



Memorandum

TO: HONORABLE MAYOR AND
CITY COUNCIL

FROM: Joseph Horwedel

SUBJECT: COYOTE VALLEY
SPECIFIC PLAN PROGRESS
REPORT #6: TRANSPORTATION
ISSUES

DATE: April 6, 2006

Approved

Date 4/6/06

COUNCIL DISTRICT: 2
SNI: None

SUPPLEMENTAL MEMORANDUM

The purpose of this memorandum is to transmit the following documents regarding the City Council study session scheduled for April 7, 2006 to discuss transportation issues related to the Coyote Valley Specific Plan:

1. PowerPoint slides on transportation issues.
2. Council's vision and expected outcomes for the specific plan.
3. An illustrative land use plan for the Coyote Valley Specific Plan.

The PowerPoint slides would form the basis of the presentation that would be used to guide the study session discussion of the Regional Transportation Context, Elements of the Coyote Valley Transportation System, and Transportation Policy Issues.

As with prior study sessions, the Council is not being asked to take action.

for

JOSEPH HORWEDEL, ACTING DIRECTOR
Department of Planning, Building and Code Enforcement

Attachments

\\Pbce005\coyotevalley_specificplan\CVSP Correspondence & Council\Council_Memos\2006.04.07_Supplemental Memo to CVSP Study Session_6th Progress.doc

City of San Jose
Coyote Valley Specific Plan

COUNCIL'S VISION AND EXPECTED OUTCOMES

1. The plan will include Central and North Coyote for land planning and will include South Coyote in the infrastructure financing mechanism only. South Coyote (Greenbelt) is included only to determine financing and other mechanisms to secure this as a permanent Greenbelt.
2. The line (Greenline) between Central and South shall not be moved.
3. The line between North and Central could be erased to allow for mixed-use throughout as long as 25,000 housing units in Central and 50,000 jobs in North remain as a base. Then, jobs can be added in Central Coyote and housing in North Coyote to achieve mixed-use or develop a property owner agreement to "trade" jobs and housing counts to achieve mixed-use goal.
4. The overall development character of North and Central Coyote Valley should be very urban, pedestrian and transit-oriented community with a mixture of housing densities, supportive businesses and services and campus industrial uses.
5. The Specific Plan should plan for the extension of light rail and heavy rail into Central Coyote and use these facilities to orient development.
6. We shall maximize efficient land usage; i.e., the 25,000 units and 50,000 jobs are both minimums. In North and Central Coyote combined, the total development potential is at least 50,000 jobs and at least 25,000 housing units. Through the Specific Plan process we shall determine the distribution of that potential across north and south, including mixed-use concepts.
7. It will be important to distinguish that the 50,000 jobs referenced are primarily industrial/office jobs, not the additional retail support or public/quasi-public jobs (e.g., City workers) that must also be accommodated in the Plan area for a vibrant, mixed-used, urban community.
8. Identify locations for public facilities (libraries, parks, schools, etc.) in the land use plan as well as include these facilities in the financing plan.
9. North and Mid-Coyote should contain a rich system of parks, trails, and recreation areas.
10. The identification of financing measures for the needed capital improvements to support the planned levels of development.
11. The plan must be financially feasible for private development.

12. The plan must develop trigger mechanisms to ensure that increments of housing may not move forward until the appropriate number of jobs are constructed in a parallel timeline to maintain a jobs/housing balance in Coyote Valley.
13. The Task Force should review the potential to utilize "sub-regions" of the valley that will incorporate jobs and housing that can move forward when the subregion has ability to finance the appropriate infrastructure. Residential projects will be issued building permits in parallel with the development of jobs when either the projects are purely mixed-use in their construction or the jobs and housing are constructed simultaneously.
14. The plan should seek mechanisms to facilitate the permanent acquisition of fee title or conservation easements in South Coyote.
15. The plan should allow for the current General Plan budget triggers to be changed to triggers based upon the Valley or its sub-regions jobs and housing revenues covering the General Fund cost of services.
16. 20% of all units shall be "deed-restricted," below-market-rate units."

