

COUNCIL AGENDA: 12-18-07
ITEM: 4.3(a)



Memorandum

TO: HONORABLE MAYOR AND
CITY COUNCIL

FROM: Joseph Horwedel

SUBJECT: SEE BELOW

DATE: November 26, 2007

COUNCIL DISTRICT: 3 and 6
SNI: Burbank/Del Monte and
Thirteenth Street

TRANSMITTAL MEMO

RECOMMENDATION: Acceptance of the Multi-Modal Transportation Improvement Inventory for the Jackson Taylor and the Midtown South Community Improvement Zones.

The Planning Commission will hear this project on November 28, 2007. The memorandum with Planning Commission recommendations will be submitted under different cover. We hope the submittal of this staff report is of assistance in your review of this project.

Andrew Curbtree
JOSEPH HORWEDEL, DIRECTOR
Planning, Building and Code Enforcement

For questions please contact Stan Ketchum at (408) 535-7800.



PC AGENDA: 11-28-07
ITEM: 8.d.1. & 8.d.2.

Memorandum

TO: PLANNING COMMISSION
FROM: Joseph Horwedel
SUBJECT: MULTI-MODAL
TRANSPORTATION
IMPROVEMENT INVENTORIES
DATE: November 19, 2007

COUNCIL DISTRICTS: 3 and 6
SNI AREAS: Burbank/Del Monte and
Thirteenth Street

RECOMMENDATION

Planning staff recommends that the Planning Commission recommend that the City Council:

1. Accept the *Jackson-Taylor Community Improvement Zone Multi-Modal Transportation Improvement Inventory*; and
2. Accept the *Midtown South Community Improvement Zone Multi-Modal Transportation Improvement Inventory*

OUTCOME

City Council acceptance of the Multi-Modal Transportation Improvement Inventories for the Jackson-Taylor (Attachment III) and the Midtown South (Attachment IV) Community Improvement Zones would establish the respective prioritized lists of multi-modal improvement projects as those recommended by the affected communities.

BACKGROUND

In June, 2005, the City Council adopted modifications to the Transportation Impact Policy (Council Policy 5-3), formerly known as the Transportation Level of Service Policy. The Policy modifications established twenty-four "Protected Intersections" located within Special Strategy Areas identified in the General Plan, including Transit-Oriented Development Corridors, Transit Station Areas, Planned Communities, and Neighborhood Business Districts.

The Transportation Impact Policy defines Protected Intersections as intersections that have been built to their planned maximum capacity and will not be further expanded. Therefore, these Protected Intersections are exempted from maintaining the minimum acceptable traffic Level of Service D or higher.

The Transportation Impact Policy establishes a process where developers of projects that have impacts to Protected Intersections can opt to provide offsetting improvements for non-automobile modes of transportation (e.g., pedestrian, bicycle) instead of widening rights-of-way or otherwise constructing improvements to vehicular traffic flow at the Protected Intersections, or opt to scale back their projects so that no significant impact is triggered at a Protected Intersection. The Policy identifies Community Improvement Zones as the areas that would be affected by level of service impacts to Protected Intersections, and should, therefore, receive benefit of the identified offsetting improvements if a developer decides to utilize the Policy (see Attachment I for a list of [and Attachment II for a map of] Community Improvement Zones and Protected Intersections).

Between July and December, 2006, the Department of Planning Building and Code Enforcement and the Department of Transportation completed the community process to develop Multi-Modal Improvement Inventories for the Jackson-Taylor and the Midtown South Community Improvement Zones.

The Jackson-Taylor and the Midtown South zones were chosen first because there were development proposals on file that could have affected identified Protected Intersections therein.

Due to lack of staff resources, these two inventories were not completed previously and are now being presented for Council review and acceptance.

