

Pleasant Hills Vision



Draft Guiding Principles

The following draft results from the Pleasant Hills Vision community input process conducted from February to May 2024, consisting of two in-person workshops, two virtual workshops, and two community surveys. This draft provides an initial version of the guiding principles developed from the input received from the community through the workshops and surveys regarding potential future development at the former Pleasant Hills Golf Course site. The guiding principles included in this draft will form the basis of a final draft version of the guiding principles document that will include additional context, data, graphics, photos, and summaries of the input process. The rankings for each section show the highest priority first and the least preferred at the bottom of the list.

Residential

Throughout the community engagement process, the participants acknowledged the need for housing and spoke in favor of a range of housing types and affordability levels. The participants acknowledged the need for more housing but emphasized that higher density should be located away from the existing single-family residences. The participants shared that the neighborhood welcomes new residences that are cohesive with the existing neighborhood character. The topics below reference the preferences of the participants.

- A. Unit Types. Include a mix of housing types. The participants ranked different housing types in the ranking below:
1. Single-family residences
 2. Townhomes
 3. Duplexes
 4. Low-Rise Multifamily (1-3 stories)
 5. Accessory Dwelling Units (ADU's)
 6. Fourplexes
 7. Mid-Rise Multifamily (4-8 stories)
 8. High-Rise Multifamily (>8 stories)

The participants prioritized low to moderate density that aligns with the existing community character. They focused on single-family residences, duplexes, and townhomes. They were open to including fourplexes and low-rise to mid-rise multifamily if it was carefully designed to reduce traffic and other impacts near

existing single-family residences. The participants that live in the neighborhood had concerns about high-rise multifamily impact on community character and the strain on infrastructure (utilities, parking, transit, internet, etc.) and felt they should be excluded from the project.

- B. Density. Include a mix of density throughout the site.

The participants recognized the need for a mix of densities to address affordability and diversity but had concerns about higher-density residences near existing single-family residences and the strain it would create on local transportation infrastructure. Densities should be lower near the existing single-family residences and higher towards the middle of the site and the corner of Tully Road and South White Road to keep associated traffic towards City Connector Streets.

- C. Affordable Housing. Exceed the on-site affordability required by the City's Inclusionary Housing Ordinance.

Fifty percent of the participants expressed that the on-site affordability should exceed the City's Inclusionary Housing Ordinance requirement (15% on-site affordable units) with a preference of 20-30% on-site affordable units. The participants expressed a desire to include affordable units for a variety of income ranges. The participants expressed the need for affordable units to provide housing for teachers, first-time homebuyers, young professionals, frontline workers, seniors, etc. The affordable units should be available for rent and sale to promote affordability for all.

- D. Tenure. Consider providing a mix of for-sale and rental units for market-rate units. Affordable units must include both for-sale and rental units.

The participants expressed the need for a mix of rental and for-sale affordable units. There was a stronger preference for homeownership to foster neighborhood investment but emphasized affordability for first-time homebuyers.

- E. Site Design

- i. Locate lower densities (i.e., single-family residences) adjacent to existing single-family residences and multifamily residences toward the center of the site and the corner of Tully Road and South White Road.
- ii. Locate commercial uses toward the middle of the site and around a plaza.

The participants expressed the desire for a plaza similar to Evergreen Village Square. The plaza could be used for farmer's markets and other community events. The participants prefer that the commercial be located near the plaza to promote walkability and move traffic away from Tully Road and South White Road. Mixed-use was supported if it was designed at a scale compatible with the neighborhood.

Nonresidential

The participants identified small shops and community gathering spaces as priorities in the neighborhood. There was a strong preference to exclude a hotel and other larger commercial uses. Due to the existing traffic conditions in the neighborhood, the participants expressed the need to focus on the neighborhood-serving commercial uses. Nonresidential uses should be designed similar to Evergreen Village Square. The project should include spaces for community gatherings to host farmer's markets and community events.

