



Coyote Valley Specific Plan DEIR Overview

Community Meeting
April 19, 2007

Agenda



1. Overview of the Coyote Valley Specific Plan Draft EIR (6:40 – 7:00)
2. Community Comments and Questions related to the CVSP Draft EIR (7:00 – 8:15)
3. Review of Next Steps in DEIR Process (8:15 – 8:25)

Purpose of this Meeting



- Solicit community comments on the Coyote Valley Specific Plan DEIR
- Address questions related to the Coyote Valley Specific Plan DEIR

Presentation Overview



1. Purpose of an EIR
2. CVSP Project Description
3. CVSP Draft Environmental Impact Report (DEIR)
4. Next Steps

Purposes of CEQA



- **Inform** decision makers and public about effects of proposed project
- **Identify** ways to avoid or significantly reduce environmental damage
- **Prevent** significant, avoidable environmental damage by requiring changes in the project
- **Disclose** reasons why project was approved if significant environmental effects are involved

CEQA Definition of Environment & Significant Effect



- “Environment” means the **physical conditions** which exist within the area which will be affected by the project (CEQA does not consider economic impacts)
- A significant effect on the environment is defined as a **substantial** adverse change in the **physical** conditions which exist in the area affected by the proposed project

Purpose of an EIR



- To analyze the significant environmental effects of a proposed project, identify alternatives, and disclose possible ways to reduce or avoid the possible environmental damage
- Identify significant effects & if project is approved, City must make findings on whether they have been substantially reduced, or if not, why not

Purpose of an EIR



- To demonstrate that environment is being considered and protected
- To inform about decision consequences, not to generate paper
- Provide adequate, complete and good faith effort, does not require technical perfection
- To facilitate project decisions that are informed and balanced

Project Description



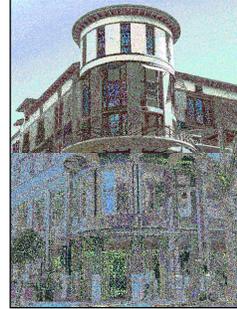
CVSP Vision & Expected Outcomes

1. Plan includes North and Mid-Coyote for land planning, and South Coyote for infrastructure financing only.
2. Boundary between Mid- and South Coyote is fixed.
3. North and Mid-Coyote may be planned together.
4. Plan North and Mid-Coyote as urban, pedestrian, transit-oriented community with mixed uses.
5. Plan for extension of light rail transit and Caltrain Station.



CVSP Vision & Expected Outcomes

6. Maximize efficient land usage with 25K residences and 50K jobs as minimums.
7. 50K jobs are primary jobs and exclude support retail and public/quasi-public uses.
8. Identify locations for public facilities in land use and financing plans.
9. North and Mid-Coyote should contain a rich system of parks, trails, and recreation areas.



CVSP Vision & Expected Outcomes

10. Create financing plan for required capital improvements.
11. Plan must be financially feasible for private development.
12. Develop trigger mechanisms to ensure appropriate jobs/housing balance in Coyote Valley.
13. Create phasing plan that allows sub-regions of Coyote to develop appropriate levels of jobs and housing with required infrastructure.

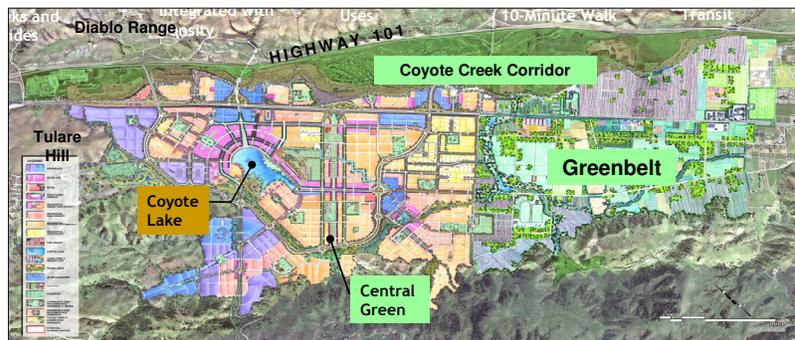


CVSP Vision & Expected Outcomes

14. Facilitate permanent acquisition of fee title or conservation easements in South Coyote.
15. Triggers may be changed to those based on Coyote Valley Specific Plan area or its sub-regions.
16. 20% of all units shall be “deed-restricted,” “below market-rate units.”



