

City of San Jose

Coyote Valley Specific Plan

Summary of Community Meeting On September 28, 2004 Southside Community Center

Task Force Members Present:

Co-Chair Forrest Williams, Eric Carruthers, and Ken Saso.

Technical Advisory Committee (TAC) Members Present:

Kyle Simpson (Greenbelt Alliance), Beverly Bryant (HBANC), Kerry Williams (Coyote Housing Group), Jane Mark (County Parks), John Roeder (Great Oaks Water Company), Tedd Faraone (Coyote Valley Alliance for Smart Growth), Tim Steele (Sobrato Development Corporation) and Rebecca Tolentino (City of Morgan Hill).

City and Other Public Agencies Staff Present:

Emily Moody (District 2), Rabia Chaudhry (District 8), Denelle Fedor (District 10), Rachael Gibson (Supervisor Don Gage's office), Laurel Prevetti (PBCE), Salifu Yakubu (PBCE), Darryl Boyd (PBCE), Susan Walsh (PBCE), Perihan Ozdemir (PBCE), Regina Mancera (PBCE), Rebecca Flores (Housing), Dave Mitchell (PRNS) and Luke Vong (DOT).

Consultants:

Doug Dahlin (Dahlin Group), Ken Kay (KenKay Associates), Jim Musbach (Economic & Planning Systems), Roger Shanks (Dahlin Group), Jack Hsu (Dahlin Group), Padru Kang (Dahlin Group), Paul Barber (KenKay Associates), Eileen Goodwin (APEX Strategies), Jim Thompson (HMH), Darin Smith (EPS) and Jodi Starbird (David J. Powers & Associates).

Community Members Present:

Annie Saso, Vicky Castello, Geno Castello, Linda Nedbal, Sonja Shur, Richard Barberi, Chris Marchese, Lee Dimmitt, Maria Hernandez, Jack Faraone, Steve Godwin, Marty Estrada, Pravin

Lathigara, Paul Quijada, Byron VanNess, Frank and June Crane, Don Weden, Roger Costa, Eddie Osako, Lillian Ruscitto, George Rhoten, Rudy Flores, Sharon Duarte, M Crawford, Richard DeSmet, Jon Hoefling, Sharon Hoefling, Julia Collins, Brandon Reeves, Frank Giancola, Mike Carr, Richard Joyce, Niru Lathigara, Reed Grandy, Janet & Paul Hebert, Vince Strangis, Jackie Hua, Pete Dinh, Mary Anne Schreier, Paul Ruscitto, Vic LoBue, Darlene Campbell, Ray Holly, Ginny Yandow, Wayne O'Connell, Blanca Flores, David Arechiga, Prince Daniels, Jerry Amaro, Wayne Rhoten, and G O'Connell

1. Welcome:

The meeting convened at 9:00 a.m. with co-chair Forrest Williams welcoming everyone in attendance.

2. Introductions and Agenda Overview:

Eileen Goodwin, the facilitator for the meeting, noted that by show of hands about one-half of the audience attended the last CVSP Task Force meeting. She explained the agenda and introduced Laurel Prevetti, Deputy Director of the Planning, Building and Code Enforcement Department, who reviewed the background of the plan and provided an update on the CVSP process.

3. Land Use Principles and Assumptions, and Neighborhood Building Principles:

Ken Kay, of KenKay Associates, explained the evolution of the infrastructure plan or Composite Framework and the concept of the Environmental Footprint. He indicated that the City Council accepted the progress report on the specific plan and endorsed the Composite Framework at their meeting on September 21, 2004. He also explained the Land Use Principles and Assumptions, and the Neighborhood Building Principles that would be used as the foundation to develop the land uses of the specific plan.

4. Land Use Approaches and Options:

Doug Dahlin, of Dahlin Group, reviewed six Land Use Approaches and three Land Use Options. Eileen asked for comments from the community on the Approaches and Options and the following comments and questions were provided:

LAND USE APPROACHES:

1) Land Use Approach: Local Retail should be convenient to pedestrians, bicyclists, transit users, and autos.

