PLANNING PROCESS

Transit Neighborhood Plans

**STEP 1**
Research & Development
Department of City Planning reviews existing plan, maps & data. Planners conduct field visits & survey existing land uses.

**STEP 2**
Public Workshops
Planners solicit opinions & ideas from the public in a series of workshops & events.

**STEP 3**
Environmental Scoping
Planners & consultant seek public input regarding potential environmental impacts of the plan to prepare an Environmental Impact Report (EIR).

**STEP 4**
Draft Plan
Planners use public input & background research to draft a plan.

**STEP 5**
Draft Plan is presented to the public & a public hearing is held to gather public comments.

**STEP 6**
Proposed Plan
The proposed plan is revised based on background research & public comments & then made available online.

**STEP 7**
Decision Making
Proposed plan passes through several commissions, committees & City Council with opportunities for public input & final critiques.

**STEP 8**
Adopted Plan
15 member City Council approves the plan. Mayor signs the plan. Plan is adopted.

Get involved!
Opportunity for Public Input

We are here
Partially Funded by Metro
PUBLIC PARTICIPATION AND OUTREACH SUMMARY

Previous Public Engagement

BY THE NUMBERS:

- 16,000+ flyers distributed
- 300+ meeting attendees
- 650+ stakeholders receiving regular updates

OUTREACH TIMELINE:

- Winter 2016: Council Office Briefings
- Spring 2016: Neighborhood Council Meetings
- June 2016: Community Workshops: Open House Style
- November 2016: Community Workshops: Initial Concepts
- Summer 2017: Neighborhood Council Meetings
- Winter 2018: Community Open Houses
- Ongoing Focus Groups

WHO WE’VE TALKED TO:

- Neighborhood Councils
- Council Districts
- Business Improvement Districts
- Transit Advocates
- Bike Advocates
- Business Community Advocates
- Nonprofit Organizations
- Local Residents
- Local Business Owners
- Metro
- Members of the Media

What We’ve Heard

Housing
- Desire for additional housing and a greater variety of housing options.
- Need for affordable housing and senior housing.
- Want more opportunities for smaller and more affordable for-sale homes for first-time homebuyers.
- Support for anti-displacement policies and preservation of rent-stabilized housing.

Land Use
- Prioritize developing commercial space, community space, and educational space around the stations.
- Place higher-density housing along main thoroughfares to create complete streets.
- Allow up to four dwellings on select residential lots currently zoned single family.

Urban Design
- Create design regulations that would make new development more pedestrian-friendly and walkable; regulations should not be overly rigid, and should allow for a variety of architectural styles and building types.
- Create development incentives for smaller parcels to encourage “fine grained urbanism,” as opposed to large-scale developments that assemble multiple parcels.
- Preserve small-scale storefronts along streets such as Magnolia Blvd.

Open Space
- Desire for more open space throughout the station areas for recreation.
- More shade trees and outdoor seating. Need better tree species (roots, shade, droppings) that provide a good canopy, and protect people from the extreme Valley heat.
- Use a Public Benefits system to incentivize public open space, including community gardens.

Mobility
- Desire for improved pedestrian, bicycle, and transit connectivity and safety throughout the community, including bike lanes, pedestrian scramble crosswalks, wider sidewalks, and active alleys.
- It should be easier and more pleasant to walk to destinations. Some neighborhoods lack sidewalks, which should be improved.
- Parking spillover in single-family neighborhoods should be avoided.