/2/2020 6:17 AM

## Lane Avenue Planning Study - Survey II

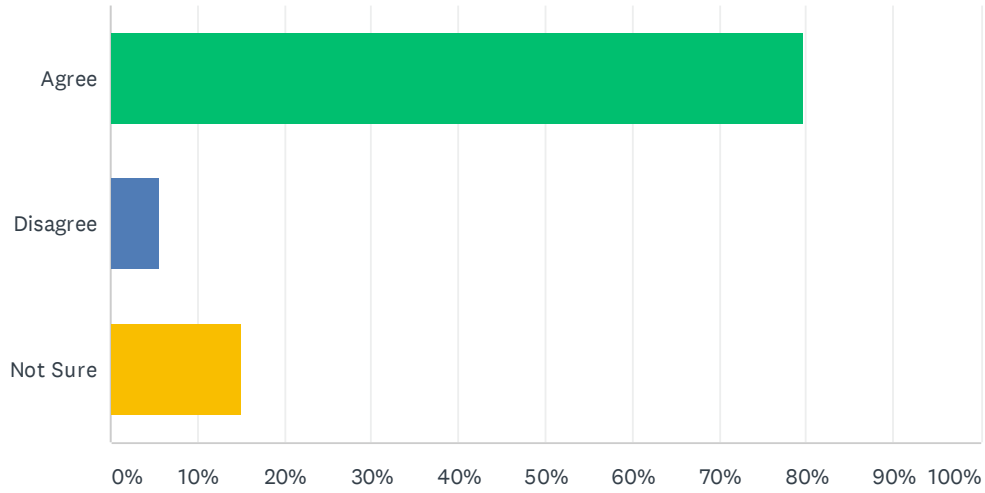
69	maximum sign height helps, too, so the street doesn't look overrun by signs	1/1/2020 9:29 AM
70	Use kiosks to map areas	12/31/2019 8:35 PM
71	Needs to be readable to passing cars. Most people drive in this area not walk to it. Want classy and consistent but highly visible signage.	12/31/2019 5:58 PM
72	In general, I agree, but signage must also be legible to car traffic as well or I'm believe we'll have drivers slowing down to read them.	12/31/2019 3:29 PM
73	I don't know what this size is, but I think it should also be something you can read from your car.	12/31/2019 2:00 PM
74	If you want to encourage walking and shopping--not cars, this would be much preferred. However, chain's won't want this.	12/31/2019 11:28 AM
75	Drivers need to be able to easily find a business with a sign large enough to read without stopping. This is a huge problem in Dublin when driving in an area that is new and trying to find a business.	12/31/2019 10:14 AM
76	To the exclusion of vehicle-scaled signage? Need to mix the two, so that vehicles (especially those driven by non-UA residents) can easily read. Dublin is the example of what not to do -- non-resident drivers have a difficult time finding things like retail establishments, parking and services due to small signage, landscaping, berming, and other pretty features.	12/31/2019 9:40 AM
77	strongly agree	12/31/2019 9:14 AM
78	Agree where appropriate. But its also appropriate to have signage at other heights at times.	12/31/2019 9:05 AM
79	Could be difficult to see from a vehicle	12/31/2019 7:28 AM
80	Also prohibit signage near the top of buildings to preserve the dark skies and retain views in neighborhoods.	12/31/2019 12:07 AM
81	Google maps/GPS Is sufficient to guide the drivers	12/30/2019 10:16 PM
82	No plan to provide easy identification from a vehicle?	12/30/2019 8:52 PM
83	Lane Ave isn't Las Vegas, but drivers need to locate businesses sometimes, too. I'd be more concerned about overly restricted signage. ("We were only permitted one sign...")	12/30/2019 8:41 PM
84	This is a good approach, since many people accessing this district will do so on foot, and it will also make the district more visually appealing.	12/30/2019 7:56 PM
85	remember gps signs should add ambience and be visible & legible, but now other ways of finding your way.	12/30/2019 6:55 PM
86	Keep signage to a minimalist consistency	12/30/2019 6:00 PM
87	If drivers can't tell where they are going, they slow down and accidents ensue.	12/30/2019 5:29 PM
88	Still needs to be visible from the street and driving	12/30/2019 5:07 PM
89	scale it to drivers	12/30/2019 5:05 PM
90	When I moved to Cols. I found that good signage was incredibly lacking throughout the City. Signs need to be visible to drivers and pedestrians.	12/30/2019 4:34 PM
91	Who else would it be scaled to?	12/30/2019 4:33 PM
92	Signs probably should be readable for those driving past...	12/30/2019 4:19 PM
93	It seems that drivers deserve some consideration here, as well.	12/30/2019 4:18 PM
94	not too bright or obnoxious	12/30/2019 3:19 PM
95	Each project different you should allow freedom of expression with signage that fit both to size of development and it should include signage at all heights branding today is so important to customers!	12/30/2019 3:18 PM
96	Except Parking availability signage which ought to be recognizable and accessible by cars driving at the normal corridor speeds.	12/30/2019 3:11 PM