- What are the trends in retail and mixed-use development and lifestyle changes, and where are they happening? Do contemporary trends show people getting out of their cars? *Jim Musbach of EPS stated that there are several examples of new mixed-use pedestrian-oriented concepts, citing two examples from Stapleton and Lowry, both in Denver, Colorado. These two developments are based on new town concepts where high density and mixed uses incorporate and emphasize more traditional, old town elements such as biking and walking. Doug also indicated that there are examples of new ways of thinking such as the “Webvan” and refrigerated garage storage, which present alternatives to the use of personal automobiles for grocery shopping.*
- Recommend multi-modal access for retail and shopping.
- Recommend providing a choice of modal access for retail based on density of the surrounding area.
- How does the retail center in Evergreen work? *Doug indicated that it is working well as the market for grocery shopping is still being developed in the Evergreen area. He stated that there is not as much traffic from the urban street side of the market, but that will improve over time.*

In summary, Eileen indicated that people want to have mixed use and provide a mix of transit and auto access.

2) Land Use Approach: Higher density residential and some workplace uses can use structured parking to buffer the railroad.

- Buffering is important along the railroad tracks since train noise is intrusive.
- Is there enough parking to buffer the entire length of the railroad in the project area? *Other structures such as sound wall can be used in conjunction with parking structures to provide the needed buffering.*
- What will the planned parking ratios? *Doug indicated that there would be lower parking ratios due to the planned compact development.*

3) Land Use Approach: Residential uses and some workplace uses east of Monterey Road can orient to Coyote Creek open space.

- Need to clarify the design for the areas on the east side of Monterey Road along the creek. *Doug explained that there are a series of smaller neighborhoods envisioned that are oriented to the creek.*

- Recommend showing a diagram and information relative to using signals versus the new parkway design for Monterey Road.
- Prefer designs with straight streets, because it is easier to find your way around.
- Need to look at ways of making Monterey Road more marketable, including:
 - Promoting slower traffic and some locating retail uses similar to El Camino Real.
 - Do not make Monterey Road too wavy.
 - Development of the area east of Monterey Road should be included in the first phase.
 - Support for small district areas on the east side of Monterey Road.
 - Support for a mix of transit.

4) Land Use Approach: A substantial component of industry-driving jobs should be accommodated in mixed-use areas and mid-rise buildings.

- **The Task Force concurred with this approach and did not make additional comments.**

5) Land Use Approach: Maintain some traditional corporate campus opportunities.

- **The Task Force concurred with this approach and did not make additional comments.**

6) Land Use Approach: Intensify workplace by using structured parking to increase single-family housing types.

- With all the empty space in North San Jose, what is the timeline to develop workplace uses in Coyote? *Jim Musbach acknowledged the fact that there is a lot of vacant office space in the City and that much of it is older and will be re-developed. He stated that this plan may take awhile to implement -and that it may not be implemented until some time after 2010.*
- Hard to imagine what type of jobs there will be in the future based on the amount of change over the past 25 years.
 - What will the future be and what types of buildings will be needed? *Our economic consultants, EPS, have conducted a market analyses on this subject, and would continue to assist us with market trends and needs for different building typologies to the extent practicable.*

Eileen indicated that the general consensus seemed to be the need to provide for flexibility in the workplace design.

LAND USE OPTIONS:

1) Consider options for large format retail sales tax generators along Monterey Road.

- Structured parking is great:
 - Include mixed-uses with parking.
 - Gavilan College should be developed as an urban campus with shared parking. *Doug indicated that the land planning consultants are also exploring shared parking structures for uses like churches that are not used during the weekdays (applause)*
 - Concerned with any retail on Monterey Road that would siphon investment and business away from the Core.
 - Car sales may be okay along Monterey Road.
 - Structured parking is safer below buildings.
 - Don't foreclose any options for uses for Monterey Road.

2) Locate high school away from railroad and consider possibility of two smaller high schools.

- Concern with the potential population for Coyote and impacts on schools.
- Developing two high schools would require double staffing and costs.
- It is important that parks and sports sites be located near churches and schools.
- Important to have a large media center that will be shared between a high school and middle school.
 - Locating schools in proximity to community centers and libraries also important.
 - Sports fields should be available for both public use and school use.
- Easier to get a good education with smaller classrooms.
 - With larger schools, students get lost in the shuffle.
 - Smaller schools help foster closer relationships between students and counselors.
 - Need to think about the needs of students.
- Live Oak High School has had huge problems with gangs and drugs.
- Multiple school sites (high schools) not efficient.
 - Portables are a cheaper way to address growth issues versus new campus.