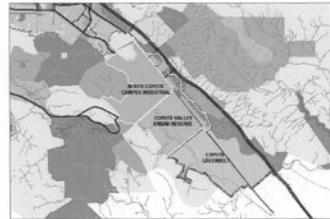
TRANSPORTATION ISSUES
April 7, 2006

City Council Study Session



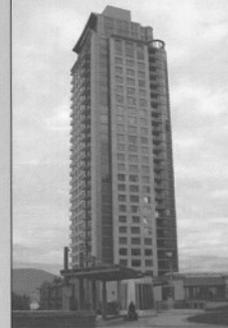
CVSP OVERVIEW

CONTEXT



CITY COUNCIL VISION AND EXPECTED OUTCOMES

- Maximize efficient land usage with 25K residences and 50K jobs as minimums
- North and Mid-Coyote should contain a rich system of parks, trails, and recreation areas



 CITY COUNCIL VISION AND EXPECTED OUTCOMES

- Plan includes North and Central for land planning, and South Coyote only for infrastructure financing
- Plan North and Mid-Coyote as urban, pedestrian, transit-oriented community with mixed uses
- Plan for extension of Light Rail Transit and add Caltrain Station



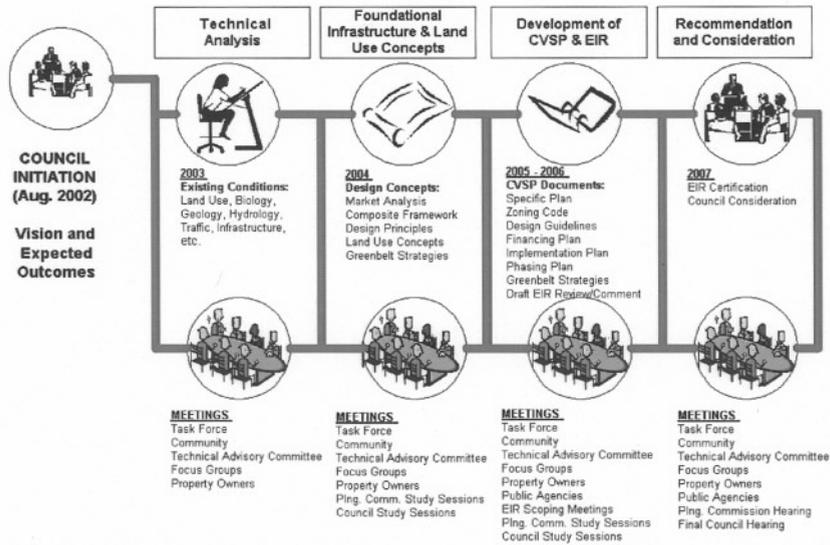
 CITY COUNCIL VISION AND EXPECTED OUTCOMES

- Plan must be financially feasible for private development
- 20% of all units shall be “deed-restricted, below-market-rate units.”
- Facilitate permanent acquisition of fee title or conservation easements in South Coyote



COYOTE VALLEY SPECIFIC PLAN

COYOTE VALLEY SPECIFIC PLAN (CVSP) PROCESS DIAGRAM



CONSULTANTS



- DAHLIN GROUP
- KENKAY ASSOCIATES
- HMH ENGINEERS
- ECONOMIC AND PLANNING SYSTEMS
- SCHAAF AND WHEELER
- HEXAGON
- APEX STRATEGIES
- DAVID POWERS & ASSOCIATES
- CRAWFORD, CLARK & MULTARI
- BASIN RESEARCH
- WETLAND RESEARCH ASSOCIATES
- ENGEO
- LOWNEY

