



# THE LONG VIEW

*UDC Diagnostic Report*



## COMMUNITY OPEN HOUSE INPUT SUMMARY



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## Introduction

The Freese and Nichols team conducted a public input meeting on October 16, 2017 to gather feedback from the community regarding various aspects of the UDC update. During this meeting, FNI presented highlights from the draft diagnostic report to public, conducted polling exercises to receive feedback and arranged a breakout session to enable the public to provide detailed input on key issues. This report summarizes the feedback received during the meeting.

Along with the answers provided for the questions that were asked, the public also shared their general thoughts on many topics such as neighborhood connectivity, building and property maintenance, and lighting requirements.

**Meeting Details**  
Date: October 16, 2017  
Time: 5:30 pm  
Venue: Maude Cobb Convention Center



**Please share your comments on other development-related issues**

*Bring back barditches & culverts - Affordable Lots*

ELIMINATE NEIGHBORHOOD CONNECTIVITY BETWEEN STREETS AND ALTERNATE ON-SITE PARKING. TO OWNER OF LAND AND 4TH COUNTY CANNOT TAKE LONG DRIVE WITHOUT GOING BACK INTO THE LOOP

Require all new residential slab on grade houses be on 4' select fill and prevent future owners needing to do foundational repairs.  
Need soil reports for subdivision. Design according to type of soils.

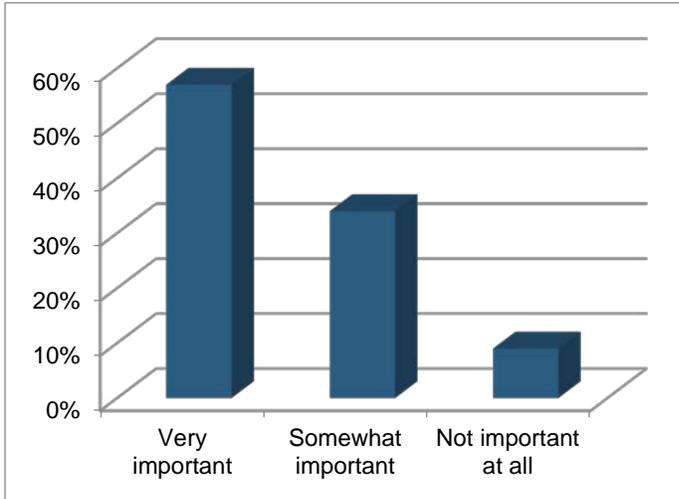
Simplify Subdivision platting process  
Environmental impact - what happens to empty lots? shading? trees + birds, etc.  
Don't allow dense multi-family housing in single family neighborhoods  
Require min standards in housing. All people deserve to live in normal circumstances

*"Dark Skies" Lighting Requirements*

Barditches Breed Mosquitos.  
Require neighborhood connectivity. Gated communities divide us.  
ALLOW EXCEPTIONS IN LOWER DENSITY RURAL NEIGHBORHOODS



**Question #1: How important is tree preservation to you?**



Most of the respondents identified tree preservation as very important to them. They identified the natural beauty to be an asset to the community but also recognized the need to remove hazardous trees.

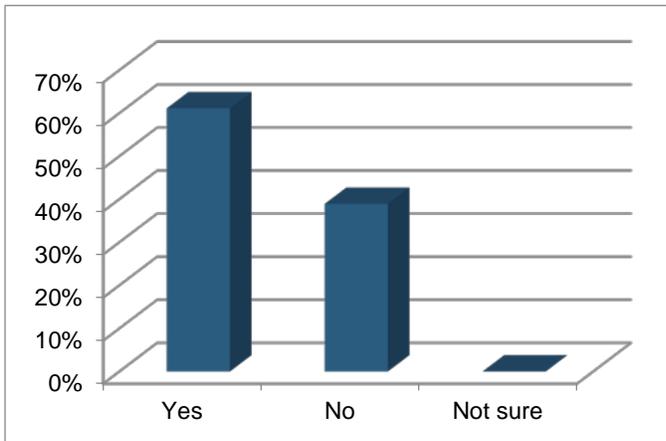
Need to remove hazardous trees (over 60')  
Very- need green  
Remember, every time there is a storm - you will probably lose your electricity because of trees!!  
Depends on THE TYPE OF TREE.  
Need regulation as to the types of new plantings  
Need to be able to see when exiting businesses without being blocked by bushes in right of way. - YES!  
REASONABLE PLANS OK.  
We are known for our pine trees. Let's not destroy our natural beauty, we must plant new when we develop.  
Destruction of our natural habitat destroys what sets us apart from anywhere else. People are attracted to natural beauty. Cities that ripen living on their natural beauty are well known than those who disappear and destroy.

