



# Memorandum

**TO:** HONORABLE MAYOR AND  
CITY COUNCIL

**FROM:** Sara L. Hensley

**SUBJECT:** SEE BELOW

**DATE:** 03-09-05

Approved

Date

3.15.05

Council District: 4, 6 and 7  
SNI: N/A

**SUBJECT: AUTHORIZATION FOR THE CITY MANAGER TO SUBMIT GRANT APPLICATIONS FOR BAY TRAIL REACH 7A, COYOTE CREEK TRAIL REACH 5, AND WILLOW GLEN SPUR TRAIL**

## RECOMMENDATION

Adoption of a resolution authorizing the City Manager to submit grant applications as part of the Santa Clara Valley Water District's (SCVWD) Trails, Parks and Open Space Grant Program for Bay Trail Reach 7A (\$250,000), Coyote Creek Trail Reach 5 (\$300,000), and the Willow Glen Spur Trail (\$300,000).

## BACKGROUND

On August 26, 2003, the City Council recommended that staff utilize a prioritization process to identify trail projects for funding through the Capital Improvement Program (CIP) and appropriate grant sources on an annual basis.

On October 27, 2004, the Department of Parks, Recreation and Neighborhood Services (PRNS) provided an informational memorandum to the City Council that outlines the grant funding prioritization guidelines used by PRNS to evaluate the viability and appropriateness of pursuing a particular grant opportunity to support the CIP.

On December 29, 2004, the City of San José was notified that the SCVWD was making grant funds available as part of its 2005 Trails, Parks and Open Space Grant Program to expand public access to trails, open space and parks along creeks throughout Santa Clara County.

**ANALYSIS**

The SCVWD’s Trails, Parks and Open Space Grant Program seeks to expand public access, and increase open space and the number of parks along creeks and rivers. The SCVWD’s grant program aligns well with PRNS’s grant funding prioritization guidelines (Council Informational Memo: October 27, 2004). The guidelines are described in detail in Table 1.0 below.

The process of aligning grants to potential projects requires a careful analysis of the City’s entire trail inventory. As a result, over 180 trail reaches are reviewed. The inventory includes projects at all stages of development, from “identified” to “built-open.” A comprehensive review occurs because even projects that are built and open to the public may require some additional investment of resources to improve access, safety and/or appearance. The Trail Program Manager tracks the inventory on a regular basis and posts the Trail System Overview document on the PRNS departmental web site.

Each project in the inventory is judged against the guidelines shown in Table 1.0. One point is provided for each guideline that is met. A completed analysis results in a list of 180 projects, with scores from 0 to 9 points. Typically, a short list of about ten projects results with scores between 7 and 9. Staff looks critically at the projects and selects a few projects that appear most compelling for funding by an outside agency.

**Table 1.0**

<b>Guideline</b>	<b>Objective</b>
Approved Development Priority	Project is listed in the Greenprint or identified as a priority in an approved Strong Neighborhoods Initiative (SNI) Neighborhood Improvement Plan.
Grant Alignment	Project aligns to the stated objectives outlined in the notice of grant funding.
Inter-Connectivity	The project will link to another existing PRNS project (ie., trail segments) and/or fills an identified gap in overall service-delivery system.
Leveraging of Funds	Project has existing funds and a match of no more than 30% of the total project budget is required.
Operations and Maintenance	Project complies with Green Building objectives and minimizes ongoing expenses for upkeep and operation.
“Project-Ready”	A master plan and required environmental documentation has been completed and approved. Project is ready to move forward.
Renovation/Service Delivery	Proposed renovation will improve service delivery within existing facilities.
Safety and Security	Project will repair areas that have possible safety concerns, improve site visibility or enable PRNS to conform with the design guidelines recommended by the Police Department for safety and security.
“Last Chance” Opportunity	Project is needed to protect open-space opportunity threatened by development.

The following identifies the projects proposed for grants and how the project aligned with the guidelines:

**Bay Trail Reach 7A (A pedestrian bridge across Guadalupe Slough)**

A grant request in the amount of \$250,000 would fund a pedestrian-bridge engineering study, preparation of design documents, and additional environmental study. This project would serve to provide greater continuity and result in San José’s first segment of the planned 400-mile trail network along the San Francisco Bay. The project aligns well with SCVWD efforts in the area to improve flood control and permits public access to the levees. Development of the Bay Trail has occurred nearby within the jurisdictions of the City of Sunnyvale and the County of Santa Clara. Staff is aware that the Association of Bay Area Governments (ABAG) will be providing funding for Bay Trail projects and staff is monitoring to ensure an application is submitted.

<b>Guideline</b>	<b>Objective</b>
Approved Development Priority	Project is listed in the Greenprint and documented in the Bay Trail Master Plan (approved by Council on June 25, 2002).
Grant Alignment	Of the District’s criteria, strong arguments can be made for the project aligning to: Planned Projects, Advances District Mission, Cost Effectiveness, Geographic Desirability, Accessibility and Community Involvement.
Inter-Connectivity	The project will permit development of Reach 9 (Legacy Development) and link to the Sunnyvale Baylands Park as well as the County’s Alviso Marina and levee trails.
Leveraging of Funds	District 4 C&C funds have been identified (\$220,000).
Operations and Maintenance	Project can be constructed to meet current guidelines for trail development (County of Santa Clara Design Guidelines).
“Project-Ready”	The Bay Trail Master Plan and associated environmental document has been completed and approved. Project is ready to move forward.
Renovation/Service Delivery	Water District has indicated that it may seek to make an existing bridge structure available for this project.
Safety and Security	Project provides pedestrian access along a corridor that is in close proximity to an active railway (ACE, Amtrack); reducing the temptation for persons to cross the track.
“Last Chance” Opportunity	N/A