OUTREACH AND PARTICIPATION

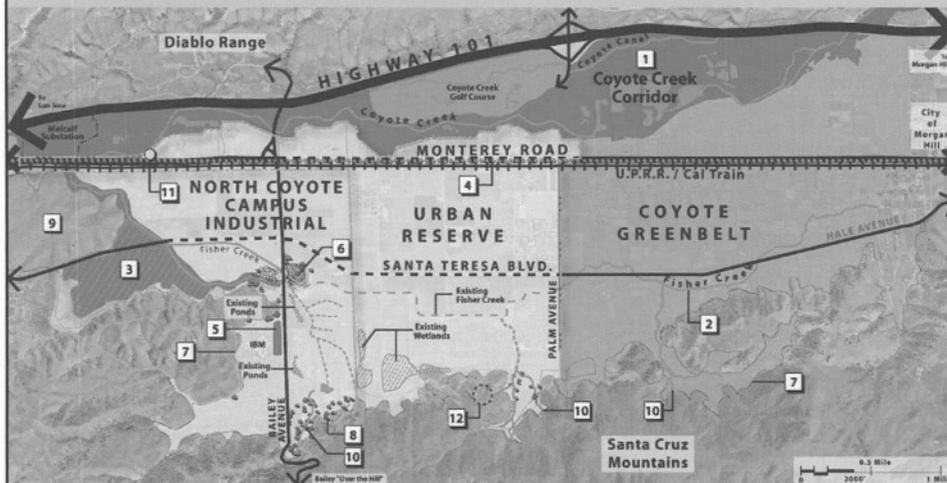


- 42 Task Force Meetings (avg. 50)
- 10 Community Workshops (avg. 140)
- 24 Technical Advisory Committee Mtgs.
- Several Stakeholder Meetings
- Several Property Owner Meetings
- Next Task Force Meeting 4/24
- Focus Groups
- Future Community Meetings
- Public Hearings
- Website

ENVIRONMENTAL FOOTPRINT

FIXED ELEMENTS

- | | | |
|------------------------------|----------------------|-------------------------|
| 1. Coyote Creek Corridor | 5. IBM Wetland | 9. Tulare Hill |
| 2. Fisher Creek in Greenbelt | 6. Hillock | 10. Streams |
| 3. Laguna Seca | 7. Hills (15% Limit) | 11. Hamlet of Coyote |
| 4. Keesling's Shade Tree | 8. Oak Savannah | 12. Archaeological Site |



BLUE INFRASTRUCTURE

Multi-Functional Approach

- Flood Protection
- Water Quality
- Habitat Restoration

GREEN INFRASTRUCTURE

Multi-Functional Approach

- Passive, Active Recreation
- Connection

TRANSPORTATION SYSTEM

Goals

- Travel Choices
- Accessibility
- Connections

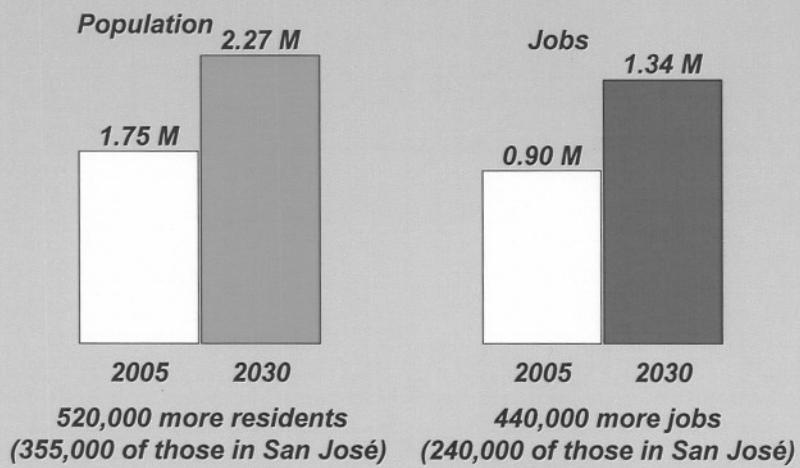
The top section features a title bar with the text 'TRANSPORTATION SYSTEM' and a list of goals: 'Travel Choices', 'Accessibility', and 'Connections'. Below this is a large aerial map showing a network of roads and transit routes. At the bottom of this section are three smaller images: the first shows two people riding bicycles on a path; the second shows a streetcar on a track; the third shows a streetcar with passengers, including a person with a bicycle.

