

City of San Jose

Coyote Valley Specific Plan

Community Meeting Summary

February 23, 2006

Coyote Creek Golf Club

Community Members Present

Bob Andrews, Adele Boydston, Bob Boydston, Darlene Campbell, Pedro Cibrian, Roger Costa, Frank Crane, Bob Eltgroth, Dr. Bud Figueroa, Dennis Figueroa, Steve Godwin, Art Gonzalez, Reed Grandy, Bob Grifall, Monica Heger, Jerry Hoefling, Ann Howard, Bob Howard, Jack Kuzia, Pat Kuzia, Ralph Lyle, Roger Locke, Anthony Peña, Julie Peña, Dan Perusina, Phil Phan, Sgt. Arturo Proctor, John Remy, Peter Rothschild, Lil Ruscitto, Paul Ruscitto, Robert Sakawye, Art Sanchez, Kathleen Seebach, Pauline Seebach, Gerald Upshaw, Don Wells, Elaine West, and Ray Williams.

Task Force Members Present

Ken Saso.

Technical Advisory Committee (TAC) Members Present

Mike Griffis (County Roads), Shanna Boigon (SCCAOR), and Tim Steele (Sobrato).

City and Other Public Agencies Staff Present

Laurel Prevetti (PBCE), Susan Walsh (PBCE), Mike Mena (PBCE), Sylvia Do (PBCE), and Regina Mancera (PBCE), and Hans Larsen (DOT).

Consultants

Doug Dahlin (Dahlin Group) and Bill Wagner (HMH Engineers).

1. Welcome and Introductions

The meeting convened at 6:30 p.m. with Laurel Prevetti, deputy director of the Planning, Building and Code Enforcement Department, welcoming everyone to the Coyote Valley Specific Plan (CVSP) community meeting. A show of hands indicated that there were about five first-time CVSP meeting attendees.

2. Agenda and CVSP Process Overview

Laurel reviewed the meeting agenda and provided an overview of the CVSP process, including the Council's Vision and Expected Outcomes, the outreach and participation process, environmental footprint, composite framework, elements of successful neighborhoods, CVSP planning areas, and proposed land uses.

Community members provided the following questions and comments:

- Thankful that this project is going on. Interested in building a high-rise by the lake. What is the maximum height for high-rises? *There are good high-rise opportunities in Coyote Valley around the lake. The maximum height for high-rise around the lake is 22-stories.*
- Would like to hear comments about CVSP impacts to Morgan Hill. Morgan Hill is interested in extending Caltrain service further south. Concerned about retail leakage.
- Has a preliminary environmental impact report been released? *No, the draft EIR will be available in September 2006.*

3. Discussion of Potential Traffic Policy Options for Coyote Valley

Mike Mena, with the PBCE Department, reviewed the potential traffic policy approaches for Coyote Valley. The purpose of this discussion was to obtain input on the approaches for traffic level of service (LOS) in Coyote Valley. Mike provided an overview of regional transportation planning, the CVSP Council's Vision and Expected Outcomes related to transportation, the San Jose 2020 General Plan transportation policies, the Council's transportation policy, existing area development policies, the proposed new circulation system/elements for the Coyote Valley Specific Plan, the CVSP traffic policy options, and the next steps in the development of a CVSP traffic policy.

At their last meeting on February 13, 2006, the task force provided the following key comments regarding potential traffic policy options:

- Consider LOS for pedestrians and bicyclists, as well as vehicles.
- Accept that traffic congestion may be necessary in some areas to encourage transit and

- achieve CVSP goals.
- Encourage looking at customized approach.
- Consider the jobs/housing balance very important to facilitate internalization of trips.
- Recommend having a customized transportation policy that focuses on internalizing trips by phasing jobs and housing together.
- Encourage staff to be innovative and “think outside the box.”

