

City of San José
Coyote Valley Specific Plan

Summary of Community Meeting
May 2, 2007
Camden Community Center

Task Force Members Present

Chuck Butters and Russ Danielson.

Technical Advisory Committee (TAC) Members Present

Michele Beasley (Greenbelt Alliance), Dawn Cameron (SCC County Roads), Elish Ryan (Santa Clara County Parks), and Kerry Williams (Coyote Housing Group).

City and Other Public Agencies Staff Present

Anthony Drummond (Council District 2), Darryl Boyd (PBCE), Jared Hart (PBCE), Stefanie Hom (PBCE), and Regina Mancera (PBCE).

Consultants Present

Doug Dahlin (Dahlin Group), Roger Shanks (Dahlin Group), Jodi Starbird (David J. Powers Assoc.), and Eileen Goodwin (APEX Strategies).

Community Members Present (Additional people were present; however, the names below only reflect individuals who identified themselves on the sign-up sheet.)

Nita Brave, Steve Carmichael, John Engell, Jerry Hoefling, Brian Howay, Larry Johmann, Son C. Kuan, Joe Lam, Lou, Craig Ow, Tri Pham, Peter Rothschild, Art Sanchez, Christina Schell, Al Victors, and Jesse Votaw.

1. Welcome and Introductions

Eileen Goodwin, with APEX Strategies, welcomed everyone to the meeting. A show of hands revealed there was a mix of people both familiar with and new to the plan.

2. Agenda Review

Eileen reviewed the meeting agenda, and indicated there would be opportunities for public comments at the end of the presentation. She explained that the green comment card is to provide comments on the EIR, and those comments would be included in the EIR.

3. Overview of Coyote Valley Specific Plan DEIR

Darryl Boyd, Principal Planner with the Department of Planning, Building and Code Enforcement, presented an overview of the Coyote Valley Specific Plan (CVSP) Draft Environmental Impact Report (EIR). He explained the purpose of an EIR, discussed the CVSP project description, gave a summary of the findings in the CVSP Draft EIR, and reviewed the next steps in the EIR process.

4. Community Comments and Questions about the CVSP DEIR

The community provided the following questions and comments:

- What does “CEQA” stand for? *The California Environmental Quality Act.*
- Where is the boundary of the City of San Jose? *Darryl indicated there are detailed maps in the Draft EIR that indicate where the City limit lines are.*
- Some land in the Greenbelt would not be within the City of San Jose. How would the City guarantee that it would be maintained as a Greenbelt? *Darryl indicated that the City of San Jose’s sphere of influence includes the Greenbelt. Santa Clara County and Morgan Hill’s General Plan also indicates that area as a Greenbelt.*
- Would it be possible for either the City of Morgan Hill or Santa Clara County to change their designation of the Greenbelt? *Darryl indicated that the City of San Jose, the City of Morgan Hill and the County have an agreement that their plans are reflective of each other’s visions for the future. They have all adopted the same set of planning principles and visionary statements for the Greenbelt.*
- It is inconceivable to build a project on the edge of an urban area, given the climate regarding the environment, gasoline usage, and driving without public transportation.
- Would there be public transportation linking Coyote Valley to the north? *Darryl indicated there is existing bus service along Monterey Road and Santa Teresa Blvd. and there is also existing Caltrain that runs from Gilroy to the north. There will be a Caltrain station in Coyote Valley and the CVSP indicates there would be an in-valley bus rapid transit (BRT) system throughout Coyote Valley. The City has had discussions with VTA, and the extension of light rail into Coyote Valley is not feasible at this time; however, the Plan does not preclude that from happening in the future.*
- What would the in-valley BRT system entail? *Darryl indicated the in-valley transit system is envisioned to be a free, rubber tire system that would be on dedicated right-of-way lanes. The right-of-way lanes could accommodate light rail in the future when it is feasible.*
- Would the transit system be part of the first phase of the CVSP? *Darryl indicated that*

would be analyzed during the plan refinement process.