## Lane Avenue Planning Study - Survey II

97	Appreciate signage that can be seen from the street (in a car) as well	12/30/2019 2:58 PM
98	Would also want to be able to read from a car while going down Lane. At least first couple of times before I know where certain stores or businesses are	12/30/2019 2:51 PM
99	Would not work for our building	12/30/2019 2:50 PM
100	We need more facade interaction in our Lane Ave coordinator. Suspended signage is a great way to achieve this.	12/30/2019 2:45 PM
101	We aren't Las Vegas.	12/30/2019 2:42 PM
102	Drivers need signage to find locations, which need to be larger than for pedestrians	12/30/2019 2:34 PM

## Q21 RECOMMENDATION: Reinforce landscaping along parking lots with seat walls or other structures.

Answered: 774 Skipped: 387



ANSWER CHOICES	RESPONSES	
Agree	79.72%	617
Disagree	5.68%	44
Not Sure	14.99%	116
Total Respondents: 774		

## Lane Avenue Planning Study - Survey II

#	ANY COMMENT ON THIS RECOMMENDATION?	DATE
1	No brainer. Fountains too.	1/13/2020 12:05 AM
2	Natural landscaping might be best, with benches, rocks, etc. to enhance. These would need to be properly maintained.	1/12/2020 11:37 PM
3	nice feature aesthetically, but if it comes down to spending money on other things this doesnt seem as important	1/12/2020 10:51 PM
4	Nothing over short curb height, otherwise you'll have car damage all over the place.	1/12/2020 9:39 PM
5	This would be a huge improvement to Lane Ave Shopping Center as well.	1/12/2020 9:03 PM
6	There should be a buffer for neighbors to also include fences -- see the back of Lane Avenue shopping center.	1/12/2020 6:09 PM
7	I like this for new spaces. Think it will cause problems and unnecessary use of resources for current spaces.	1/12/2020 2:36 PM
8	Get rid of parking. Provide other means of access to corridor	1/11/2020 5:18 PM
9	Remember cars (and large pickup trucks and SUVs) need to be able to maneuver.	1/10/2020 6:05 PM
10	parking areas should be as inviting as possible	1/9/2020 4:58 PM
11	Related to this, where there are visual screens or elements providing impromptu places for people to pause, meet, or gather opportunities for public art abound! Please add a recommendation for incorporation of public art, working with the Arts Commission.	1/9/2020 11:43 AM
12	yes so we can sit and wait for others - good idea	1/9/2020 10:56 AM
13	The walls shouldn't conflict with pedestrian access	1/8/2020 10:01 PM
14	Parking needs to be carefully built-it could look bad	1/8/2020 7:45 PM
15	Snow removal is harder and it's just something else to maintain.	1/8/2020 5:15 PM
16	Would be nice if parking can be in back or enclosed in a garage or "hidden" public parking area; not along street areas...more like historic Main Street	1/8/2020 3:26 PM
17	Again, use of natural materials, as opposed to concrete, is a must.	1/8/2020 2:06 PM
18	Want plenty of vegetation	1/7/2020 11:30 PM
19	Whatever is needed to block parking lots and commercial trash receptacles from not only neighborhood view, but also adequate distance from backyards (specifically trash receptacles)	1/7/2020 10:58 PM
20	This survey is too hard to understand the total concept.	1/7/2020 9:42 PM
21	Agree to "other structures," not seat walls. Seat walls are too short. Walls separating parking lots from houses should be higher and also paired with trees.	1/7/2020 8:55 PM
22	Most greenery and benches for resting	1/7/2020 7:44 PM
23	This would encourage people to congregate and interact, as the benches and tables on the Hallway do. Nice neighborhood feel!	1/7/2020 7:29 PM
24	will help protect landscaping.	1/7/2020 6:07 PM
25	Need access to wear I'm going. Seems like a waste to put up a wall.	1/7/2020 5:44 PM
26	Again, this should be clarified in the engineers office, because there, especially in public areas, has to be some kind of differentiating feature from the parking lot to the street, or right-of-way. So yes I agree with this practice (of seating walls) because it provides the most functional barrier between parking and pedestrian.	1/7/2020 4:04 PM
27	Or remove parking spaces at the fronts of buildings.	1/7/2020 3:11 PM
28	When visible and appropriate. Walls are very expensive and prevent stacking of snow in winter ... moving the buildings up is the critical part. Having parking behind out of sight makes walls unnecessarily expensive	1/7/2020 3:07 PM