Absolutely! Visitors to our city are amazed at our natural resources, and shocked at the vast expanses of concrete. We take the trees for granted until you've lived elsewhere.

YES!!



**Question #2: Should private streets meet the same construction requirements as public streets?**



Most of the participants agree that private streets should meet the same construction requirements as public streets. Some of the comments from the boards indicate that specific criteria should be set with this requirement, such as the type of the project, number of lots or including an option to waive the requirements for sidewalks and curbs.

Yes - Costs the city a lot of money when subdivision streets fail

Yes -> But this is where my question of cost comes in with the new size and weight of fire engines

NO - Who dropped the ball on bar ditch / Streets that were affordable. Costs \$\$\$

Depends on the Project but generally yes.

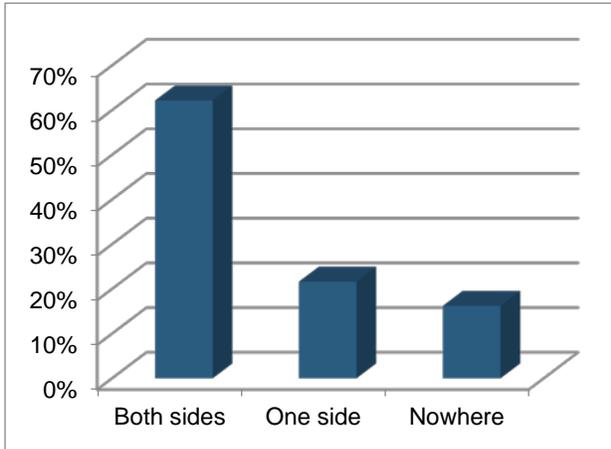
NO - Depends on # of Lots, ect

Depend son the project but need to have a baseline. Does a residential street have the same requirement as a main thoroughfare?

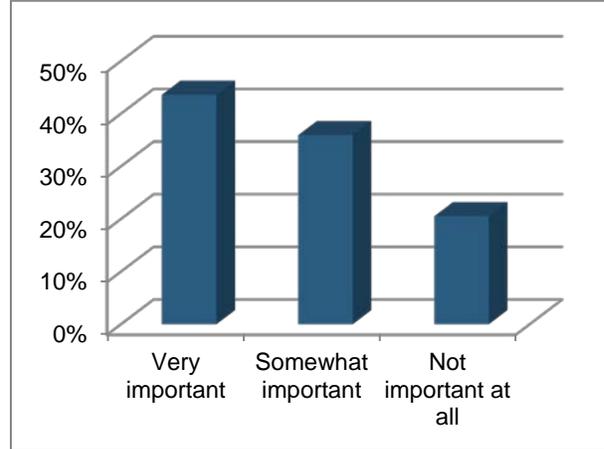
Absolutely - 30 years from now neighborhoods transform, but upgrades to the streets is expensive. Today's "highly desirable" neighborhood is tomorrow's sad situation.

ROAD QUALITY OKAY, BUT WAIVE SIDEWALKS & CURBS IN RURAL-LESS DENSE AREAS.

**Question #3: Where should sidewalks along the roadways be constructed in future developments?**



**Question #4: How important is it to install sidewalks in currently developed areas?**

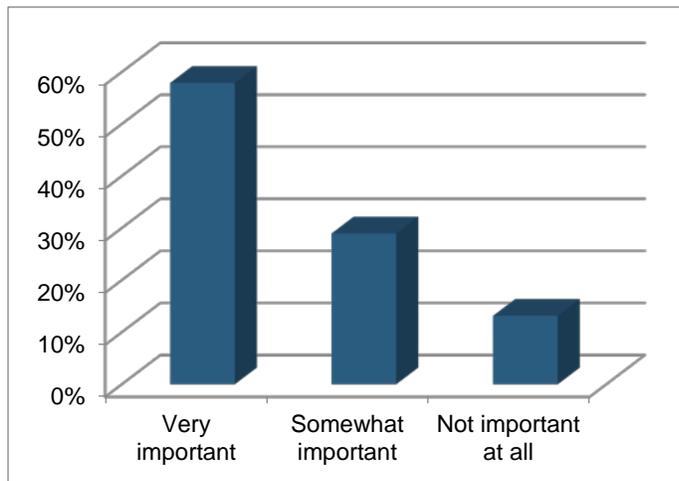


There is a strong support among the public for sidewalks to be constructed on both sides of the roadways in future development; most of the public also identified installing sidewalks in currently developed areas to be very important. Some participants expressed frustration regarding incomplete projects. The community also demonstrated their interest in having sidewalks particularly along school routes and on arterial roads, and have identified cost to be a determining factor in construction of sidewalks.