ENVIRONMENTAL REVIEW

The environmental impacts of the Transportation Impact Policy were addressed by a Final EIR certified on June 21, 2005, by the City of San José City Council. The proposed activity is within the scope of the Transportation Impact Policy EIR. The proposed action is for the City to acknowledge the Jackson-Taylor and the Midtown South communities' vision for multi-modal improvements within the identified Community Improvement Zones, as expressed in the *Jackson-Taylor Community Improvement Zone Multi-Modal Transportation Improvement Inventory* and the *Midtown South Community Improvement Zone Multi-Modal Transportation Improvement Inventory*. However, by acknowledging the communities' vision, the City is not taking an action that commits the City to the implementation of the communities' identified improvements. When specific development projects are formally proposed as either public or private actions, they will be subject to environmental review to identify potential significant project-specific impacts.

GENERAL PLAN CONFORMANCE

One of the General Plan Level of Service Policies for Traffic is “To strengthen the neighborhood preservation strategy and objectives of the Plan, the City Council may adopt a Council Policy which establishes alternate mitigation measures, including improvements to transit, bicycle, and/or pedestrian facilities, for projects whose required traffic mitigation would result in an unacceptable impact on an affected neighborhood or City street.”

The Transportation Impact Policy establishes community improvement zones with protected intersections where traffic mitigation measures have been deemed unacceptable. The Jackson-Taylor and Midtown South Multi-Modal Transportation Improvement Inventories implement the General Plan policy by identifying alternate mitigation measures for projects that have impacts on protected intersections in these two Community Improvement Zones.

These policies also further the General Plan Transportation Goals for doubling the percentage of transit, bicycling, and walking trips each decade and developing a continuous, safe, accessible, interconnected high quality pedestrian environment that promotes walking as a desirable mode of transportation.

ANALYSIS

The identification of the twenty-four Protected Intersections and ten Community Improvement Zones was accomplished through an extensive public outreach process undertaken during the development of the new Policy. The process for implementation of the Transportation Impact Policy consists of working with the communities within the Community Improvement Zones to draft prioritized inventories for each Community Improvement Zone of potential offsetting improvements to facilitate alternative modes of transportation.

The identification of potential off-setting improvements was conducted through the preparation of Multi-Modal Improvement Inventories for two Community Improvement Zones: Jackson-Taylor and Midtown South. The inventories were developed for these two zones independently of each other through a process whereby the City and the communities worked jointly to identify desirable and feasible offsetting improvements that could be installed by proposed development projects affecting protected intersections.

Process for Development of Multi-Modal Improvement Inventories

The public outreach process for development of the Multi-Modal Improvement Inventories included four community meetings per Community Improvement Zone. The key steps in the process included: 1) establishing contact with community groups; 2) holding at least four community meetings per Community Improvement Zone to obtain community input on preferred offsetting improvements; 3) evaluating identified offsetting improvements for feasibility and cost, to be performed by the Department of Transportation and the Department of Public Works; 4) coordinating proposals for offsetting improvements with other city agencies and departments, such as the Redevelopment Agency, the Environmental Services Department, and with other outside agencies, such as the Santa Clara Valley Transportation Authority; 5) drafting the

inventory of offsetting improvements; 6) presenting the draft Multi-Modal Improvement Inventory to the community groups within the Community Improvement Zone for their review; and 7) agendaing for Planning Commission review and City Council acceptance.

Multi-Modal Improvement Inventories

The attached Jackson-Taylor Community Improvement Zone inventory (Attachment III) and Midtown South Community Improvement Zone inventory (Attachment IV) outline the list of improvements developed through the community outreach process. Staff comments discussing the technical and fiscal feasibility of each item are also included.

Next Steps

Staff considers the process for development of the Jackson-Taylor and the Midtown South Community Improvement Zones to be a pilot process that will be evaluated once the first projects with impacts on protected intersections are implemented. This evaluation will be used to refine the process for the remaining Community Improvement Zones. The schedule for preparation of the Multi-modal Improvement Inventories for the remaining Community Improvement Zones will be established based on the evaluation of the first two processes and potential new development proposed in the remaining areas.