A. Nonresidential Uses. Nonresidential uses are prioritized in the ranking below:

1. Small retail/restaurants
2. Community center/community gathering spaces
3. Mid-size grocery store
4. Mobility hub
5. Assisted living
6. Small offices

The participants stated that nonresidential uses should include neighborhood-serving nonresidential uses and should not include large-format retail spaces, large office buildings, or other sources of major employment. The participants showed a preference toward small retail. Some examples of these commercial uses included restaurants, bakeries, pubs, and coffee shops. They also had a strong preference for community gathering spaces. These spaces could be plazas that host farmer's markets or other types of community events. A mid-size grocery store was also a priority to provide for basic needs. Medical offices were okay to include if they were small offices. The participants felt strongly that a hotel should not be included in the project. The participants were generally concerned with commercial uses that would generate a significant number of jobs due to the associated traffic impacts.

B. Traffic Impacts. Nonresidential uses that generate significant traffic should not be considered. Minimize retail uses along Tully and White Road to prevent traffic congestion and maintain community character.

The primary concern with nonresidential uses was their impact on traffic. The participants expressed concerns about the traffic impacts nonresidential uses would create on Tully Road and South White Road. To minimize these impacts, the participants prefer the project provide neighborhood serving retail and services in the area. The participants felt the project could provide jobs for residents in the area but should not create significant jobs in the area.

Open Space and Amenities

The participants recognized Lake Cunningham Regional Park as a community asset and connectivity to the park as one of the highest priorities. The participants expressed a desire for well-maintained on-site green spaces that foster community interaction. While the participants expressed the need for open space and community amenities at the project site, they expressed concern about the connection to Lake Cunningham and focusing on the maintenance of Lake Cunningham before adding other parks.

A. Parks. The participants prioritized open space and amenities in the ranking below:

1. Playground
2. Natural and open space
3. Plaza
4. Community gardens
5. Picnic Areas
6. Dog Park
7. Sport Courts and Fields
8. Outdoor Exercise Equipment

The project will be reviewed for compliance the City of San José's parkland ordinances.

The participants expressed support for publicly accessible open spaces that serve both the on-site residents and the surrounding community. They recognized that Lake Cunningham provides some of the open spaces and amenities listed above and stated that the project should not provide open spaces that compete with the existing park. They expressed that the project's open space and amenities should complement Lake Cunningham Regional Park. The participants expressed concerns over the maintenance and condition of Lake Cunningham Regional Park. They emphasized the connection to Lake Cunningham should be prioritized to promote and utilize the regional park rather than creating new parks. They prioritized playgrounds as the top priority. The community also expressed support for flexible lawn spaces to provide a gathering space.

B. Plazas. Organize development around one or more public plazas or other urban open spaces.

The participants emphasized that this project should have a plaza similar to Evergreen Village Square. The project should include at least one plaza centrally located within the site and consider additional plazas along South White Road and Tully Road.

- C. Open Space. The development might include open space areas at the site's edges adjacent to existing single-family homes.

The participants expressed a preference for perimeter open space. They suggested including running paths or bicycle paths.

- D. Community gathering spaces. Include community gathering spaces.

The participants emphasized the need for open space. These open spaces could serve as flexible lawn spaces that could be used for events.

- E. Native Landscaping. Include native, drought tolerant landscaping and substantial tree canopy.

The participants expressed the importance of drought-tolerant landscaping. The participants had maintenance concerns; therefore, native, drought tolerant landscaping should be provided. They also expressed the need for a substantial tree canopy to provide shading and reduce the building impacts.

Transportation

The participant's top concern with the project was traffic impacts. The participants emphasized that the project should prioritize minimizing impacts on the neighborhood by providing improvements that would reduce or mitigate congestion. The project should expand pedestrian, bike, and transit facilities, improve road and intersection safety, and strengthen connections to major transit hubs.

- A. Urban Design and Transportation. The community prioritized transportation in the ranking below:

1. Central Plaza or Open Space
2. Pedestrian and Bicycle Facilities
3. Congestion Mitigation
4. Bicycle/Pedestrian Connections to Lake Cunningham
5. Connection to Eastridge Transit Center and Light Rail
6. Road/Intersection Improvements
7. Multiple Entries and Through Streets
8. East to West Street Connection

The participants expressed that traffic congestion should be limited on Tully Road and should minimize impacts on the adjacent single-family residences. The participants acknowledged that there may be multiple points of entry to the site but that they should be located on South White Road. They prioritized walkability and safety for the residents. The participants suggested traffic calming techniques rather than providing more intersections.

