

Pleasant Hills

Guiding Principles



Planning, Building and Code Enforcement

Planning Commission Review Draft
August 2024

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Executive Summary

These Pleasant Hills Guiding Principles are the result of a months-long community engagement effort led by the City of San José focused on the future of the former Pleasant Hills Golf Course (PHGC) located in East San José. The 115-acre site is being proposed for residential and commercial development. Prior to considering a formal application, the City of San José sought to hear from residents, business owners, and community members about their concerns, vision, and priorities for the site. This report contains the community-informed Guiding Principles. These principles will be considered when interested developers submit a development project.

Community Engagement Process

Between February and August 2024, community members weighed in on the future of PHGC, participating in three rounds of engagement, each of which consisted of an in-person workshop and virtual workshop. There were also two separate online surveys for those unable to attend the workshops. The first round of engagement (February–March) provided an opportunity for community members to express their vision, ideas, and concerns about potential development on the site. In the second round (April–June), community members identified the specific features, programs, and amenities they did or did not want to see included in future development. Community members provided feedback on the draft Guiding Principles in the third and final round (August).

With the help of the City of San José; Council District Offices 5 and 8; and two local community-based organizations, Latina Coalition of Silicon Valley (LCSV) and Vietnamese American Roundtable (VAR), participation opportunities were promoted through a variety of channels, including email blasts, social media posts, flyers, and a multi-lingual banner along the fence at PHGC.

Outcomes

Through this City-led process, Guiding Principles emerged addressing residential development; nonresidential development; open space and amenities; transportation; and sustainability, green building, and community programs. Community members' opinions differed in response to some topics more than others. This report and the Guiding Principles herein capture the variety of insights and input received during the community engagement process about housing types and affordability, nonresidential land uses, transportation considerations, sustainable development practices, community programs, and other topics. This report is meant to provide the community, the Planning Commission, and City Council with a clear and concise summary of community priorities and concerns regarding development of the PHGC site. It will be used when evaluating future proposals for the site.

