TENSIONS

TOTAL ANNEXATION ← STATUS QUO

RELIABLE PUBLIC SAFETY → FUNDING & MULTI-JURISDICTIONAL ISSUES

COMMUNITY CENTER? ← LOCATION: SERVES WHO?

SUPPORT/PROVIDE HOMELESS SERVICES → FUNDING; POLITICAL WILL; PRIORITIES; CAPACITY

COMMUNITY WELL-BEING ← NOT IN MY NEIGHBORHOOD

COMMUNITY BUILDING (WHERE IS RESILIENCE?) → PROPERTY RIGHTS

INDIVIDUALISM
QUESTIONS

CONTRIBUTING FACTORS

• Jurisdictional issue
  • Info (lack)
  • History
  • Funding structure (HR/PRD)
  • Lack of representation
  • Multiple services providers
  • Fear
  • $$$ to neighborhood/community orgs
  • Confusion

• Reliable public safety: confusion; taxation levels; issues

• Community Ctrs: Multi-generational; funding; jurisdiction;
  • Info/education
  • Fear/concern for safety
  • Lack of services (mental health; health care; housing; jobs; living wage)
  • Community needs:

• Or pioneer
  • Lack of shared community identity
  • Anti-gov't; history; preaching to the choir;
  • Hard to reach across boundaries of belief
  • Race/ethnicity: “other”

• Art, theater, music; community building
TENSIONS

- Density, infill, design issues
- City/County support or block development (coordinate?)
- Distribution of dense development
- Rural character vis a vis new housing (dense/tall)
- Ag land vs. infill
- 20 min hoods vs. current zoning
- Affordable housing vs. all housing
- Concentrated land use/monoculture impact on systems (schools etc.)
Tensions P.2

- Perceived vs. real impacts need facts
- Support/Distribution of homeless camps + services
- Urban Infrastructure vs. natural systems
- Population growth pressure
  - expand GCB?
  - preserve ag land?
  - infill w/ max lot size? incentivize ag
- Property rights vs. community needs
Questions
Contributing Factors

- City-wide needs & understanding
- Zoning (City/Co. regs) process
- Housing market forces
- Land availability & constraints
- Cost of land & development
- NIMBY attitudes
- Politics
- Infrastructure, funding
- Developers
- Ag land loss, class 1 soils
- Property rights vs. community/other needs
- Legislative process, new bills

Land Use

A word

[Signature]
TENSIONS

1. More Nature (wild) - developed parks stay the same - developed parks pathways along waterways - preserve riparian veg. vs.

illegal camping - public safety

Reducing homeless problem but not providing solutions (policing can cause tension)

Accessibility across River Rd.

Dev. $ vs Maint $ & Allocation of funds (eg. skate park)

1. Park district vs. city parks

Dog Park - how many users

Path lights vs. habitat needs & Neighbor concerns

Needs/Desires vs. Funding
Food production vs. land availability
River Rd vs. Santa Clara desires/needs
Purpose/function of River Rd - for locals or city transit
Inappropriate residential development along greenway
Restrooms
Graffiti/vandalism vs. family friendly env.
Commercial vs. open space along greenway
Herbicides veg control

B) Maintain/improve vs. Acquisition
Existing
Inequitable park funding citywide RRSc
QUESTIONS

CONTRIBUTING FACTORS

A. Value of biodiversity
   - Families needing rec. opportunities
   - Public safety
   - Watershed health/conservation
   - Relative needs of RR vs SC
   - Accessibility & connectivity re: linear park

B. Measure 5 tax limitation
   - Funding - allocation of funding
     - Equitable distribution of parks re: funding
     - Mixed city/county jurisdiction
   - Rec & Parks provision
     - Develop vs. maintenance
     - Desires & willingness to pay for them.
   - Proactive investment to engender trust
   - Park & rec oppor. not keeping up w/ pop. growth
   - City unwillingness to discuss metro park dist. formation
TENSIONS

- Impact of sidewalks & bike paths on streets (east-west)
  - Include accessibility
- Tree removal
- Impact to private property
- Mass transit (Moving Ahead Project)
- Narrow vs. wider streets

- Sidewalks or no sidewalks
  - Impact on trees
  - Impact on stormwater treatment (swale or curb/gutter)
- Governance (city vs. county) for bike paths
  - Particularly in Santa Clara
- More vehicle lanes vs. fewer vehicle lanes allowing for walking, biking, and transit.
- More EmX vs. no EmX
- More N/S path connections vs. using River Rd.
- More EmX vs. no EmX
- Traffic calming on River Rd.
- Effectiveness of River crossing (yes or no)

Transportation

[Note: This document appears to be a list of various transportation-related issues and considerations.]
- Safely crossing River Rd & their impacts

- Continue bike path north into Santa Clara vs. impacts to property owners

- More street lighting (illumination) vs. less street lighting (light pollution)

- Safety @ River Rd & Division Ave vs. impacts to users & businesses

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- Traffic calming vs. emergency vehicle access

- More vehicle lanes vs. fewer vehicle lanes

- Widening for impacts
  - Sidewalks vs. private property
  - Paths
  - Lanes
  - Transit
  - Trees
  - Stormwater treatment
  - Cost
QUESTIONS

CONTRIBUTING FACTORS

- More vehicle lanes ➞ More carbon
- Vehicle emission standards
- What's the impact on me?
- Safety (8-80) vs.
  - Personal privacy
    - Private property
      - Lowered speed limit
      - Travel time
  - Cost
  - Natural impact
    - Trees
    - Lighting
    - Soils
    - Water
    - Wildlife

IMPACTS

Mentioned eleven times
TENSIONS

New, trendy restaurants
- Who is economic development for?
- Affordability, culture
  (ex) Fred Meyer vs. Market of Choice

Availability: walkable gathering spots vs. drive to nice restaurants

Want diversity of businesses (consensus here)

Difference of SC vs. Lower RR

Tension: don’t overdevelop/build strip malls vs. people want more options

Local business: willingness to shift spending habits* expand to include services

Aspirational vs. what will happen

Multi-use, home-based businesses - how does neighborhood support them?
Tensions cont. (2)

Nodes off of River Road?
- in residential areas?
- what should requirements be?

How is the neighborhood branded as? How does that shape the types of businesses?

**Do we envision** economic life as River Rd, or as nodes throughout the area?

Add new commercial areas or redevelop the ones we have?

River Rd: Transportation system

Do we want to be a destination or provide goods/services to people who live here?
- will branding draw people?

20 min. vs. place people go to

Non-retail, bedroom community vs. integrated into Community?

Is there demand for higher wage jobs?

Housing capacity to support new jobs?
Key Tensions

Cont. (3)

Self-sustaining vs. destinations
Nodes vs. Strip malls
  - Work with what we have or redevelop
Impact of providing new jobs
Financial viability vs. Livability
  Do we want the density necessary to support the business we want?
Questions

Factors

City Code
- Parking requirements

Research needed
- What can neighborhood support?
- How will increased density impact this?
- What is missing from existing goods/services?
- Impact of local businesses on prices & jobs

Business networks
- How will generational shift affect this?
  - Capture divergences in answers, time lived in RR-SC

Quality of life impacted by nearby businesses

New housing development, age of neighborhoods

Developing land by airport

Lane Economic

Housing prices after businesses/jobs expand
Factors

Soils

Special Use Districts

Market analysis - work with TOD study
Level of trust with background data / studies
  - input on other plans and studies

Research
  - projected densities for RR and SC
    - will ADU's have an impact? (side question)
  - projected population