## Lane Avenue Planning Study - Survey II

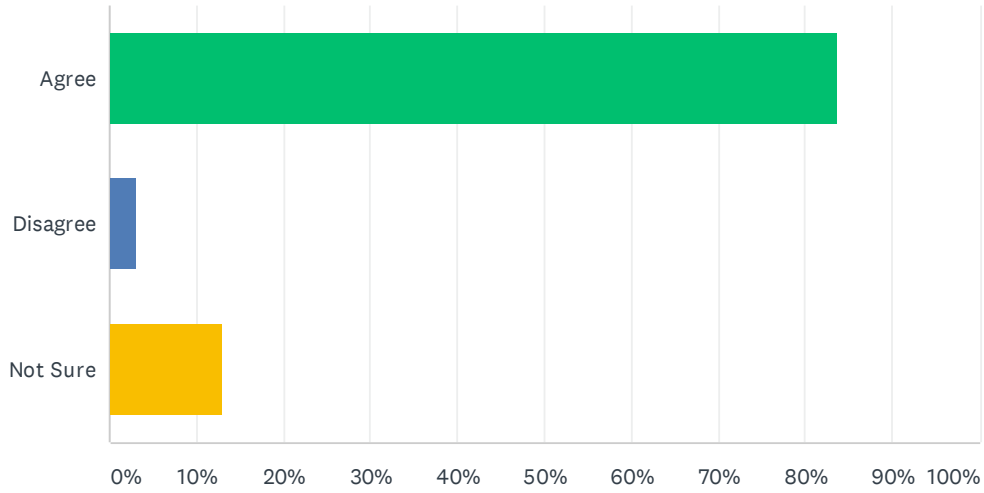
29	Take the cars off Lane. They have to have access, but all parking should be under or behind frontage.	1/7/2020 2:09 PM
30	Also you would want those parking lot abutment/bumper blocks to prevent cars driving through your wall. Drivers forget they're in drive and hit the gas...	1/7/2020 1:34 PM
31	This would encourage large gatherings nearer the neighborhoods	1/7/2020 1:24 PM
32	The picture shows a parking lot right next to a sidewalk which seems wrong. Parking should be in garages or behind buildings.	1/7/2020 1:21 PM
33	Yep, these features help enhance enjoyment of landscaping.	1/7/2020 1:19 PM
34	Tremendously important!!	1/7/2020 12:58 PM
35	Keep in my how much wasted space this may amount to	1/7/2020 12:57 PM
36	Prefer maximizing parking however feel the landscaping looks nice.	1/7/2020 12:57 PM
37	More plants are desirable	1/7/2020 12:45 PM
38	Not sure it is worth the money	1/7/2020 12:31 PM
39	Good	1/7/2020 12:28 PM
40	should not interfere on the already crowded and jammed parking situation	1/7/2020 12:26 PM
41	Makes navigation hard.	1/7/2020 12:11 PM
42	If cost is not high sure, if it is, not necessary.	1/7/2020 12:09 PM
43	sit walls rule!	1/7/2020 11:58 AM
44	Nice, but not necessary	1/7/2020 11:56 AM
45	Extra seating is always a good idea and invites people to linger.	1/7/2020 11:54 AM
46	keep it from falling apart = more people	1/7/2020 11:44 AM
47	Provided there are ways to prevent abuse by skateboards and bikes	1/7/2020 11:29 AM
48	Huh? What are seat walls? Why would I want to sit down in a parking lot?	1/5/2020 12:25 PM
49	This is too long. How many more?	1/5/2020 9:45 AM
50	Good in theory but should also not block view of pedestrians for cars pulling out and vice versa. Starbucks on Tremont is an example of difficulty seeing whether or not pedestrians are coming before pulling into the intersection.	1/4/2020 2:25 PM
51	Don't block sight lines	1/4/2020 10:41 AM
52	Good idea and encourage builders to incorporate art in these areas	1/4/2020 10:08 AM
53	And sidewalks on frontage of Shops on Lane, Crimson Cup, Whole Foods, etc.??	1/4/2020 1:20 AM
54	Not necessary	1/2/2020 10:58 PM
55	Worry about impact on traffic (driving).	1/2/2020 9:58 AM
56	Commercial area make sure fire trucks can get in should they be needed. Tremont is a mess since trees have been added to streets center lane should remain open for emergency vehicles or turning lanes. Open Lane back to 4 lanes for traffic flow and emergency vehicles	1/1/2020 9:15 AM
57	Don't think that's necessary	12/31/2019 5:43 PM
58	I agree, assuming the intent is to protect landscaping, i.e., to keep from cars pulling up too far.	12/31/2019 3:29 PM
59	I think using this for part of the area could be nice, but I don't think it has to be around an entire lot.	12/31/2019 2:00 PM
60	Can't say without specifics.	12/31/2019 11:28 AM
61	Make it easy to get from parking to the sidewalk without having to walk all the way to the parking lot entrance. People WILL climb over the wall to get to the sidewalk if not enough	12/31/2019 10:14 AM