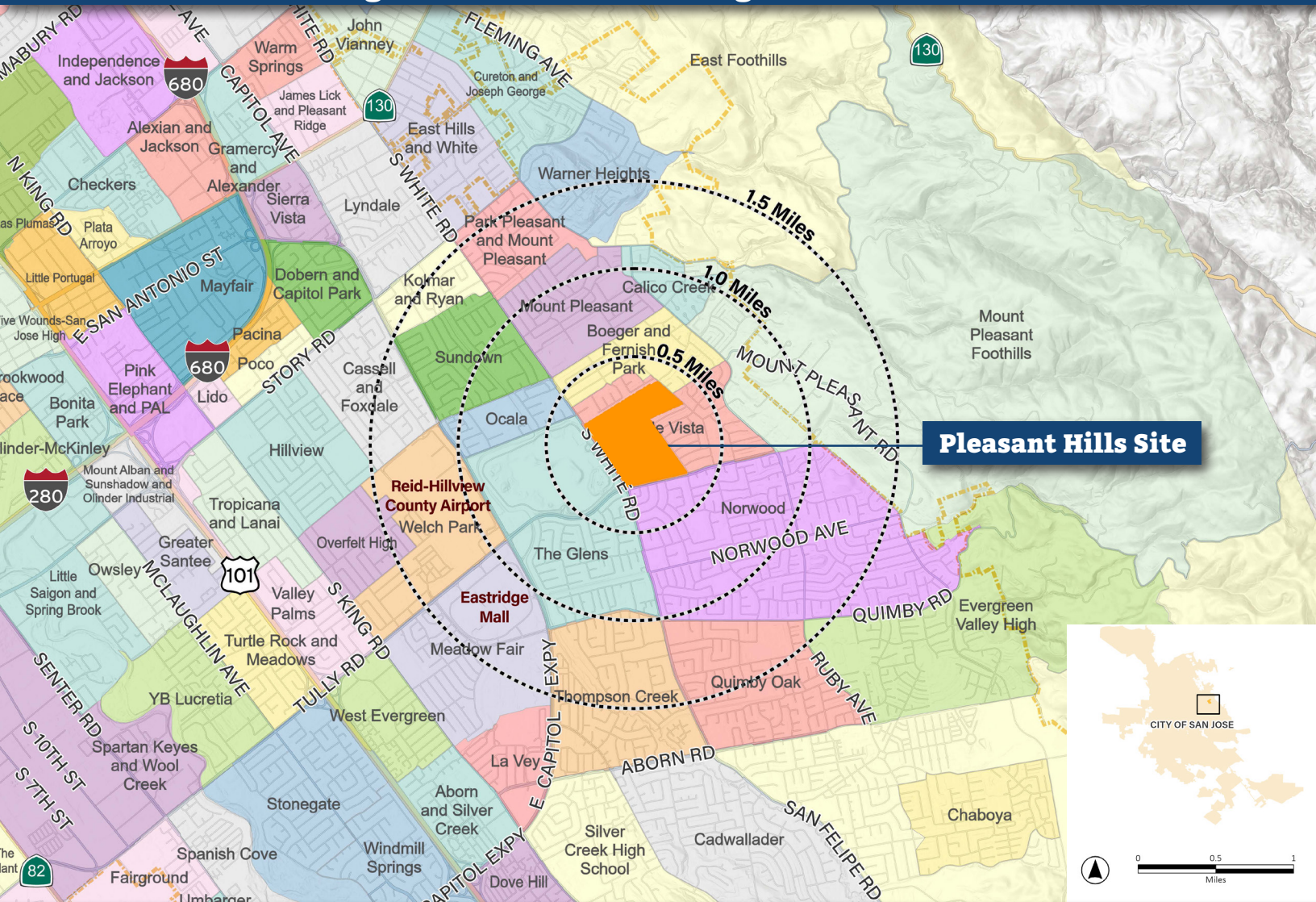
Planning Context

This section contains a description of the site, an explanation of the local and statewide policies that allow for future development at PHGC, and an overview of the application process for developers.

Site Description

Originally built in 1960, Pleasant Hills Golf Course operated until 2004. Since then, the site has mostly been unused, with occasional grazing by livestock to minimize fire hazards. Located in the Valle Vista neighborhood in East San José, the 115-acre property is directly across South White Road from Lake Cunningham Regional Park to the west.

FIGURE A: Site Neighborhoods Surrounding the Site



Neighborhood Amenities

Adjacent neighborhoods include Boeger/Fernish Park and Mount Pleasant to the north, Mount Pleasant Foothills to the east, and the Glens and Norwood to the south. Characterized by detached, single-family homes, these neighborhoods are predominantly residential but there are several public/quasi-public and open spaces, parklands, and habitat designations in the area per the Envision San José 2040 General Plan. A variety of amenities, schools, parks, public safety institutions, and historic resources are also located around PGHC, including San José Fire Station 21, Groesbeck Hill Park, August Boeger Middle School, and the East Valley Family YMCA.

Key Sites in Proximity

Land use changes and redevelopment are possible in the future on several other important sites in the project vicinity. There is a possibility that the Reid-Hillview County Airport, west of the site and East Capitol Expressway, could close as early as 2033, when it could be redeveloped. Eastridge Mall, also located along East Capitol Expressway, has the potential for new development, both on existing parking lots and through changes to existing buildings.

Demographics

Nearby residents are diverse in terms of income and language. A significant portion of households near PHGC speak languages other than English at home. Asian and Pacific Island (API) languages—primarily Vietnamese according to City of San José ethnicity data—are the most dominant, followed by Spanish.