COST OF THE SIDEWALKS NEEDS TO BE CONSIDERED KR  
SIZE of Right of way - impact. COST.  
 Currently developed areas such as Judson Rd.  
 How about finishing what is started: P.T. Road had ADA Modifications for Sidewalks  
 There are no sidewalks on most of P.T. Road.  
 Every arterial needs a sidewalk on one side.  
 ✓ SIDEWALKS WHERE SCHOOL ZONES ARE LOCATED  
 Finish what is started, then make sure we have sidewalks on busy main roads.  
 Our city is so un safe for anyone not in a car. I have watched someone in a wheelchair on the loop! Need sidewalks to the walking trails, busy roads, school zones, etc. - we need to walk!  
 DEPENDS ON WHO PAYS FOR THEM or SAFETY NEEDS



### Question #5: How important is it to implement Complete Streets?



The community identified the implementation of Complete Streets as very important. Safety of the people using the sidewalks and the bike lanes should be the top priority. People have related the Complete Streets concept with store-front street parking and benefiting the businesses by creating “places” and “communities.”

We need safe Bicycle lanes. X2 X2 again!  
sidewalks, bike lanes, etc - make it safe to get out of the car

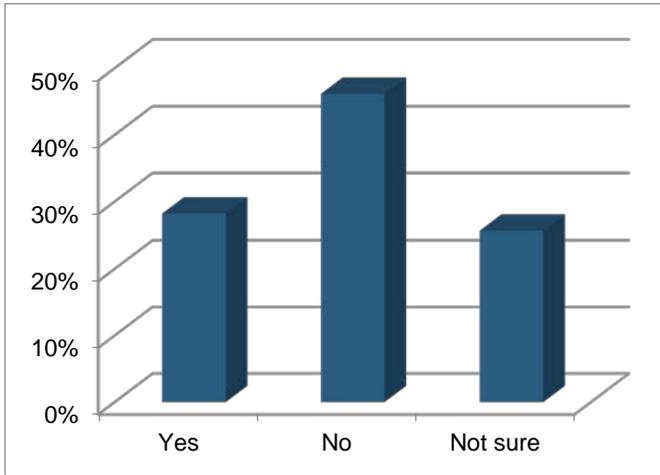
Critique - For future citizens considering move to CA  
AND HOW CURRENT RESIDENTS PERCEIVE OUR CITY  
↳ mixed; quality of life issue/foot/pedal friendly; sense of community.

Very - traffic tends to slow down in areas with fewer lanes, sidewalks and store-front street parking, benefiting the businesses and creating “places” and “community”.

How ABOUT FIXING THE OLD (JUNK) STREETS IN SOUTH LANGVIEW



**Question #6: Do you support requiring developers to participate in a parkland dedication program?**



Although more participants responded to this question negatively, support was expressed through the comment board. Different methods of parkland dedication options have also been discussed through the comment board such as contributing money to the City fund, establishing a minimum number of houses to require the dedication, and the option of banking the required space.

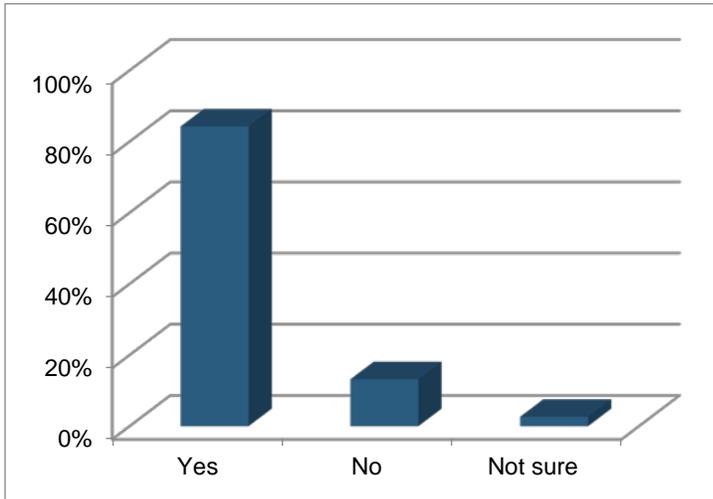
*Depending on the size of the development. Second  
Perhaps contribute money to a City Fund.*