## Lane Avenue Planning Study - Survey II

	access is provided.	
62	Avoid installing anything requiring maintenance.	12/31/2019 9:26 AM
63	strongly agree....please, more greenery....native landscaping preferred	12/31/2019 9:14 AM
64	Screen parking when visible from the street. New projects should have buildings fronting Lane Ave and parking behind.	12/31/2019 9:05 AM
65	More seating is very important	12/31/2019 4:32 AM
66	I like a formal boundary around motor vehicle space	12/30/2019 10:16 PM
67	Like the idea of a boundary; would depend on design.	12/30/2019 8:41 PM
68	Seating would be great	12/30/2019 8:27 PM
69	safety first	12/30/2019 6:55 PM
70	More plants. Less concrete.	12/30/2019 4:52 PM
71	Yes, however, prioritize bicycle lanes over expansive walls, etc.	12/30/2019 4:34 PM
72	Makes it harder to park and traverse through the parking lot.	12/30/2019 4:33 PM
73	Why?	12/30/2019 4:18 PM
74	Again, the consistency will be important. Also, the landscaping, particularly in front of the Land Ave shopping center needs to take into account year round landscaping not deciduous trees. We shouldn't be able to see a big parking as the visual during the winter months.	12/30/2019 4:16 PM
75	We need as much parking as possible	12/30/2019 4:11 PM
76	All new buildings need to include underground parking. Do not build surface lots, they are a waste of space. Any open space can be used for greenery.	12/30/2019 4:10 PM
77	This provides a degree of safety.	12/30/2019 3:53 PM
78	A primary complaint with this idea will be that the parking lot spaces are too small for our suburban vehicles. Anyone who uses the main library parking lot will quickly see that the spaces are too small for safe entries and exits.	12/30/2019 3:40 PM
79	the greener, the better	12/30/2019 3:19 PM
80	No walls use landscaping	12/30/2019 3:18 PM
81	adequate to prolific seating should be available for those of all ages and mobility	12/30/2019 3:11 PM
82	There has been a problem with landscaping that is required but when it dies it is never replaced.	12/30/2019 2:54 PM
83	More seating the better - even if it does sometimes invite those less fortunate	12/30/2019 2:51 PM
84	At whose cost?	12/30/2019 2:50 PM
85	Vary the types of trees used, too. There are a LOT of us that use that landscaping as markers as to where we parked, and variance helps and also looks pretty.	12/30/2019 2:41 PM
86	No parking lots adjacent to Lane Ave, including street parking, NONE.	12/30/2019 2:40 PM
87	I am not sure how a seat wall would be beneficial i a real located parking lot or structured parking but attractive landscaping is a must.	12/30/2019 2:32 PM

## Q22 RECOMMENDATION: Reduce lighting height to illuminate large vehicular areas as well as pedestrian spaces.

Answered: 780 Skipped: 381



ANSWER CHOICES	RESPONSES	
Agree	83.59%	652
Disagree	3.08%	24
Not Sure	12.95%	101
Total Respondents: 780		

## Lane Avenue Planning Study - Survey II

#	ANY COMMENT ON THIS RECOMMENDATION?	DATE
1	Wow. This survey is lame. It is simply window dressing questions. I read all of both documents from meetings, over 100 pages of comments from the community. It is impossible to tell if any of the real questions of improving traffic flow and bike and pedestrian safety were addressed at all. Really disappointing.	1/13/2020 8:25 AM