**Coyote Creek Reach 5 (Capitol Expressway to Hellyer Avenue)**

A grant request in the amount of \$300,000 would fund the preparation of construction documents and any necessary environmental documentation. This project combined with these other efforts will result in the City’s longest trail, nearly 29 miles, resulting in a true “backbone” for the City-wide trail system. The Bay Ridge Trail Council recently supported the City in funding a consultant study to assess the need for improvements along the Coyote Creek Trail. The segment has been open to the public for years, but the surfacing, signage and overall quality of

the infrastructure indicated a need for evaluation. The study identified the need for repair or reconstruction of existing trail segments, and defined the limits of work for design and construction of new segments. Significant steps are currently being taken to develop the Coyote Creek Trail from Alviso to the southern County limits.

<b>Guideline</b>	<b>Objective</b>
Approved Development Priority	The Coyote Creek Trail is listed in the Greenprint. The system as a whole is supported by several SNI Top 10 lists.
Grant Alignment	Of the District's criteria, strong arguments can be made for the project aligning to: Planned Projects, Advances District Mission, Cost Effectiveness, Geographic Desirability, Accessibility and Community Involvement.
Inter-Connectivity	The County trail to the south is developed. The trail to the north is developed from Capitol Expressway to Stonegate Park. On March 8, 2005, Council approved the master plan for further Coyote Creek Trail development to the north.
Leveraging of Funds	The project builds upon the existing investment made by the Bay Ridge Trail Council.
Operations and Maintenance	Project can be constructed to meet current guidelines for trail development (County of Santa Clara Design Guidelines). The existing trail is in disrepair and makes maintenance challenging and time consuming.
"Project-Ready"	The trail in its current state already exists; this project seeks to develop it to current design standards.
Renovation/Service Delivery	This project seeks to renovate an existing trail alignment and provide an improved facility for trail users.
Safety and Security	Construction documents will be prepared with Police Department input to ensure that sight lines and security elements are included.
"Last Chance" Opportunity	N/A

#### **Willow Glen Spur Trail (Los Gatos Creek to Coyote Creek)**

A grant request in the amount of \$300,000 would fund property acquisition of parcels between Highway 87 and Coyote Creek Trail. This project creates a linear parkway/trail system and presents a unique opportunity to link four trail systems through acquisition and development of a former railway alignment. The project has the potential to link Los Gatos Creek Trail, Guadalupe River Trail, Highway 87 Bikeway and Coyote Creek Trail. Progress has been made in securing funds for environmental evaluation and acquisition of land along the alignment including a \$2,000,000 funding agreement with the County of Santa Clara. However, additional resources are necessary for acquisition and to take full advantage of the County's 3:1 matching requirement. This project will serve as a model for conversion of railway alignments and provide the momentum and technical expertise necessary for development of similar sites elsewhere in the City.

<b>Guideline</b>	<b>Objective</b>
Approved Development Priority	Project is listed in the Greenprint and Council has taken numerous actions in support of securing grant funds and proceeding with environmental assessment of properties.
Grant Alignment	Of the District's criteria, strong arguments can be made for the project aligning to: Planned Projects, Advances District Mission, Cost Effectiveness, Geographic Desirability, Accessibility and Community Involvement. The District has provided funding for this project in the past.
Inter-Connectivity	The project will permit inter-connection between Los Gatos Creek Trail, Guadalupe River Trail, Highway 87 Bikeway, and Coyote Creek Trail.
Leveraging of Funds	The City has successfully secure \$4,300,000 in funds. It is anticipated that over \$6M is required to secure all of the parcels required for the 2.85-mile alignment.
Operations and Maintenance	Project can be constructed to meet current guidelines for trail development (County of Santa Clara Design Guidelines).
"Project-Ready"	The property owner (UPRR) seeks to sell its property immediately.
Renovation/Service Delivery	The project will redevelop an abandoned railway alignment into a linear green space benefiting the surrounding neighborhoods and supporting off-street commuting.
Safety and Security	Development of a formal trail and greenway will improve monitoring of sites that currently lack on-street visibility.
"Last Chance" Opportunity	Acquisition of parcels is a time-sensitive matter. The owner has an interest in selling the property immediately.

**OUTCOME**

City Council's action authorizes the City Manager to prepare and submit grant request documents for three trail projects.

**PUBLIC OUTREACH**

The projects have been identified in the City's Greenprint for Parks and Community Facilities and Programs as well as SNI plans.

**COORDINATION**

This memorandum has been coordinated with the Department of Planning, Building and Code Enforcement and the City Attorney's Office.

**COST IMPLICATIONS**

Development of new trail miles results in maintenance and operational costs. Maintenance activities include preventative work (slurry seal), landscaping, custodial and regularly-scheduled inspections. Operational activities include regularly-scheduled safety patrols.

The Bay Trail Reach 7A project would lead to development of a bridge structure and about 0.5 miles of trail. Maintenance costs would be approximately \$8,000 per year. Operational costs would be \$1,100 per year.

The Coyote Creek Trail Reach 5 project would lead to development (or redevelopment) of a bridge structure and about 0.75 mile of trail. Maintenance costs would be approximately \$11,000 per year. Operational costs would be \$1,700 per year.

The Willow Glen Spur Trail project would lead to the development of about 2.85 miles of trail. Maintenance costs would be approximately \$31,300 per year. Operational costs would be \$6,300 per year.

These costs will be considered if these projects move to the construction stage.

**CEQA**

Not a project.



**SARA L. HENSLEY**  
Director of Parks, Recreation  
and Neighborhood Services