3) Locate regional play fields in the Greenbelt and or the Laguna Seca detention area.

- Parking should be provided for the proposed sports fields?
- How can sports fields be located within a large dry lake (Laguna Seca)? *This approach allows multi-use of the detention basin. Under this scenario, the ball fields may only be located where they will only flood in a greater than 10 year storm event.*

- Why doesn't transit go to the proposed ball fields? This will reduce the distance for carrying equipment from transit. *This suggestion would be considered in future iterations of the land plan.*
- Incorporate the Greenbelt area into the total project area.
- Need to find other uses for the Greenbelt.
- Want to put a church on land Victory Outreach Church owns in the Greenbelt. A plan has been submitted to the County, with only 30% of the site being developed.
- Ball fields are a good use for Greenbelt and Laguna Seca.

OTHER MISCELLANEOUS COMMENTS RECEIVED:

1) Traffic, Workers/Jobs, Transit and Parkway

- How do you guarantee that the project would not worsen traffic levels? *Jim Musbach indicated that using the "new model" with mid- and high- rise workplaces and mixed uses they expect to capture about 28% of the trips. 1/3 of the peak trips are expected to be internalized and kept in the community.*
- Concern that the proposed alignment of Santa Teresa Blvd. will constrict traffic circulation when people choose to use it to avoid congestion on Hwy. 101 and Monterey Road.
- Can the fixed guide way be converted into traditional light rail transit (LRT) in the long term? *Doug indicated that it could be converted to LRT later on.*
- What will the density be? How many persons per car? *Councilman Forrest Williams indicated that the City is planning for transit oriented development and encouraging density along transit corridors. To this effect, the City is changing some of its policies regarding workplace densities (e.g. a lot of the firms along North First Street, such as EBay would like the "new model workplace"). He also indicated that he sees people owning a regular car and also a golf cart in the future Coyote community.*
- It may be necessary to conduct a traffic study for Santa Teresa Blvd.
- Will the Parkway be subterranean like in Paris? *Doug stated that it would not be underground but that it would be more like Central Park in New York—a parkway with underpasses for pedestrians and a greenway with bio-swales.*
- Provide traffic flow design and travel times.

2) Landmarks:

- What other landmark features will there be in Coyote Valley in addition to the lake? *Ken Kay explained the concept of an International Park and that there might be a good opportunity for this type of park as a real landmark here in Coyote Valley.*

3) Annexation and Lake:

- When is annexation of the Urban Reserve planned and what is happening now at the southwest corner of Bailey Ave. and Santa Teresa and on the east side of Monterey Road? *Laurel explained that the annexation process will probably not start until 2006 and explained the grading activities that are that are going on in the study area. She indicated that the City does not have a development moratorium in Coyote Valley.*
- If the lake is used for runoff, will the lake be full during the summer? *Doug explained that it would be full throughout the year.*

4) Churches, Density Distribution/Population:

- How does the plan address churches and their potential locations? *Churches would be allowed in various areas of the community, and would be expected to share parking with other uses.*
- Recommend variety of densities in all areas.
- Electric cars are not realistic.
- Concern with how to get across Valley when the development is built. How can you get from South San Jose to Victory Outreach Church or Morgan Hill? *Doug indicated that there would be several options including Monterey Road, the new parkway and Highway 101.*

5) Population Density:

- Concern that the proposed plan indicates a very high-density development in Coyote Valley, comparable to San Francisco or Manhattan. *Sal Yakubu indicated that the plan is far less dense than Manhattan or San Francisco and that an analysis of population density can be found on the website under the City Council Progress Report for September 21, 2004.*

5. Adjourn:

Co-chair Forrest Williams thanked the staff, consultants and everyone in attendance for their comments and great participation in the Community Meeting. The meeting was adjourned at about 9:10 a.m. He invited everyone to attend the next Task Force Meeting on October 4, 2004.