2	I don't know about reducing but rather adding - both are important. New led technology can light better - look at the new football stadium lights as example.	1/13/2020 12:05 AM
3	Don't overdo the lighting. There is plenty of lighting already.	1/12/2020 11:23 PM
4	Make sure lighting is not offensive to neighbors.	1/12/2020 6:09 PM
5	Don't know what current limits are to know f we should reduce them. Can't read what it says on the current picture.	1/12/2020 2:36 PM
6	Feels more intimate than downtown feel	1/11/2020 9:00 AM
7	Better safety	1/11/2020 1:52 AM
8	keep it tasteful.	1/10/2020 6:05 PM
9	Very important	1/9/2020 1:33 PM
10	Yes, and specify downlight illumination to reduce light pollution and light trespassing.	1/9/2020 11:43 AM
11	yea no more walks in the relative dark...	1/9/2020 10:56 AM
12	Please also be sure to use light fixtures that reduce/eliminate light pollution	1/8/2020 11:54 PM
13	Not sure lighting height will achieve desired goal; if you want to ensure areas are well lit - specify types of light bulbs to be used or minimum lumens	1/8/2020 8:35 PM
14	This is worded weird- word it so we can understand	1/8/2020 7:45 PM
15	Seems counterintuitive. Higher lighting would cover a larger area	1/8/2020 5:52 PM
16	Best idea in this survey so far.	1/8/2020 5:15 PM
17	Traditional green UA lamposts are appropriate. In no event should highway-style or large-format-parking-lot-style overhead lighting be used.	1/8/2020 2:06 PM
18	Avoid "overnighting" as has happened on streets where lights are very close together (I think this is the case on McCoy near Kenny)	1/8/2020 11:05 AM
19	Effective lighting, but with an eye towards reducing light pollution. Some UA public lights are oppressively bright.	1/8/2020 9:38 AM
20	Would it help with light pollution?	1/8/2020 8:16 AM
21	While it is ideal to provide adequate lighting for security it would also be nice to consider light pollution as the area grows	1/7/2020 11:20 PM
22	Also ensure lights are on timers that shut off at reasonable times. The Heartland Bank lights are on well past 9pm, despite the bank closing at 5pm. Not sure why this is acceptable.	1/7/2020 10:58 PM
23	This survey is too hard to understand the total concept.	1/7/2020 9:42 PM
24	Make sure all lights are full cutoff	1/7/2020 9:17 PM
25	I'd like lighting that lights the ground and doesn't contribute to light pollution	1/7/2020 8:25 PM
26	This would promote a sense of safety for pedestrians .	1/7/2020 7:29 PM
27	Ir looks weird that way. The road is lit fine now. Not sure how much light the sidewalk needs.	1/7/2020 5:44 PM
28	Too much light pollution. Target lighting to stay within property line	1/7/2020 4:16 PM
29	Any examples, options and dimensions?	1/7/2020 4:14 PM
30	Safety should be a top consideration in design	1/7/2020 4:05 PM
31	This will definitely make parking lots safer at night for those walking about, as well as provide	1/7/2020 4:04 PM