- B. Central Plaza. Provide a plaza toward the center of the site that is accessible to the surrounding neighborhood and new residents of the project.

The participants expressed concerns over exclusivity and access to a central plaza. They emphasized that a plaza and other community gathering spaces should be available to the surrounding neighborhood.

- C. Multimodal Design. Provide a multimodal design to improve accessibility and improve traffic flow.

The participants emphasized the importance of a strong multimodal design. They prioritized bicycle and pedestrian infrastructure and connections throughout the site. They also expressed concerns about exclusivity and emphasized the need to provide connections throughout the site to provide the surrounding neighborhoods access to the site. The neighbors along Flint Avenue requested that connections to the project be limited to bicycles and pedestrians. The participants would like to see multimodal, safe connections for bicyclists and transit users to utilize the future Eastridge light rail extension.

- D. Connections to Lake Cunningham. Provide connections from the project to the entrance of Lake Cunningham Regional Park.

The participants expressed the need for bicycle, pedestrian, and vehicular connections to Lake Cunningham. The participants expressed the need for improvements to connect the project and community to Lake Cunningham. They emphasized the need for safe connections for bicycles and pedestrians on South White Road to encourage the use of the regional park.

- E. Transportation Demand Management. Consider providing the following as part of the project's Transportation Demand Management Plan: bike network improvements, pedestrian network improvements, bike parking facilities, bike share stations, car share stations, transit subsidies, private shuttle/transit service, and vanpool incentives.

The participants prioritized transportation demand management features to help provide alternative options to reduce traffic impacts. The participants shared different transportation demand measures the project should provide. For example, they stated the project should run its own shuttle service and/or pay for increased bus transit service to connect the site to nearby amenities.

- F. Centralized Location for Transportation. Provide transit resources (bike share, car share, public transit stops, shuttles, etc.) in a designated area.

The participants requested a transit area (mobility hub) that would serve as the project's focal point for transportation alternatives to single-occupant vehicles. The participants acknowledged that there aren't many transit lines that run through the site. The participants expressed the need improved public transit and requested that future stops should consider being near the mobility hub. The participants said that

there are limited routes and connections. The participants expressed interest in the light rail expansion to the Eastridge Mall. They suggested that a shuttle and multimodal access to the light rail station could help the transportation impacts of the project.

Sustainability, Green Building, and Community Programs

The participants expressed their concerns about the environmental impacts the project would have on the neighborhood. They emphasized the need for the project to provide an environmentally sustainable project to reduce the impacts of the development.

A. Community Programs and Sustainability. The participants prioritized community programs and sustainability in the ranking below:

1. Native and Drought Tolerant Plantings
2. Green Storm Drainage
3. Solar and Other Green Energy
4. Sustainable Building Practices
5. Support for Veterans
6. Support for Unhoused Populations
7. Spaces for Special Events and Cultural Programming
8. Local Workforce Training and Hiring
9. Neighborhood Business Incubators

B. Sustainability. Meet City requirements for stormwater management, green building, and climate smart.

The participants prioritized environmental sustainability and emphasized that the project should incorporate green building practices. The project should meet and hopefully exceed the City's minimum requirements for green building, stormwater management, solar, electric vehicle parking, and reach code.

C. Landscaping. Provide drought tolerant and native landscaping throughout the project site.

The participants expressed their preferences for native vegetation along with drought tolerant landscaping. Substantial tree canopy should be provided to provide shade and cooling.

D. Community Programs. Consider providing facilities for community programs that support local workforce training and cultural programs.

The participants said they would like community programs such as local workforce training and hiring programs. They were also supportive of services for veterans. The participants acknowledged the need for support services for unhoused individuals. However, they weren't sure whether the services at this project site would benefit people experiencing homelessness. Some participants recommended an analysis of existing resources in the neighborhood to determine the demand and analyze the access for unhoused individuals to the site to determine the impact.

Next Steps

This is not the final guiding principles document. The complete guiding principles document will be available this summer before the next workshop. The 3rd community workshop is an opportunity to refine the draft guiding principles document.

For questions or comments on this document, please contact: Michelle Flores at Michelle.Flores@sanjoseca.gov