*YES - HOW TO ALUMEN COST VS. OTHER INFRASTRUCTURE COSTS BORN BY DEV/BUILDER  
Establish min # of houses to require parkland*

*Yes, but parkland space doesn't necessarily have to be located within that specific development - perhaps the required space  
could be "banked" for use elsewhere where more beneficial or appropriate.*



**Question #7: Do you support greater flexibility in uses if the size and scale are regulated?** (For example, bar/nightclubs vs. neighborhood pubs)



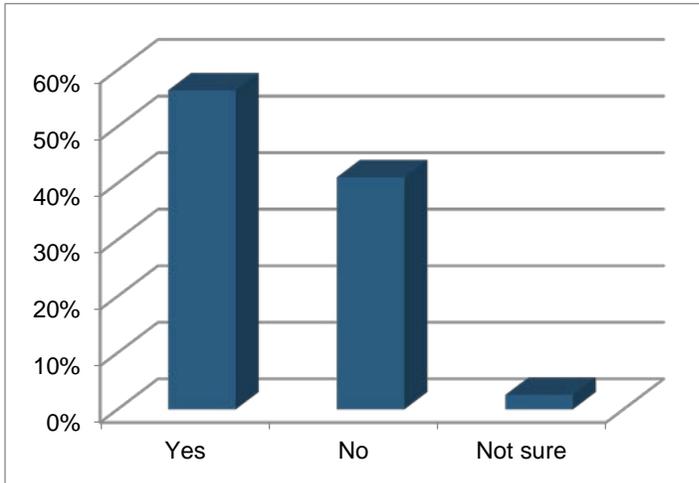
The majority of participants expressed support for greater flexibility in uses if the size and scale are regulated. Through the comment board, clarification has been made to indicate the interest for dedicated mixed-use districts.

yes, if an area is designated mixed-use, residential and retail can co-exist with similar scale.

Mixed use and not require parking at the detriment of the neighborhood Mixed Use.

Have designated areas for "Big Box", with buffering areas of development between that area and neighborhoods.

**Question #8: Are garages or carports a visual issue for your neighborhood or within the City?**

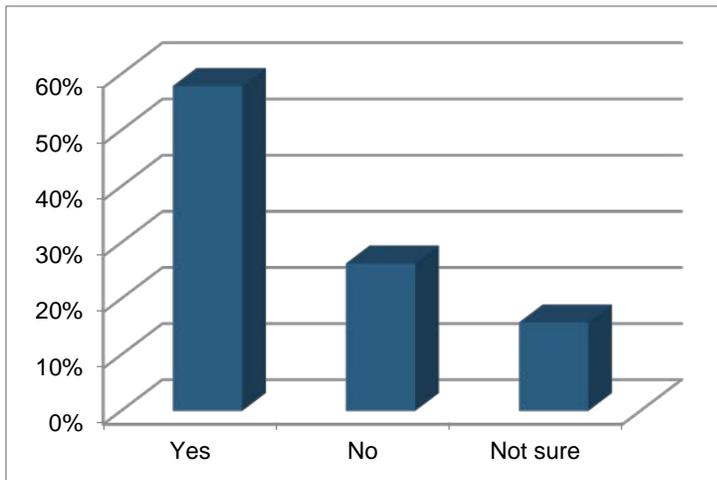


Just over half of the participants responded that garages or carports are a visual issue for their neighborhoods or within the City. They noted a desire to establish standards so that carports and garages are properly built without obstructing views and are appropriately maintained.

Only if they obstruct views.  
Many are built over setbacks and poorly built.  
Materials requirements for carports and detached garages, regardless of location on property - someone can ~~also~~ always see the crappy buildings.  
Need standards - in high wind become missiles, eyesores at best  
Not if they are in the back of the home, out of sight of main road  
As all structures, maintained.



**Question #9: Are accessory dwellings appropriate in your neighborhood?**



Most participants identified accessory dwelling units to be appropriate in their neighborhoods; however, they also noted that they would like the accessory dwelling units to be strictly regulated.

*Limited Areas*

*Not unless regulations enforceable, i.e., can it be used for a business/income source? How many staff employees would it take to enforce it?*

*should be very controlled*

*DEPENDS ON SIZE OF EXISTING MAIN STRUCTURE  
- CAN IT SUPPORT MULTI-FAMILY*

*Permit/Code*

*DEPENDS ON LOT SIZE & NATURE OF NEIGHBORHOOD*

*Yes - controlled*