## Lane Avenue Planning Study - Survey II

exterior lighting to illuminate the walking path of any individuals hard of sight, or simply those far enough away from the building to have less light around them than in front of buildings

32	As log as it doesn't look like Vegas/too bright	1/7/2020 3:16 PM
33	More pedestrian lighting in the neighborhood areas would be wonderful	1/7/2020 3:11 PM
34	The ultimate question is how the lighting enhances or detracts from the visual experience. To the greatest extent possible, drivers and pedestrians and nearby householders should see a well lit area without actually seeing any light bulbs. This requires strategic placement and concealment. Please, please, please consult with a night lighting architect who can better inform this crucial aspect of the design criteria.	1/7/2020 1:47 PM
35	How much more light polution will this all for the people who live near it.	1/7/2020 1:45 PM
36	Please try to minimize light pollution	1/7/2020 1:32 PM
37	Hopefully lighting will be considerate of reducing light pollution as well.	1/7/2020 1:29 PM
38	Reduce to what height. Be guided by a lighting expert.	1/7/2020 1:24 PM
39	Street lighting throughout UA is poor and should be addressed city wide.	1/7/2020 1:21 PM
40	Install lights where the light is directed down, not up, the latter of which pollutes the sky.	1/7/2020 12:58 PM
41	anything to reduce light pollution would be welcome. In the above illustration, the shorter lighting fixture is preferred.	1/7/2020 12:45 PM
42	The more light along Lane Ave close to the street the better.	1/7/2020 12:34 PM
43	Light polution/intrusion to neighborhoods needs to be considered.	1/7/2020 12:11 PM
44	The lighting shown is hardly "reducing"!	1/7/2020 12:02 PM
45	Makes the feel a lot more inviting for strolling at night.	1/7/2020 11:56 AM
46	safety	1/7/2020 11:55 AM
47	hard to say since there is nothing happening at night on this stretch of lane...	1/7/2020 11:44 AM
48	Keep it as safe for users as possible.	1/7/2020 11:43 AM
49	be consciencious of lighting to surrounding neighbors	1/7/2020 10:07 AM
50	But not encroach on neighborhood with light pollution.	1/4/2020 1:20 AM
51	Would you reduce or increase it? Make these areas more brightly lit.	1/3/2020 4:19 PM
52	Makes sense if cost effective	1/2/2020 10:58 PM
53	Also make sure it's only shining down to limit light pollution	1/1/2020 1:07 PM
54	Would prefer traditional UA street lighting. it has been fine everywhere else for lighting sidewalks, why wouldn't it be fine there too?	1/1/2020 12:27 PM
55	The area is not that big. Make building owners be responsible for pedestrian lighting not the tax payers.	1/1/2020 9:15 AM
56	and minimize obtrusion to neighborhoods	12/31/2019 4:27 PM
57	Large parking lots will need the tall lighting. Would they ever be up against each other?	12/31/2019 11:28 AM
58	Be certain that all lighting is down-lighting to reduce nighttime glare and be a better "dark skies" steward.	12/31/2019 10:14 AM
59	Less desirable aesthetically but probably better for safety	12/31/2019 7:28 AM
60	Let's bring lighting as low as possible due to proximity to residences	12/30/2019 10:16 PM
61	Lighting is critical for feeling safe	12/30/2019 9:00 PM
62	I assume this means reducing light pollution and fewer situations like the Wendy's lighting.	12/30/2019 8:41 PM
63	It will be nice to have a safe amount of lighting for both pedestrian and parking areas, but it will	12/30/2019 7:56 PM