PUBLIC OUTREACH/INTEREST

Staff worked with the community groups affected by the Jackson-Taylor and Midtown South Community Improvement Zones and held four community meetings within each zone. Through these meetings the community identified desired improvements for City staff review and feedback. At the fourth community meeting for the Jackson-Taylor and Midtown South Community Improvement Zones, community members and staff reviewed the feasibility analysis and community prioritization of the recommended offsetting improvements.

The community members and organizations notified of and participating in the community meetings in each area were notified of the Planning Commission and City Council hearing dates for these items and provided copies of this memorandum. This memorandum was also posted on the City's web site and staff has been available to discuss the proposal with members of the public.

COORDINATION

Planning Division staff worked with City Council Offices, the Redevelopment Agency, and the Department of Public Works and the Department Transportation to tailor the outreach strategy for each area, including developing outreach materials, and organizing and facilitating meetings. The Department of Transportation and Department of Public Works provided technical guidance and input throughout the planning process, including providing cost estimates and feasibility analysis, and attending all community meetings to answer community questions. Staff also solicited technical and feasibility analysis from the Santa Clara Valley Transportation Authority in order to guide formulation of offsetting improvements that promote and affect use of public

HONORABLE MAYOR AND CITY COUNCIL

November 19, 2007

Subject: Multi-Modal Transportation Improvement Inventories

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transit. Planning staff, in coordination with the Department of Transportation and the Department of Public Works, drafted the Multi-Modal Improvement Inventory documents for review by the community and acceptance by the City Council.

The preparation of this report was coordinated with the Department of Transportation and the City Attorney's Office.


to JOSEPH HORWEDEL, DIRECTOR
Planning, Building, and Code Enforcement

For questions please contact:

Stan Ketchum
Principal Planner, Planning Division, at
(408) 535-7876

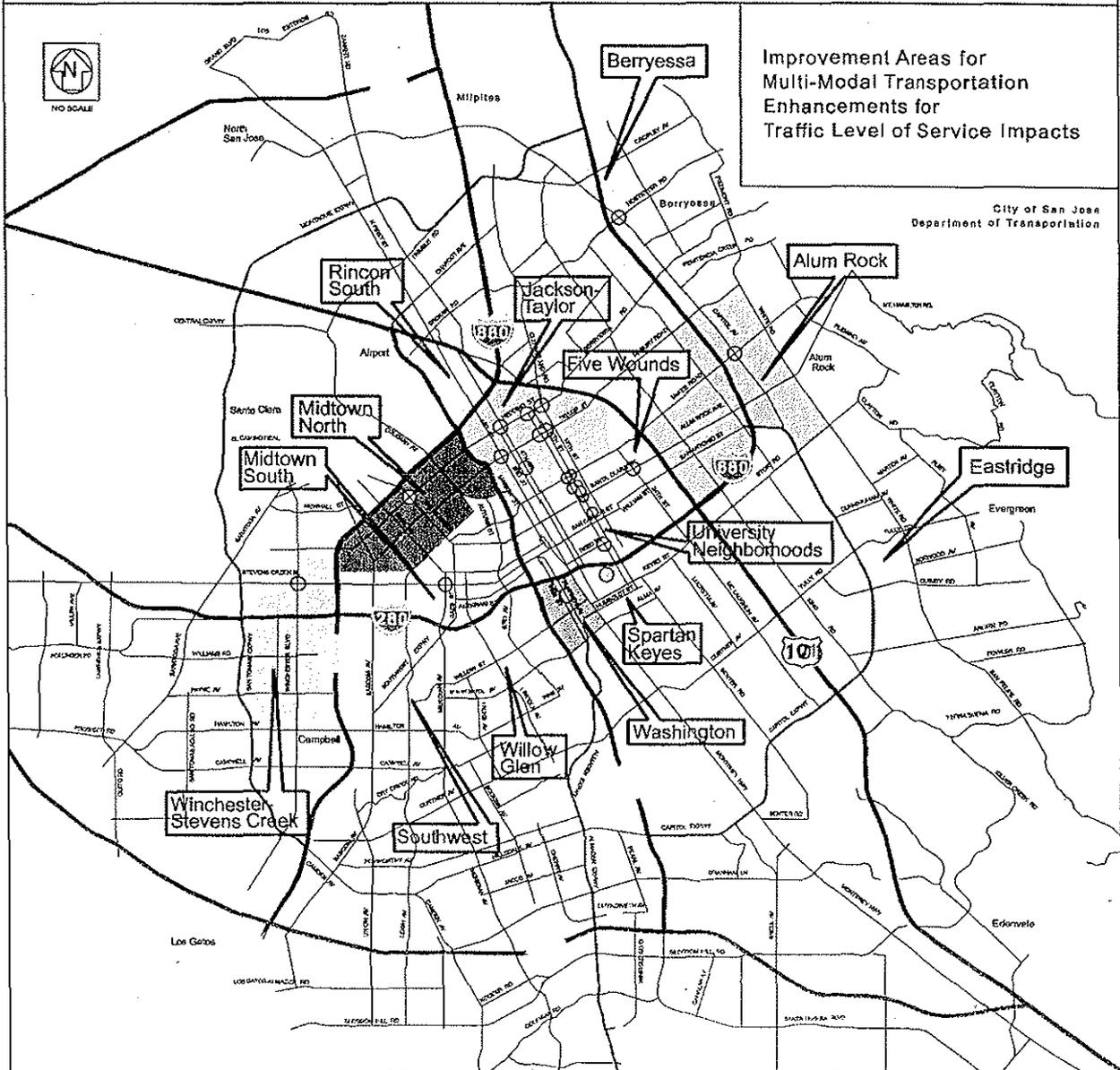
Attachments:

- I. List of Protected Intersections within Community Improvement Zones
- II. Community Improvement Zones Map
- III. Jackson-Taylor Community Improvement Zone Multi-Modal Transportation Improvement Inventory
- IV. Midtown South Community Improvement Zone Multi-Modal Transportation Improvement Inventory

City of San Jose Protected Intersections

	Protected Intersection	Special Planning Area	Community Improvement Zone
1	1 st / Taylor	Transit Corridor	Jackson Taylor
2	4 th / Jackson	Downtown Gateway	
3	4 th / Hedding	Downtown Gateway	
4	10 th / Hedding	Downtown Gateway Specific Plan Area	
5	10 th / Taylor	Downtown Gateway Specific Plan Area	
6	11 th / Taylor	Downtown Gateway Specific Plan Area	
7	Hedding / 13th - Oakland <i>(Proposed)</i>	Downtown Gateway Neighborhood Business District	
8	10 th / Julian	Downtown Gateway	University Neighborhoods
9	11 th / Julian	Downtown Gateway	
10	10 th / St. James	Downtown Gateway	
11	11 th / St. James	Downtown Gateway	
12	11 th / St. John	Downtown Gateway	
13	11 th / Santa Clara	Downtown Gateway	
14	11 th / San Antonio	Downtown Gateway	
15	10 th / Reed	Downtown Gateway	
16	24 th / Santa Clara	Transit Corridor	Five Wounds / Brookwood Terrace
17	7 th / Virginia	Downtown Gateway	Spartan Keyes
18	The Alameda / Hedding	Downtown Gateway	Midtown North
19	Almaden / Grant	Downtown Gateway	Washington
20	Almaden / West Virginia	Downtown Gateway	
21	Vine / Grant	Downtown Gateway	
22	Capitol Expressway / McKee	Transit Corridor	Alum Rock
23	Capitol Expressway / Hostetter	Transit Corridor	Berryessa
24	Meridian / West San Carlos	Transit Corridor	Midtown South
25	Winchester / Stevens Creek	Transit Corridor	Winchester / Stevens Creek

Community Improvement Zones



**Jackson-Taylor Community Improvement Zone
Multi-Modal Transportation Improvement Inventory**

PLEASE NOTE: *The community preference list is one factor in City determination for which offsetting improvements will be required to be installed by developments with impacts to protected intersections. Other factors include geographic location of the project relative to the location of the improvement, availability of private funding for the installations, and need for other improvements in the area.*

Top Ten Community Priorities in No Order of Preference:

1. Install antique street lights within the Hensley Historic District (along North 5th and North 6th Streets from East Julian to East Jackson Streets, and along North 3rd and North 4th Streets from Washington to East Empire Streets). The antique lighting should first be installed along North 6th Street; lights to be installed in the rest of the Hensley Historic District as funds become available.