ILLUSTRATIVE LAND USE PLAN

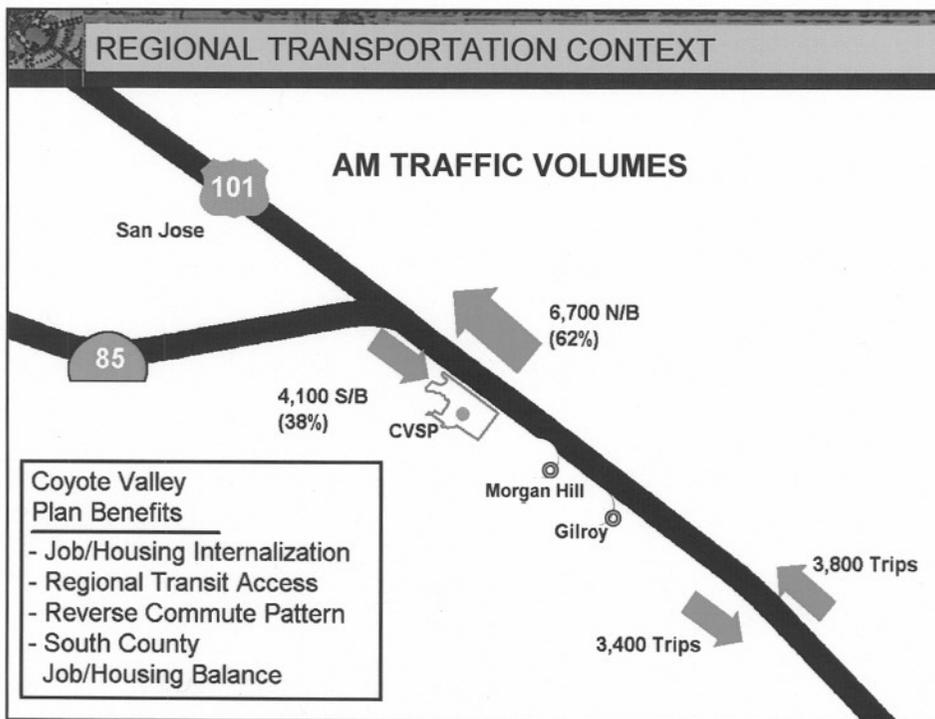
The bottom section features a title bar with the text 'ILLUSTRATIVE LAND USE PLAN'. Below this is a large aerial map showing a detailed land use plan with various zones and infrastructure. A legend is visible on the left side of the map.

REGIONAL TRANSPORTATION CONTEXT

Projections



PLANNED GROWTH AREAS		
Area	Housing Units	Jobs
Downtown	10,000	30,000
North San Jose	32,000	83,000
Airport Area		9,000
Transit Corridors	20,000	15,000
Berryessa BART Station	4,000 (Under Study)	
Evergreen	4,000 (Under Study)	
Edenvale	3,000	10,000
Coyote Valley	25,000	50,000
Total	98,000 Units 245,000 Residents	197,000 Jobs
2030 Growth Projections	355,000 Residents	240,000 Jobs



TRANSPORTATION ANALYSIS

Methodology

- Regional Travel Forecast Model (VTP 2030)
- Includes 3 regions and 13 counties
- Validated based on year 2000 data

Multi-Modal Analysis

- Freeways/Local Streets
- Transit/Bike/Pedestrian

Coordination

- South County Circulation Study
- VTA, Santa Clara County, City of Morgan Hill, and the City of Gilroy