CVSP Illustrative Plan Concept



Coyote Valley Specific Plan Draft Environmental Impact Report



- Meet legal requirements & obligations
- Inform the CVSP “refinement” process
- Used to support Habitat Conservation Plan/Natural Community Conservation Plan

Unprecedented Distribution & Outreach



- Distributed 190 (+) copies of DEIR
- Available at **all** San Jose, Morgan Hill & Gilroy libraries
- Complete document posted on web site
- Sent 1,800 copies of Notice of Availability
- *Revised* NOA published in the paper
- 90 day DEIR circulation

CVSP is Substantially Self Mitigating



- DEIR identifies a total of approximately 180 potential environmental impacts
- Approximately 50% (90-95) of the potential impacts are identified as significant
- Approximately 25 impacts are significant unavoidable

CVSP Significant Unavoidable Impacts



- Land Use – loss of open space and agricultural
- Traffic – freeway segments & General Plan
- Noise – short term construction
- Vibration – railroad tracks
- Air Quality - regional
- Biology – Burrowing owls and trees
- Visual & Aesthetic - all 5 impacts
- Energy – gasoline use
- Cumulative - 8 impacts

CEQA Definition of Agricultural Land



- In areas where lands have been surveyed by the State "Agricultural land" means prime farmland, farmland of statewide importance, or unique farmland, as defined by the United States Department of Agriculture land inventory and monitoring criteria, and as modified for California.

Agricultural Designations



- Prime Farmland: Land with best physical and chemical characteristics
- Farmland of statewide importance: Land with good physical and chemical characteristics
- Unique Farmland: Land of lesser quality soils
- Farmland of local importance: Small orchards and vineyards primarily in foothill areas
- Grazing Land: Land which existing vegetation is suitable for grazing (1,199 acres in CVSP)

Farmlands in the CVSP



Category	Acres in CVSP Development Area	Acres in Greenbelt	Total Acres
Prime	2,270	1,501	3,771
Statewide Importance	55	220	275
Local Importance	17	13	30
Unique	39	36	75
Impacts to Farmland	2,400	NA	2,400

Farmland Conclusions



- DEIR describes mitigation necessary to reduce loss of farmland to less than significant level → non-agricultural land must be converted to farmland → feasibility is uncertain
- DEIR also describes alternative mitigation → protection of farmland through easements or purchase → will not reduce impacts to a less than significant level

Transportation Study Area



- Analyzed 187 signalized intersections
- Warrant studies on over 40 unsignalized
- CVSP area (9/13)
- San Jose (37/9)
- Morgan Hill (26/10)
- Gilroy (22/8)
- County/San Martin (1/3)
- Freeway segments

Transportation Modeling



- Two methods of analysis
 - “Near term” analysis
 - General Plan analysis (“long term”)
- VTA 2030 Model
 - Based on MTC Regional model
 - Includes 13 Counties
- South County Circulation Study coordination

Transportation Numbers



- Trip generation at build out
 - 302,780 daily new person trips
 - 88% auto, 4% transit, 8% bike/walk
 - 18,282 AM peak trips, 21,247 PM peak
 - 40% CVSP internalization of person trips
 - 70/30 external trip distribution
 - 95% northerly trips within County
 - 70% southerly trips Morgan Hill/Gilroy
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Transportation Impacts Summary



- 26 potential significant impacts
 - 5 Expressway impacts
 - 1 each in Morgan Hill, San Martin & Gilroy
 - 4 significant unavoidable impacts
 - 3 future CVSP internal intersections
 - Freeway segments
 - General Plan screenline
 - General Plan cordon line for 2 special areas
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Biology Impacts Overview



- Direct & indirect by habitat type and species
- 33 potential significant impacts
- 3 significant unavoidable (Burrowing owl, tree removal, & Keesling walnut removal)
- Further project level environmental review for Coyote Creek crossings & Bailey over the hill

Habitat Impacts



- Wetlands & open water (163 acres)
- Riparian (28 acres)
- Oak woodland (40 acres)
- Serpentine grassland direct (23 acres)
- Serpentine grassland indirect (149 acres)

Habitat Mitigation Required



- Mitigation ratios in Table 4.6-9
 - Wetlands (83 acres)
 - Riparian (42 acres)
 - Oak Woodland (77 acres)
 - Serpentine Grassland direct (46 acres)
 - Serpentine Grassland indirect (447 acres)
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Significant Species Impacts



- Central CA Coastal Steelhead
 - Red-legged & Yellow-legged Frogs
 - California Tiger Salamander
 - Western Pond Turtle
 - Burrowing Owl
 - Many birds, including Golden Eagle
 - Bats
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Tree Replacement



- Emphasis on preservation or relocation
- Heritage tree candidates to be identified
- Native ordinance size – 5:1, 24” box
- Non-native ordinance size – 4:1, 24” box
- 12-18 inch – 3:1 or 2:1, 24” inch box
- Less than 12”, 1:1, 15-gallon container

Comments & Questions



Next Steps

- Comment period ends on **June 29, 2007**
 - Use DEIR for plan refinements (underway)
 - Prepare written responses to comments (summer 2007)
 - DEIR to Planning Commission in Fall 2007 (depending on comments)
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