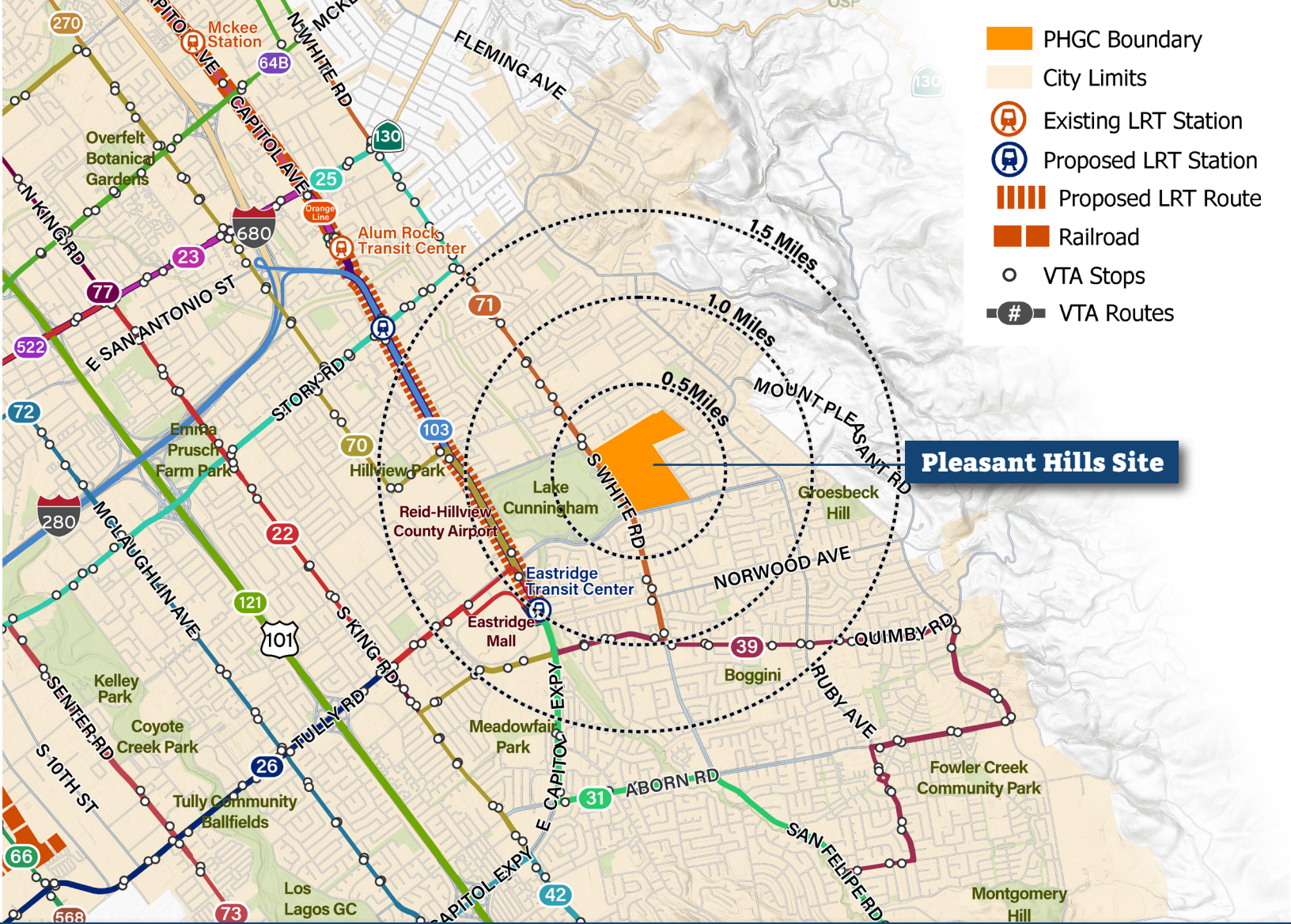


FIGURE B: Transit Access

Transit Access

Existing transit access adjacent to the PHGC site is provided by the Route 71 bus line along South White Road. Additional transit options may be provided by the extension of the Orange Line light rail along East Capitol Expressway, which will extend the existing light rail line from the current terminus at Alum Rock to the Eastridge Transit Center, providing a light rail connection to the Milpitas BART Station, the Tasman Light Rail Station, the Great America Amtrak Station, and the Mountain View Caltrain Station.