## Lane Avenue Planning Study - Survey II

also be important to keep the brightness reasonably consistent with the fact that this a business district within a residential neighborhood.

64	lighting should not be stark, but charming, minimize light pollution, especially to surrounding residences - not like old ua football stadium lights.	12/30/2019 6:55 PM
65	Keep in mind light pollution as well. Make sure lighting is sufficient and well-directed and not just bright.	12/30/2019 5:40 PM
66	Use full cutoff lights to reduce light pollution	12/30/2019 5:35 PM
67	Height of things should be kept to a minimum	12/30/2019 5:07 PM
68	Yes..."dark skies" lighting....Kingsdale installed lighting that spreads for miles ...most unfortunate.	12/30/2019 4:34 PM
69	Do not use the lights like ones on McCoy Rd. It's harsh, garish and looks like a runway at CMH.	12/30/2019 4:25 PM
70	the drawing suggests 2 separate lighting structures. That looks odd in the drawing. Is,t there a comprise between the 2 hights. look at Grandview Ave & Worthington's town town area on high street. Also I don't like the design of the light in the diagram. We should stick w. lantern effect we have throughout UA	12/30/2019 4:16 PM
71	What are the other options and costs of each?	12/30/2019 4:11 PM
72	Don't overdo lights. A few are good, but too many just blind drivers.	12/30/2019 4:10 PM
73	I don't understand this paradox.	12/30/2019 3:40 PM
74	as a resident of Chester Rd who will be affected by this, YES!!!!!!	12/30/2019 3:19 PM
75	Don't want lighting to negatively impact homes nearby.	12/30/2019 3:12 PM
76	Just want to be sure there is minimal light pollution into the neighborhood.	12/30/2019 2:54 PM
77	Need to make sure minimize light pollution going upward or outward. Am sure the neighbors will want to limit the intensity	12/30/2019 2:51 PM
78	Be careful with the selection of lighting so as not to over light the area. New street lights installed on McCoy & Kioka are an example of poor selection of color temperature and intensity of the light selected. While I'm not a dark sky fan, look at some aspects of the dark sky recommendations to limit light up in the atmosphere. Directed and shielded lighting would be appropriate.	12/30/2019 2:45 PM
79	Both work, unsure of which is better	12/30/2019 2:41 PM
80	buffer the neighbors	12/30/2019 2:38 PM
81	I agree with limited height for lighting but not sure how that relates to "to illuminate large vehicular area"	12/30/2019 2:32 PM
82	The McCoy height is too low; prefer the "standard" height. Please consider LEDs that project predominately down (as are being used in the neighborhood replacements)	12/30/2019 2:28 PM
83	Reduce light pollution and make it energy efficient.	12/30/2019 2:27 PM