Community members provided the following questions and comments:

- What traffic assumptions will be used for the traffic analysis? Do the traffic assumptions include the 80/20 split? Concerned that if traffic studies use erroneous assumptions, by the time study results are available, nothing can be done about it. Concerned about traffic impacts to Morgan Hill and mitigation. Will the traffic analysis include Morgan Hill roads? *Transportation consultants are currently working on the traffic analysis. The assumptions will be part of the traffic analysis contained in the Draft EIR. The traffic study will analyze impacts to Morgan Hill and Gilroy roads.*
- Where are the existing countywide bicycle corridors going through Coyote Valley? Need to consider how those corridors will be impacted. *There are bicycle corridors along Santa Teresa Boulevard, Monterey Road, and the Coyote Creek Parkway. The CVSP anticipates bicycles on the grid streets and trails as well.*
- How will the Monterey Road improvements affect bicyclists? Will the widened Monterey Road include bike lanes in both directions? Most roads in California area required by state law to accommodate bicyclists. Roads are also for bicycles. *Staff and consultants will look at how Monterey Road improvements will affect bicyclists. The Plan envisions bike lanes on both sides of Monterey Road.*
- When will the zoning code be available? When will the CVSP development area be annexed into the city? *The zoning code will be available in the spring/summer 2006. The City Council will consider adopting the zoning code in 2007 to pre-zone properties in the CVSP development area. The annexation process will occur after Council’s approval of the CVSP. The Santa Clara County Local Agency Formation Commission (LAFCO) will review the City’s proposal for annexation.*
- Where is the Sobrato property, which was sold to Gavilan College located? *The property is located near the intersection of Bailey Avenue and Santa Teresa Boulevard, west of the proposed lake and south of the existing IBM building.*

4. Discussion of Traffic Modeling Methodology

Hans Larsen, deputy director of the Department of Transportation, reviewed the traffic modeling methodology for Coyote Valley, which uses a regional model developed by the Valley Transportation Authority (VTA). Hans discussed the transportation forecasting steps, which include defining the land use and transportation plan, preparing a transportation simulation forecast, and analyzing the transportation system performance. He also explained the definition of various traffic levels of service (LOS).

Community members provided the following questions and comments:

- The transportation simulation forecast uses data from U.S. Census 2000. The Association of Bay Area Governments (ABAG) releases new data every few years. How often are the city's transportation models updated? *The transportation models are updated every decade to correspond with new census data. The transportation models use ABAG's 2005 data, which currently makes projections up to the year 2030.*
- Transportation models are subject to the assumptions plugged into them. Concerned that the models do not consider pocket plugging. For instance, transportation models may not take into consideration that a left-turn lane may block other lanes and if it is not long enough may block other lanes. *Near-term, operational analysis will consider these issues.*
- Morgan Hill has a D+ LOS standard. The traffic study should analyze Morgan Hill with respect to its D+ LOS standard.
- Concerned about traffic impacts to Almaden Valley. Is it possible to view the traffic results before the EIR is released? *Almaden Valley will be looked at as part of the traffic analysis. Traffic results will be available with the release of the DEIR.*
- When will the DEIR be released? *The DEIR will be available in September 2007. Traffic data will not be available until then.*
- How many cars are anticipated for 25,000 residential units? *This depends on various factors, such as age, income, housing affordability, etc. Some averages are regionally accepted by the city, VTA, and Metropolitan Transportation Commission for transportation modeling. The CVSP is looking at opportunities to encourage transit use and pedestrian and bicycle activities, such as creating fewer parking spaces.*
- Parking spaces in San Francisco have been sold for \$100,000. Issues like this should be factored in.
- Parts of Coyote Valley have been annexed into the city since 1958. Coyote Valley residents have felt the impacts of Morgan Hill, Gilroy, and other South Valley communities as they grew overtime. Coyote Valley residents have particularly felt the impacts to Monterey Road. There have been plans for Coyote Valley for a long time. As a long-time Coyote Valley resident, the speaker is excited that the CVSP is moving forward. The CVSP is into its fourth year. Commended staff and consultants on the CVSP. This is a good, well

- thought-out plan. People should attend more meetings to be more informed.
- Would like to create a small community of 5 to 20 homes powered by solar electricity within the Coyote Valley. Would like to work with developers and property owners contiguous to the plan area. He can generate \$100 billion in 72 hours.

5. Other Updates

Laurel indicated that transportation policy parameters and water supply would be discussed at the next CVSP task force meeting on February 27, 2006. The South Coyote Valley Greenbelt would be discussed at the next City Council study session on March 3, 2006. Public comments at both meetings are limited to two minutes.

The draft Coyote Valley Specific Plan document will be available in late March 2006.

6. Next Steps/Adjourn

Laurel thanked everyone for participating in the community meeting and staying involved in the process.

The meeting was adjourned at approximately 7:49 p.m.

Note: The powerpoint presentations used at this meeting are available at:
<http://www.sanjoseca.gov/coyotevalley>.