THE CALTRAIN SYSTEM

Current Service

- Three (3) Daily Round Trips

Planned Improvements

- Double Track Project (Completion by 2010)
 - Capacity for 10 daily round trips

Other Potential Projects

- Coyote Valley Station
- Electrification
- Extension to Salinas/Monterey
- California High Speed Rail



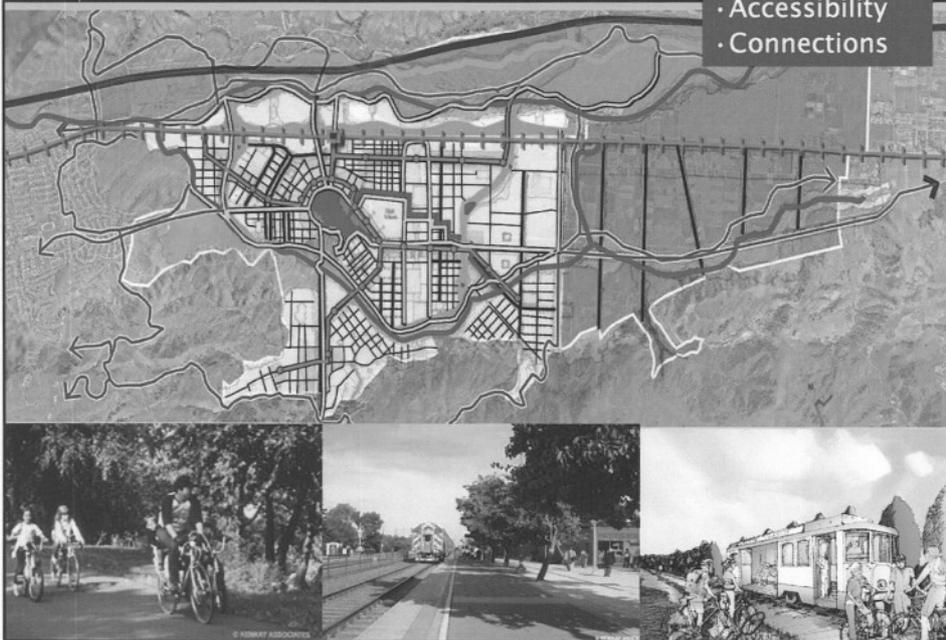
Service Frequency

- Dependant on ridership demand, funding, and priorities
- VTA Transit Expansion Policy

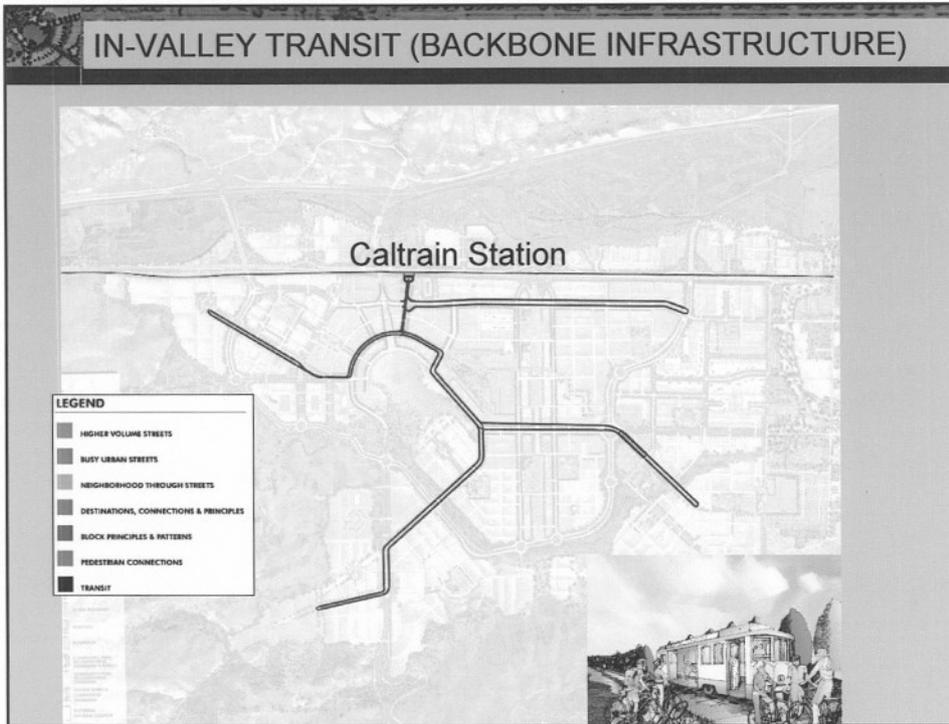
ELEMENTS OF THE CVSP TRANSPORTATION SYSTEM