*VTA Alum Rock
Light Rail Station*



Intersection at Tully Road and South White Road

Bikeways

There are also many existing bikeways near PHGC, including along Tully Road from Capitol Expressway to Ruby Avenue, on White Road northbound between Ocala Avenue-Marten Avenue and Pleasant Lake Lane, and portions of Cunningham Avenue and Flint Avenue. Several bikeway improvements are proposed as part of the Tully Road Safety Project and Story-Keyes Bikeway Project. Elements of those projects include protected bike lanes and intersections, medians, high-visibility crosswalks, bike boxes, curb extensions, and more. Upgrades to existing bikeways on portions of White, Quimby, and Story Roads are anticipated in 2024.

Roadways and Congestion

Major roadways and key intersections near PHGC experience periods of congestion during peak travel times, including east-west streets like Story Road, Ocala Avenue, Tully Road, and Quimby Road and north-south streets such as King Road, Hopkins Drive, Capitol Expressway, and White Road. Congestion can be attributed in part to the fact that the area has relatively low densities that are difficult to service with transit, so residents rely on cars to reach jobs, shopping, schools, and other institutions.

**Additional details about the site context is provided in Appendix A, Existing Conditions.*

Policy Context

The PHGC site is an unincorporated island currently under the jurisdiction of Santa Clara County and within the City's sphere of influence and inside the Urban Service Area. Typically, rezonings and development/use projects for properties adjacent to or within a 300-foot radius of City boundary and within the Urban Service area are reviewed by the City of San José. The project would need to be annexed into the to City of San José's for the City to consider a development application.

The site is in an area previously covered by the Evergreen–East Hills Development Policy. Because the area has historically experienced traffic issues, the Policy limited additional residential growth in an attempt to maintain the area's traffic circulation system at an acceptable level of service. This policy restricted development at the Pleasant Hills Golf Course because the potential new housing would generate too much traffic that could not be mitigated on the area's roadways.

2013

SB 743

In 2013, the State legislature approved Senate Bill 743 (SB 743) to shift the way cities measure traffic impacts when considering future development. SB 743 requires the use of "vehicle miles traveled" (VMT) as the metric to assess transportation impacts in environmental analyses such as environmental impact reports (EIR) prepared under the California Environmental Quality Act (CEQA). The City of San José has been a statewide leader in implementing SB 743 and using VMT as the measure for traffic impacts in planning new development.

2018

City Council Policy 5-1

In 2018, the City Council adopted a VMT Policy stemming from SB 743 (City Council Policy 5-1) and retired the Evergreen–East Hills Development Policy.

2022

Changes to VMT Policy

In December 2022, the City Council made changes to the VMT policy, allowing development projects to be considered in areas zoned as Private Recreation and Open Space even if they result in more VMT that can't be mitigated. For market-rate housing to be considered here, City Council could make findings for a Statement of Overriding Considerations explaining why the project's benefits outweigh the negative impacts of immitigable VMT outside of the General Plan growth areas. This modification allows for potential development at PHGC.

2022

General Plan Amendment Application

Once the City amended the VMT policy, a local development team announced that it seeks to redevelop the site with a mix of residential and job-generating uses. With this in mind, the San José's City Council directed staff to conduct the City-led engagement process to develop community-centered Guiding Principles that are the subject of this report.

Project Review Process

The applicant submitted a General Plan Amendment application in 2022 to change the land use designation from Private Recreation and Open Space to Mixed Use Neighborhood and Mixed Use Commercial. The applicant attended all community workshops held as part of the Guiding Principles process and will use the Guiding Principles when creating their proposal.

The establishment of the Guiding Principles presented in this report is the beginning of a much longer planning process. The Guiding Principles will be used by staff as one of the data points against which to consider the project for conformance with City goals and policies. Other City goals and needs, such as the need for affordable and multifamily housing units, will also be considered when the project is reviewed. Some City goals and needs may conflict with some of the Guiding Principles presented in this report, in which case the Planning Commission and City Council will make final determinations regarding project parameters to balance goals, needs and principles against each other.

The project review process will also include technical reports, such as a transportation analysis, as part of the analysis conducted under the California Environmental Quality Act (CEQA). The applicant will continue to do community outreach for the project, and the City will also continue to conduct outreach consistent with the City's Outreach Policy for Land Use and Development Proposals, which will include an on-site sign, community meetings, and hearing notices.