- The maps on the appendix, particularly pertaining to hydrology, are unclear. *Darryl indicated the maps are clearer in the hardcopy. Staff would provide a hard copy of the technical appendices to whoever is interested, while supplies last.*
- There are no maps or visuals for the alternatives indicated in the Draft EIR. *Darryl indicated that EIRs do not typically include maps or diagrams for the alternatives because they are not the project that is being analyzed.*
- The maps in the Draft EIR on the website are not in color. Would color versions be uploaded? *Yes.*
- Why was the reduced-scale alternative considered less significant than the North San Jose alternative, which would not develop Coyote Valley at all? *Jodi Starbird, with David J. Powers and Associates, indicated that pages 457 and 458 of the Draft EIR concludes that the construction of the Coyote Valley project on the North San Jose site would result in similar environmental impacts. The North San Jose EIR identified significant unavoidable impacts similar to those of Coyote Valley.*
- The presentation should include information about hydrology and water supply.
- Concerned about the reliance on advanced treated recycled water and the high ground water level in Coyote Valley. *Darryl indicated that the direction from the Santa Clara Valley Water District is to use advanced treated recycled water.*
- A lot of mitigation measures that dropped from a significant level to a less than significant level rely on plans and concepts that have not been defined yet. *Darryl indicated that mitigation measures would be incorporated as policies into Specific Plan during the plan refinement process.*
- What would the no-build alternative entail? *Darryl indicated that there would be no changes to Coyote Valley; all land use designations would remain the same as they are now.*
- Concerned that 88% of the trips generated would be from automobile. Does not support smart growth, transit-oriented development, and would impact traffic and air quality. *Darryl clarified that the 88% is the total daily person trips. The percentages are going to vary, depending on the type of traffic. Staff will try to do a better description of how the traffic trips break out.*
- What changes will be made to the Plan based on the Draft EIR? *Darryl indicated that staff will use information from the Draft EIR to make refinements to the Plan.*
- When would annexation occur? *Darryl indicated that staff would go through the Local Agency Formation Commission (LAFCO) for annexations after the EIR has been certified and the Specific Plan has been adopted by the City Council. It would not be before 2008.*
- What happens to the lands under the Williamson Act? *Jodi indicated that page 104 of the Draft EIR indicates that only 215 acres within the CVSP area are currently under Williamson Act contracts. They are located in north and mid-Coyote.*
- There are a lot of people who currently live in the Greenbelt. The citizens in Morgan Hill are concerned with development coming into their backyard. Mid-Coyote should be maintained as a buffer, and not be developed. *Darryl indicated that the City of San Jose, the City of Morgan Hill and the County have all agreed there would be no development in the Greenbelt. The City of San Jose staff is actively engaged with discussions with the City of Morgan Hill.*
- Would there be a police station in Coyote Valley? *Darryl indicated that the San Jose Police*

- Department wants to maintain a centralized facility, and does not want a substation in Coyote Valley. However, there may be storefront-type presence in the community centers.*
- The Draft EIR indicates that the flood control evaluation for the Coyote Valley Research Park (CVRP) is adequate for the CVSP. How could plans for a smaller project accommodate a larger project? *Darryl indicated that Cisco was required to do improvements to accommodate full build-out of all campus industrial land as part of the conditions of approval for CVRP.*
 - Was there an alternative that included extending light rail into Coyote Valley to mitigate traffic and air quality issues? *Darryl indicated that alternative was not analyzed. Discussions with VTA have concluded that extending the light rail through Coyote Valley is not financially feasible at this time.*
 - Would the cost of extending light rail be greater than the cost to the environment of having an extra 300,000 car trips in Coyote Valley? *Darryl indicated that the perceived benefit compared to the cost would not be as great. The Plan focuses on Caltrain and the BRT system.*
 - There are more prime farmlands in north and mid-Coyote than there are in the Greenbelt. *Darryl indicated that Coyote Valley has been designated for urban development in the City of San Jose's General Plan since 1966. Coyote Valley landowners have maintained the agricultural use as an interim temporary use, anticipating that they would be able to develop their land in the future.*
 - The Draft EIR indicates that the second alternative would not increase the amount of farmland in the City or County, that it would only designate land which is currently farmland. This is not mitigation; it is retaining the status quo in terms of lands that would not be within the CVSP development. *Darryl indicated that the only way to fully mitigate the loss of agricultural land is to have a no net loss situation. It still does not mitigate to a less than significant level; however, it is better than doing nothing at all.*
 - Would there be high-rise buildings and would they be required to be energy efficient and/or Leadership in Energy and Environmental Design (LEED) certified? *Darryl indicated the overall residential density of Coyote Valley would be 10 dwelling units per acre (DU/AC), with some 100 DU/AC, 20 to 22-story high rises around the lake and corridor. Green building practices would be strongly encouraged. Most sites in the project area would automatically qualify for LEED points, based on the project design.*
 - Cisco has been approved for a large scale development in North Coyote, so any time within the next 20 years they could move forward with that project. That EIR was challenged and upheld; however, Cisco put its plans on hold due to market considerations.
 - There are growth pressures in Coyote Valley, and the City of San Jose decided to create a plan based on smart growth principles. Suggested to look at the book, Ten Principles for Smart Growth on the Suburban Fringe, distributed by the Urban Land Institute (ULI).
 - The plan would be built-out over a span of 50 years, so the estimated 300,000 additional trips would not happen all at once.
 - Would there be police in Coyote Valley as the plan gets built-out? *Darryl indicated that would be evaluated through the budget process. Development in Coyote Valley would need to be self-sustaining; it would be making contributions toward the provision of services needed in Coyote Valley without detriment to existing service levels City-wide.*
 - What types of trees would be planted for tree-removal replacements? *Darryl indicated that*

there would be a heavy emphasis on providing shade and canopy trees to keep the urban heat island temperatures low.

5. Review of Next Steps in DEIR Process

Darryl indicated the Draft EIR comment period commenced on March 30, 2007, and will end on June 29, 2007. The comment period has been extended from its original date, from 60 days to 90 days, per the request of the public. After comments have been received on the Draft EIR, they will start the plan refinement process and the financing strategy plan.

6. Wrap-Up/Adjourn

Eileen thanked everyone for coming to the Community Meeting.

Eileen adjourned the meeting at approximately 5:00 p.m.

The next Community Meeting will take place on June 5, 2007, at the Martin Luther King, Jr. Library, rooms 255/257, from 2:00 to 4:00 p.m.