TRANSPORTATION DIAGRAM

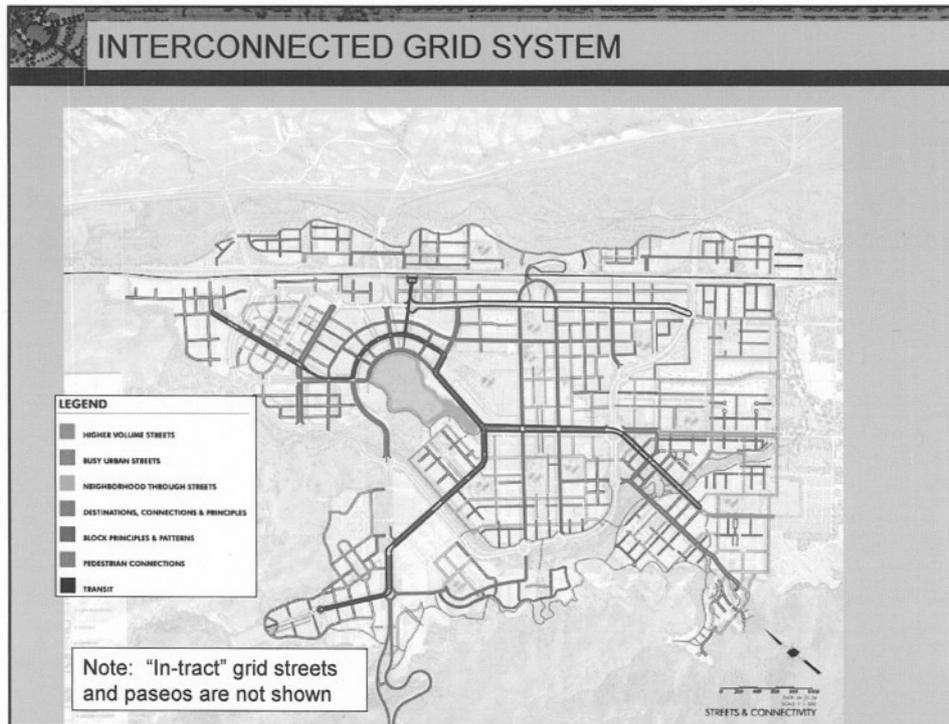
- Goals
- Travel Choices
 - Accessibility
 - Connections