Development Proposal

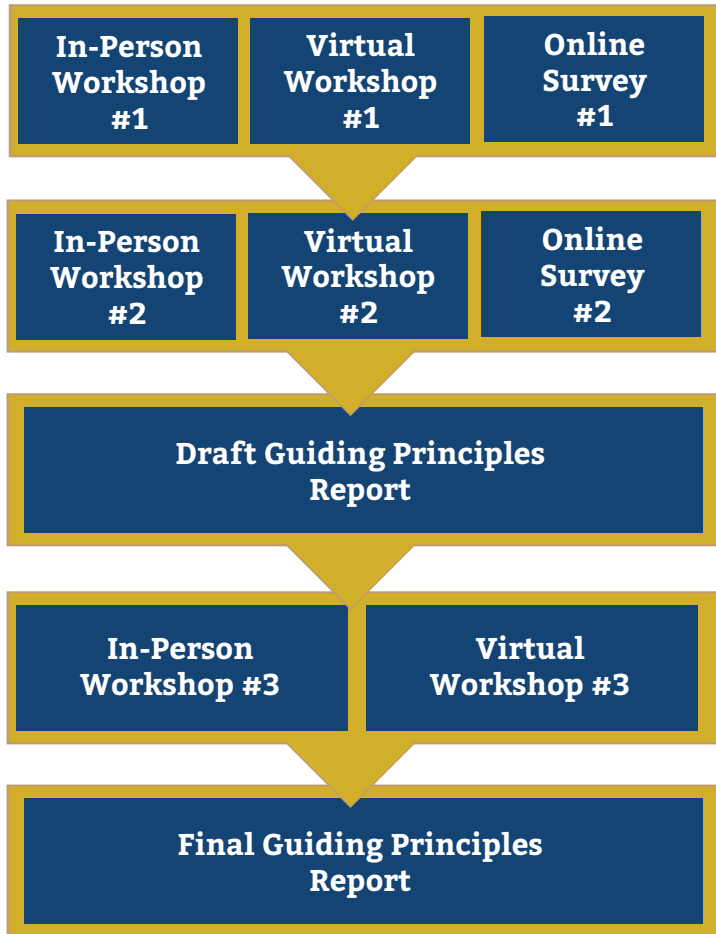
Ongoing Public Engagement

Transportation Analysis

Environmental Impact Report

Public Hearings

Community Engagement



Engagement Overview

The Pleasant Hills Golf Course Guiding Principles process involved community engagement through various activities. These included two in-person workshops on February 15 and April 25, 2024, and two virtual workshops via Zoom on February 21 and April 29, 2024. Additionally, two online surveys were conducted to gather broader community input and provide participation opportunities for those unable to attend the workshops.

Workshop Activities and Content

During the workshops, participants engaged in several structured activities aimed at collecting comprehensive input on the future development of the PHGC site. Each workshop began with a presentation outlining the workshop agenda, an overview of the project process and engagement opportunities, background information on the PHGC site, and key insights from previous workshops and surveys. This was followed by facilitated breakout discussions where participants worked in small groups to discuss and prioritize different aspects of development.

Round 1



Round 2



Round 3



February 2024 Workshops

Activities at the first pair of workshops were:

Mapping Community Assets: Participants identified existing community assets, destinations, and services and discussed what was missing in the area.

Discussing Development Considerations: Participants shared their priorities and concerns regarding potential development, focusing on housing, economic development, parks and public space, transportation, and sustainability.



April 2024 Workshops

The primary activity at the second pair of workshops was a Site Priorities Card “Game” in which participants used a deck of cards to prioritize features, programs, and amenities they wanted to see included or excluded from the potential development. Categories included Housing Type, Nonresidential Land Use, Open Space and Amenities, Community Programs and Sustainability, and Urban Design and Transportation. Facilitators asked follow-up questions and moderated group discussions.



August 2024 Workshops

The third pair of workshops were organized as an **Open House**, in which participants moved among stations to learn about and provide comments on the key components of the Guiding Principles.

