



# Memorandum

**TO:** COYOTE VALLEY SPECIFIC  
PLAN TASK FORCE

**FROM:**

**SUBJECT:** SUMMARY OF TECHNICAL  
ADVISORY COMMITTEE  
MEETING HELD ON 2/15/05

**DATE:** March 7, 2005

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Approved

Date

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**Technical Advisory Committee Members Present:**

Michele Beasley (Greenbelt Alliance), David Bischoff (Consultant for the City of Morgan Hill), Beverly Bryant (Home Builders Association of Northern California), Tedd Faraone (Coyote Valley Alliance for Smart Growth), Mike Griffis (SCC Roads & Airports), Mary Hughes (SV Habitat for Humanity), Trixie Johnson (FROGs), Jane Mark (SCC Parks & Recreation), Dunia Noel (LAFCO) and Mike Tasosa (VTA).

**City and Other Public Agency Staff Present:**

Joseph Horwedel (PBCE), Darryl Boyd (PBCE), Susan Walsh (PBCE), Mike Mena (PBCE) and Sylvia Do (PBCE).

**Consultants and Members of the Public:**

Eileen Goodwin (Apex Strategies), Roger Shanks (Dahlin Group), Jodi Starbird (David J. Powers and Associates) and Jim Thompson (HMH Engineers).

## **1. Welcome and Introductions**

The Technical Advisory Committee (TAC) meeting convened at 3:00 p.m. with introductions around the room. Susan Walsh, Senior Planner with the Planning, Building and Code Enforcement (PBCE) Department, provided an overview of the agenda. The purpose of the meeting was to discuss the Environmental Impact Report (EIR) approach, process and alternatives. A show of hands indicated that a majority of the TAC meeting attendees were also present at the February 7, 2005 Task Force meeting.

## **2. Update on CVSP**

On January 25, 2005, the City Council accepted the second Coyote Valley Specific Plan (CVSP) Progress Report authorizing staff and consultant team to proceed with the development of the EIR, zoning, design guidelines and the financing strategy for the Plan. Susan reviewed the findings of Economic and Planning System's (EPS) Workplace Market Conditions study presented at the February 7, 2005 Task Force meeting. Projected job growth through 2030 estimates that the total number of jobs in San Jose would account for approximately half of Santa Clara County's total jobs. The total number of jobs in Coyote Valley would account for about one-sixth of the city's total jobs. Coyote Valley could accommodate 10 million square feet of the total 66 million square feet of space demanded through 2030. Major development and redevelopment of other San Jose sub-areas is expected to occur even with the development in Coyote Valley. Workplace development in Coyote Valley advances the goal of alleviating traffic congestion through job distribution and improving the jobs housing balance in the city. Jobs will not be assigned to Coyote Valley at the expense of other areas. The CVSP goal of fiscal self-sufficiency means that other areas will not subsidize Coyote Valley.

## **3. Overview of the EIR Approach, Process and Alternatives**

Darryl Boyd, Principal Planner with the PBCE Department, gave an overview of the EIR approach, process and alternatives. The purpose of an EIR is to provide detailed information about the effects a proposed project is likely to have on the physical environment. An EIR lists ways in which the significant effects of a project might be minimized through feasible mitigation, and proposes and analyzes reasonable project alternatives. Darryl described examples of potential environmental impacts and project alternatives. A "no project" alternative means that the proposed development would not occur in the Urban Reserve at this time. However, any previously issued permits for development projects in the North Coyote Campus Industrial area may continue as planned. The EIR public review process will begin with a property owners meeting on March 2, 2005 and a community meeting on March 3, 2005. Both events will take place at the Coyote Creek Golf Club, from 6:30 to 8:30 p.m. Comments from today's TAC meeting will be forwarded to the Task Force by its next meeting on March 14,

2005. The third Progress Report would be presented to the City Council in late March or early April.

The TAC provided the following comments:

- Does the Task Force review the TAC's comments? *Susan indicated that the Task Force reads the TAC meeting summaries and some members have occasionally called with questions on TAC comments. Darryl explained that TAC meetings have focused on the Task Force Meeting materials in the past, but that this would soon change. Susan indicated that there would be a work program for the TAC sometime in the near future.*
- Will there be focus group meetings in addition to early consultation meetings? *Darryl explained that focus groups and technical working groups would continue with the planning process in addition to the early consultation meetings for the EIR. When would the transportation focus group reconvene? Susan indicated that the transportation focus group would reconvene when they receive data from Hexagon Transportation Consultants who is testing the VTA model and calibration for the internal land use design (e.g. the parkway system and roundabouts).*
- How would the triggers work with a reduced project scale? *Darryl stated the triggers for Coyote Valley development are incorporated into the General Plan. He explained that the triggers are part of the project description, not a project alternative. Joe Horwedel, Deputy Director of the PBCE Department, indicated that the triggers, and any revisions to them, would be discussed in the project description. Any potential changes to the triggers would require a General Plan amendment and would be discussed by the Task Force and discussed in the Notice of Preparation (NOP) for the EIR before it is released.*
- When will the 50,000 qualifying jobs in Coyote Valley be achieved? *Susan explained that it is projected that about 36,000 total jobs would be achieved by 2030, and 50,000 qualifying jobs by the year 2040.*
- When will the 20 million square feet of new workplace development on North First Street be achieved? *Darryl indicated that the development might occur by 2020 in conformance with the General Plan. Staff also stated that development in North San Jose and in the Downtown area would probably occur before Coyote Valley since there is existing infrastructure in those areas.*
- Where is the traffic analysis? *Darryl stated that the traffic analysis is not available yet, but is under preparation.*
- Indication that the preliminary traffic analysis suggests that Highway 101 would be inadequate for a project scale this large. Recommend reducing the project scale or mitigating the Highway 101 traffic elsewhere. *Joe said that the city might prefer to have a congested Highway 101 than to create a 4-lane Bailey Over-the-Hill. Bailey Over-the-Hill will require a subsequent project-level EIR.*
- Indication that a reduced scale project could decrease the need for traffic alternatives.

#### **4. Discussion/Scope of the EIR and Alternatives**

Eileen Goodwin, with Apex Strategies, facilitated the EIR discussion on four major topics: project alternatives, mitigation measures, land use compatibility and project redesign options. The TAC provided the following comments:

##### *Project Alternatives*

- Indication that the Plan would result in an auto-oriented community. Recommend considering an alternative strategy that would achieve a more walk-able community.
- Proposed project alternatives should be within existing city limits.
- A possible project alternative is to distribute the 25,000 housing units and 50,000 qualifying jobs throughout the city within the existing Urban Service Area as infill. *Joe indicated that the city could barely meet the Association of Bay Area Governments' (ABAG) figures of 2030 projected job growth with North San Jose, Downtown and Edenvale alone.*
- Indication that there are not any alternative locations in the city for a project of this scale.
- A "no project" alternative means that development would not take place as planned. The EIR should explain how the city would address the job and housing issues with the "no project" alternative.
- Recommend reducing the job and housing numbers proportionately.
- Recommend reducing the number of jobs and housing, but not proportionately.
- Recommend an alternative that would result in the creation of a jobs/ housing balance within Coyote Valley.
- Recommend using Greenbelt Alliance's *Getting It Right* as an alternative.
- Concern that the project alternatives tie into Santa Clara Valley Water District's (SCVWD) water profiling plans.
- Suggested a project alternative that includes the realignment of Coyote Creek.
- Recommend allowing the TAC to review the refinements made to the project alternatives after they go to the City Council in late spring 2005.