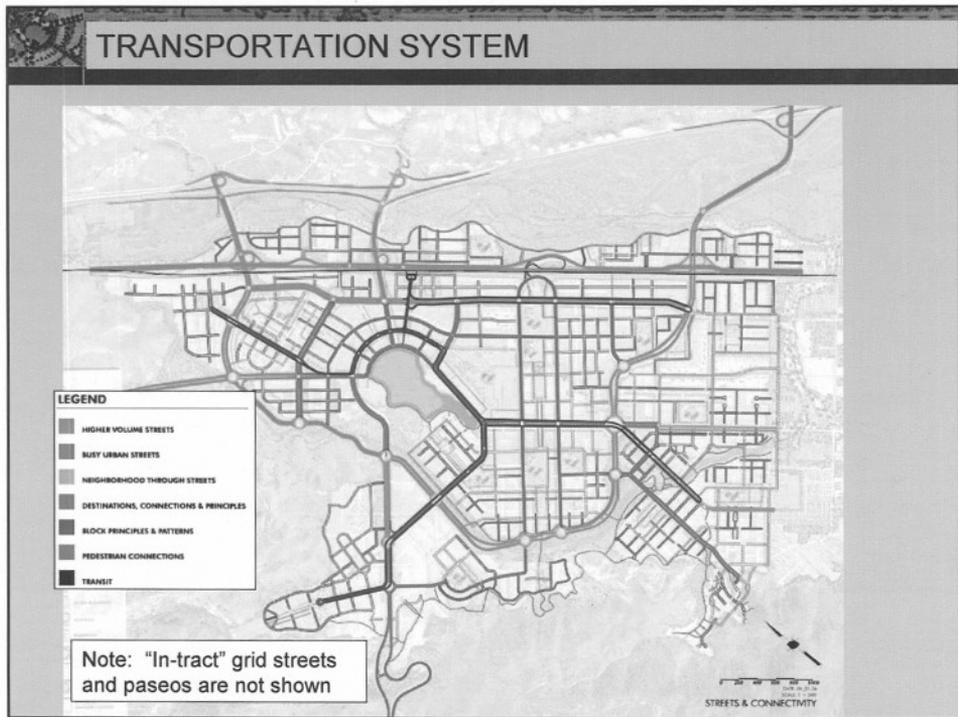
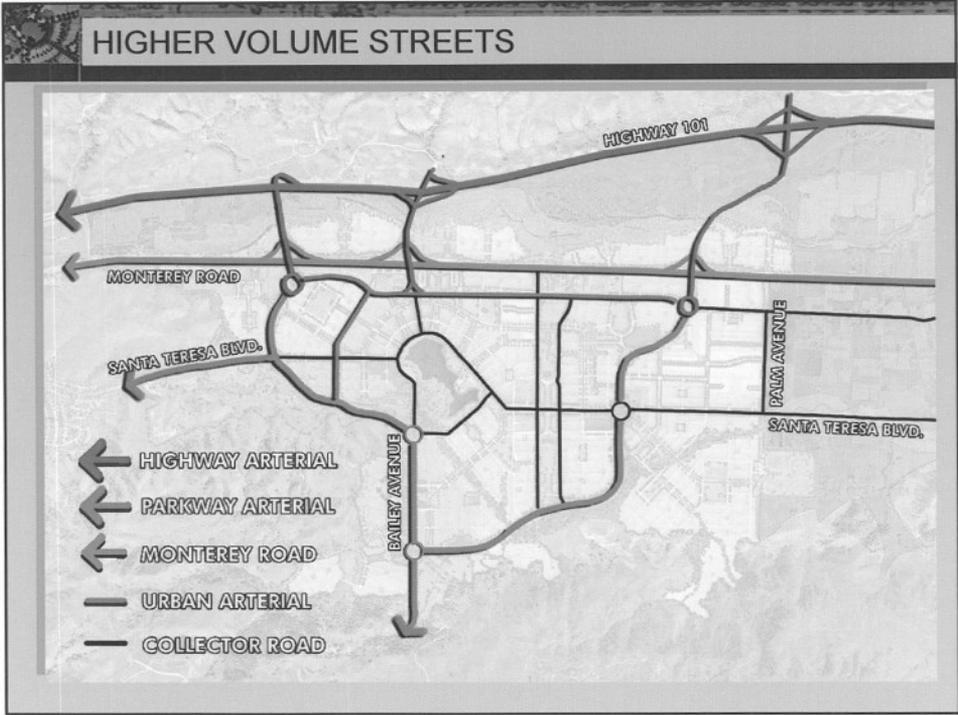


IN-VALLEY TRANSIT (BACKBONE INFRASTRUCTURE)