**A complete description of workshop activities and their outcomes is presented in Appendix B, Summary of Community Workshops, and Appendix C, Summary of Online Surveys.*





Outreach and Promotion

Outreach for these engagement activities used multiple channels to reach a broad audience. Workshops were advertised through City of San José mailed notices to owners and tenants within a 2,500-foot radius, digital postings on the City website and social media, a multilingual banner at the PHGC site, and promotion by Council offices for Districts 5 and 8. Two community-based organizations (CBOs)—the **Latina Coalition of Silicon Valley** (LCSV) and the **Vietnamese American Roundtable** (VAR)—distributed multilingual flyers at local facilities, businesses, and community events, including libraries, laundromats, family resource centers, and restaurants. The CBOs engaged with both neighborhood and small business associations, providing them with digital materials to share with their networks. LCSV and VAR made use of their digital platforms as well, with online group messaging, email blasts, and social media promotions via Facebook, LinkedIn, and Instagram. Reminder emails were sent to registrants leading up to each event to ensure high attendance.



WORKSHOP* PARTICIPANT SNAPSHOT

Participation

Workshop participants were primarily from San José, though some also worked or owned businesses in the area. Attendees were diverse in terms of race, age, and income as demonstrated by the infographic at right and a brief description below.

In terms of race and ethnicity, workshops were notably diverse, with 41 percent of participants identifying as white or Caucasian, 24 percent as Hispanic or Latino, 20 percent as Asian or Pacific Islander, and 5 percent as Black or African American. This roughly tracks diversity in San José's population as a whole, although white people were somewhat overrepresented and other groups were slightly underrepresented.

The age distribution in the workshops was broad, with significant participation from younger adults aged 18 to 34, as well as a considerable number of attendees over the age of 65. Thus there was input from all age ranges, although older people were somewhat overrepresented.

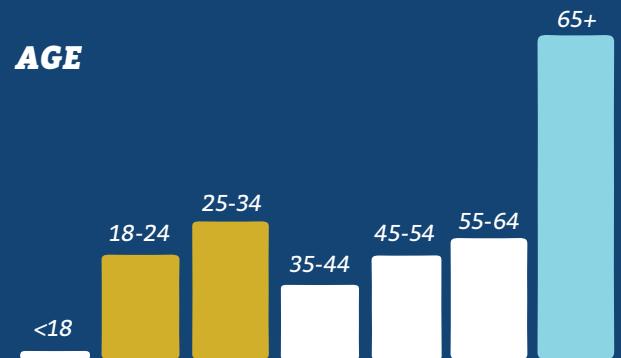
Attendees came from various economic backgrounds, ranging from households earning less than \$30,000 to those earning over \$220,000 annually. The reported household incomes of participants roughly corresponded to income ranges in the city as a whole.

Online survey respondents were similarly diverse in these three categories, highlighting the inclusive nature of the community engagement process in capturing a wide range of perspectives from various age groups, racial and ethnic backgrounds, and income levels, ensuring that the planning and development efforts for the Pleasant Hills Golf Course site are informed by a broad and representative cross-section of the community.

RACE & ETHNICITY

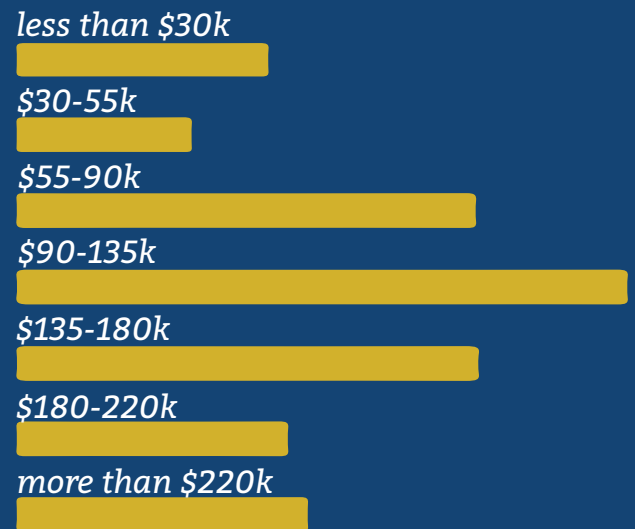
- 41% White/Caucasian
- 24% Hispanic/Latino
- 20% Asian/Pacific Islander
- 5% Black/African American

AGE



Participants by Age

ANNUAL HOUSEHOLD INCOME



*Combined for Workshops 1, 2, and 3. Demographic information was not collected at in-person Workshop 1. Not all participants responded to demographic survey questions. For a complete summary of workshop attendee and survey respondent demographics, refer to Appendixes B and C, respectively.