##### *Mitigation Measures*

- Would like to see different alternatives for the mitigation areas.
- Indication that other LAFCO agencies would not support CVSP mitigation in different counties.
- The Santa Clara County Parks and Recreation Department would like to be informed well in advance if developers consider Coyote Creek as a mitigation site. *Jim Thompson, with HMM Engineers, indicated that they are not considering Coyote Creek as a mitigation site at this time.*
- Indication that widening Hale Avenue would have a negative impact on agriculture and homes. Will there be mitigation along Hale Avenue? *Joe explained that the mitigation areas have not been decided yet.*
- Recommend that the EIR suggest potential mitigation measures for agriculture and open space.

- Indication that it is unfair to apply the LAFCO policy regarding farm mitigation to the CVSP. Recommend against rewarding those who may have purposely failed to farm. Recommend looking back to at least the 1970s to determine the agricultural viability of the land.
- Recommend against having property owners pay too much for mitigation.
- Recommend looking at a double tracking the Caltrain system to Gilroy and/or Morgan Hill to mitigate traffic impacts. *Jim indicated that Caltrain is proposing to extend just south of Bailey Avenue.*
- Indication that there will be significant negative traffic impacts on Highway 101 that will need to be mitigated.
- Will any improvements be made to Highway 101 interchange alignments?
- Suggest moving Coyote Valley traffic off Highway 101 by creating auxiliary lanes or flyovers as mitigation.

#### *Land Use Compatibility*

- The County's Coyote Creek Master Plan proposes that there be only one main trail parallel to the creek to minimize impacts to the creek. Recommend locating the multi-purpose trail to the west side of the creek and allowing the eastside of the creek to be a wildlife corridor.
- Recommend having a transition or buffer between the Urban Reserve and the Greenbelt to ensure agricultural viability in South Coyote Valley.

#### *Project Redesign Options*

- The EIR should address different approaches to hydrology, transit and circulation (a grid system should be considered).
- Recommend a road alternative to connect Santa Teresa Boulevard and Bailey Avenue to create a straighter alignment.
- Recommend looking at the "no lake" alternative again.
- Recommend an alternative that combines the lake with the central green water detention area?

#### *General*

- Issues regarding schools and interchanges need to be addressed.
- Providing good education at the schools will create a good community.
- Concern regarding housing affordability.
- Recommend considering a range of housing types.
- Need to create opportunities for local-serving retail and business in order to achieve a pedestrian-oriented community.
- Reducing the number of jobs or housing would create an imbalance.
- Although *Getting It Right* does not propose development east of Monterey Highway, the plan still meets the city's objective of creating 25,000 housing units and 50,000 qualifying jobs.

- Indication that the lake would have maintenance issues over time. Concern regarding pedestrian and bicycle crossings in the parkway and roundabouts.
- Indication that Caltrans has new data regarding roundabouts.
- Concern regarding the interfaces between Almaden Expressway/McKean Road and Bailey Over-the-Hill.
- Indication that there would be right-of-way problems if Monterey Highway is widened and has Caltrain double tracking south of Palm Avenue.
- The key to public transportation is availability, frequency, good destinations and convenient transit stops. *Susan indicated that transit stops are within a one-quarter mile walking radius to the neighborhoods. Eileen said that costs for parking at transit lots are also problematic*
- How would South Coyote Valley be financed to implement the Greenbelt?
- Recommend allowing public access to open spaces.
- Recommend creating farm worker housing in the urban area.

## **5. Open Forum/Other Issues**

Jane Mark, with the County Parks and Recreation Department, indicated that there would be two public workshops for the Coyote Creek Parkway Master Plan. The first workshop would take place on February 17, 2005 from 7-9 p.m. at Ann Sobrato High School in Morgan Hill. The second workshop would take place on February 23, 2005 from 9:30-11:30 a.m. at the County Government Center.

## **6. Adjourn:**

Susan indicated that the next Task Force Meeting will be held on March 14, 2005 and the next TAC meeting would be held on March 15, 2005.

The meeting was adjourned at 4:50 p.m.