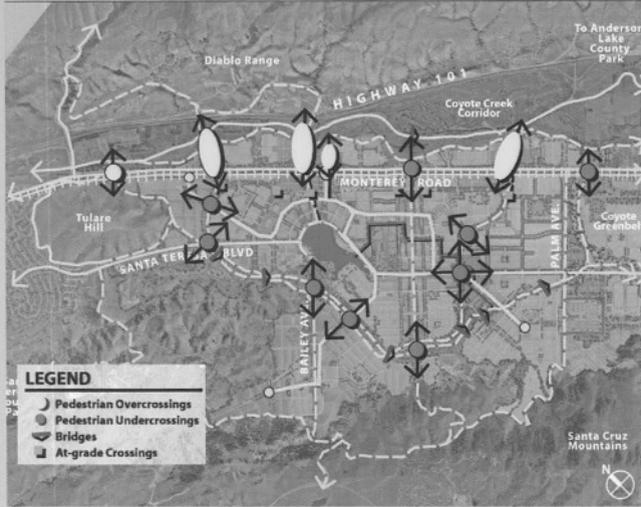


INTERCONNECTED GRID SYSTEM





CONNECTIVITY



Goals:

1. Provide grade separation for cars, transit, pedestrian & bikes:
 - Overcrossings
 - Undercrossings
 - Bridges
2. Connect neighborhoods
3. Provide access to
 - Transit
 - Parks
 - Natural Areas
 - Schools
 - Retail
 - Community Facilities

COYOTE VALLEY SPECIFIC PLAN

TRANSPORTATION POLICY APPROACHES

LEVEL OF SERVICE OPTIONS

1. Modify existing Citywide Transportation Impact Policy (Level of Service "D" Standard) with the addition of some "protected Intersections"
Focuses mainly on vehicular circulation, and does not further CVSP Vision for transit and pedestrian-orientation.
2. Create an Area Development Policy (e.g., NSJ, Evergreen & Edenvale)
Focuses on vehicular circulation, but also provides some TDM requirements. Still does not fully support the CVSP Vision.
3. Create a Unique Multi-Modal Transportation Strategy (for pedestrian, bikes, transit and vehicles) to implement CVSP Vision
Provides a new innovative approach that focuses on multi-modal circulation (preferred approach).

Selection of the best approach will be made after the CVSP traffic analysis is completed.

POSSIBLE TRANSPORTATION PARAMETERS

- Promote safe and efficient pedestrian, bicycle and transit modes, while still allowing for vehicular circulation.
- Ensure that vehicular accommodation does not negatively impact pedestrian, bicycle, transit and other non-vehicular circulation.
- Promote safe and convenient access to transit within a 1,500-foot radius of most land uses.



POSSIBLE TRANSPORTATION PARAMETERS

- Acknowledge trails as integral part of the transportation system and provide connections to regional trail system.
- Maximize internalization of trips in Coyote Valley through the phasing of jobs and housing (with viable transportation choices in each phase).
- Promote convenient pedestrian, bike and/or transit connections between uses and sub-areas in a safe and efficient manner.
- Minimize “over parking”



POSSIBLE TRANSPORTATION PARAMETERS

- Provide strategies and require TDM measures to encourage the use of alternative forms of transportation (shuttle buses, carpools, car sharing, etc.).
- Maintain existing transportation standards in the City of San Jose, outside of Coyote Valley.
- Identify fair share contribution for impacts to other jurisdictions



POSSIBLE TRANSPORTATION PARAMETERS

- Accept greater congestion in the more dense, mixed use locations (e.g. the core area around the lake, Santa Teresa Boulevard, etc.)



VTA COORDINATION TOPICS

- Caltrain Double Track Project
- Coyote Caltrain Station
- Caltrain Service Funding
- Coyote Valley Parkway Interchange
- Other VTA Transit Services
 - LRT/BRT
 - Bus Line Modifications
 - Transit Expansion/Sustainability Policy

CVSP Transportation Policy Next Steps

- Continue ongoing public outreach and coordination with the South County Circulation Study
- Prepare Draft EIR