Guiding Principles

The following guiding principles result 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.

These 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 rankings for each section show the highest priority first and the least preferred at the bottom of the list.

Guiding Principles:

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.

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.



Multimodal Design

Provide a multimodal design to improve accessibility and improve traffic flow.

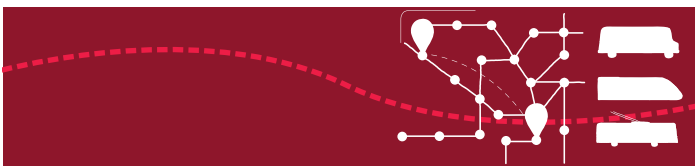
The participants emphasized the importance of a strong multimodal design. They prioritized bicycle and pedestrian infrastructure and connections throughout the site. They also expressed concerns about exclusivity and emphasized the need to provide connections throughout the site to provide the surrounding 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.



Connections to Lake Cunningham

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

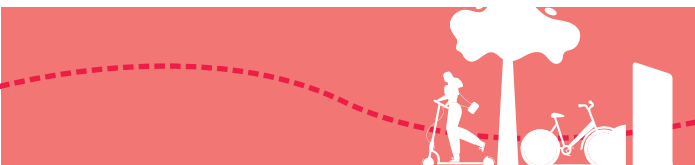
The participants expressed the need for bicycle, pedestrian, and vehicular connections to Lake Cunningham. The participants expressed the need for improvements to connect the project and community to Lake Cunningham. They emphasized the need for safe connections for bicycles and pedestrians on South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



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.



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 for improved public transit and requested that future stops should be considered 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.



Roadway Improvements

Ensure that the project's required transportation improvements develop multimodal arterial streets and intersections serving the site, with particular attention to access to Highway 101 and Interstate 680.

Participants emphasized the importance of upgrading existing streets, improving current roadway conditions, and including infrastructure in future development that serves the site and its future users and provides adequate access to major routes.



Parking

Ensure adequate and strategically placed parking to support both residential and commercial uses, while considering future transportation trends such as rideshare and autonomous vehicles. Parking design should balance the needs of vehicle owners with the goal of promoting multimodal transportation options. Avoid over- or under-supply of parking by carefully planning parking ratios per dwelling unit and commercial space.

Many participants expressed concerns about parking. For current residents, providing parking that sufficiently serves future commercial and residential development is a priority as undersupply would negatively impact the existing neighborhood.

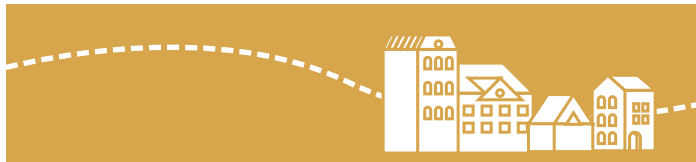
Guiding Principles:

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.

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)**



Density

Include a thoughtful mix of density throughout the site, prioritizing low-density and mid-density developments. Higher density development, particularly for senior and assisted living facilities, might also be incorporated to address regional and local housing needs.

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's impact on community character and the strain on infrastructure (utilities, parking, transit, internet, etc.) and felt it should be excluded from the project.

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 toward City Connector Streets.



Affordable Housing

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

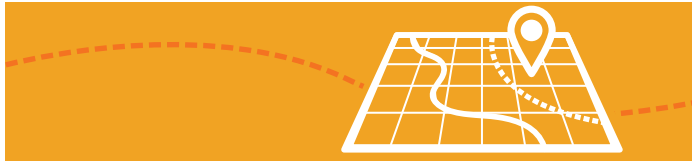
Fifty percent of the participants expressed that the on-site affordability should exceed the City's Inclusionary Housing Ordinance requirement (15 percent on-site affordable units) with a preference of 20 to 30 percent on-site affordable units. The participants expressed a desire to include affordable 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.



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.



Site Design

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.

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. 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 large 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.

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 for 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.



Local Serving Community Hub

Ensure that any nonresidential development contributes to a vibrant and local-serving community hub with small shops, restaurants, community spaces, and a mid-size grocery store. Avoid large retail, office buildings, and hotels.



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.

Participants were supportive of small-scale retail in future development and expressed a desire for establishments catering to and addressing the needs of local residents.

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.

Guiding Principles:

Open Space & Amenities

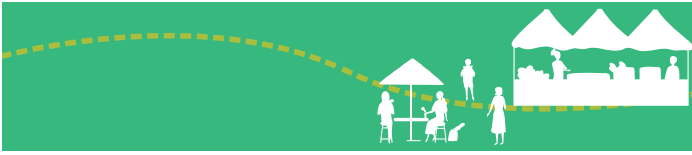
The participants recognized Lake Cunningham Regional Park as a community asset and connectivity to the park as one of the highest priorities. The participants expressed a desire for well-maintained on-site green spaces that foster community interaction. While the participants expressed the need for open 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.

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 by the City of San José's Parks, Recreation and Neighborhood Services department for its parkland requirement.

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.



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. Given concerns about exclusivity and access, a central plaza and other community gathering spaces should be available to the surrounding neighborhood. The project should include at least one plaza centrally located within the site and consider additional plazas along South White Road and Tully Road.



Open Space

Prioritize the inclusion of well-maintained, accessible open spaces that focus on natural landscaping and are integrated throughout the entire site, including along the site's perimeters adjacent to existing single-family homes.

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



Community gathering spaces

Include a diverse range of community gathering spaces that cater to varying activities and age groups. These should be open and welcoming to both the site's residents and the broader neighborhood.

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

Guiding Principles:

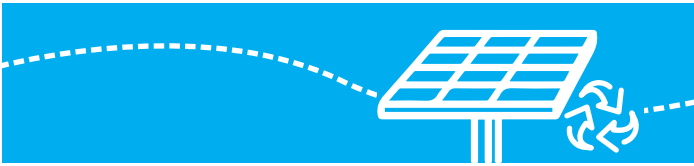
Sustainability, Green Building, and Community Programs

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.

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**

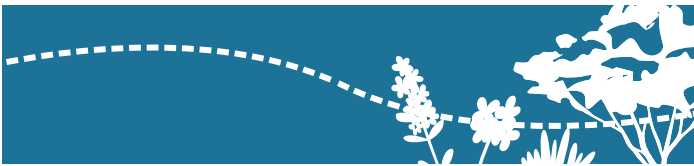
The highest-level priorities for community programs and sustainability focus on incorporating native and drought-tolerant landscaping, green infrastructure, and sustainable building practices into future developments. Participants emphasized the need to exceed city requirements for stormwater management and green energy, while also supporting local workforce training and spaces for cultural programming. Additionally, there was a strong preference for creating spaces that foster community building, cater to diverse age groups, and integrate with existing community facilities and programs.



Sustainability

Meet and exceed City requirements for stormwater management, green building, and Climate Smart.

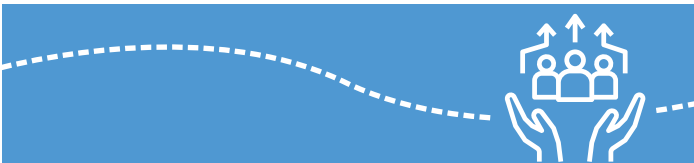
The participants prioritized environmental sustainability and emphasized that the project should incorporate green building practices. The project should meet and hopefully exceed the City's minimum requirements for green building, stormwater management, solar, electric vehicle parking, and reach code.



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.



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.



*Planning, Building and
Code Enforcement*