Staff Comments - *Maybe*: Could be installed within the Hensley Historic District, and at already identified locations within Pedestrian Corridors and Neighborhood Business Districts. However, a staff initiated policy modification would need to be initiated to add more lights (\$10,000 each). Antique lights at North 5th and North 6th Streets from East Julian to East Jackson Streets would need a General Plan Amendment, CEQA clearance, and funding.

Other Funding Sources: None.

2. Provide traffic calming amenities at the intersections of North 5th/East Julian Streets, and North 6th/East Julian Streets, beginning with a median island on North 6th Street just north of East Julian Street. The community's primary concern is for safety.

Staff Comments - *Maybe*: This item is being further studied by staff as a traffic calming improvement (cost TBD).

Other Funding Sources: None.

3. Install street trees along North 6th Street, East Julian Street, and North 5th Street (around Mi Pueblo grocery store*).

** The community requests that the preference for installation of street trees be required of developers only if the community cannot install and maintain street trees on their own.*

Staff Comments - *Yes*: Feasible – cost includes planting and watering/maintenance for two years (\$1,000 each, including planting and watering / maintenance for two years).

Other Funding Sources: Tree installation may not need to be funded through this process if the community is committed to installing and maintaining the trees for at least two years. However, the community should note that developer-bonded tree installation and maintenance for two years would be guaranteed if required as a developer-responsible item.

4. Install enhanced crosswalks at the intersections of North 13th/East Mission Streets and North 13th/Vestal Streets.

Staff Comments - Maybe: Staff is performing a crosswalk study at these intersections during community-suggested time of high-pedestrian activity (6:00 a.m. to 9:00 a.m.) (\$10,000 to \$20,000 each).

Other Funding Sources: None.

5. Improved bicycle railroad crossings.

Staff Comments - Yes: The work is currently being designed (\$300,000 - \$500,000). However, there are implementation issues that would have to be resolved since only railroad crews are allowed to work in the railroad right-of-way.

Other Funding Sources: Through SNI funds as part of the North 3rd/North 4th Streets Couplet conversion funding for railroad crossing improvements at North 3rd and at North 4th Streets.

6. Install bicycle lanes and racks along business districts and East Taylor Street from North 1st and North 4th Streets to Highway 101.

Staff Comments - Yes: Yes for bike lanes; the City's long-term vision includes plans for a bicycle facility on this section of East Taylor Street. The current General Plan identifies a "Future Bike Facility" there, and the City's Draft Bike Plan Update identifies a "Proposed Bike Lane" in the same area.

Constraints: Right-of-way constraints may require either lane reduction or parking removal. Additional feasibility analysis is required.

Other funding sources: Developer funding for bike racks may not be necessary, since there are other possible funding sources; the City has received a new grant for bike rack installation. The City is developing a FAQ and Public Request Form (\$300 to \$500 per bike rack).

7. Install gateways into the neighborhoods at the intersections of North 13th/Hedding Streets, North 13th/East Santa Clara Streets, North 1st/East Taylor Streets, and East Taylor/North 22nd Streets.

Staff Comments - Yes: The East Taylor/North 22nd intersection is part of the Maybury/Highway 101 Interchange and is a location where City can consider installing a gateway feature, such as an island or choker. The North 1st/East Taylor intersection has a design underway for an iconic gateway feature. For the North 13th/Hedding and North 13th/East Santa Clara Streets, a feasibility study is underway for adequate curb-to-curb dimensions for a median island. Maintenance is an issue (costs vary depending on the design of features: \$500 for signs to over \$10,000 for small monuments or walls without widening sidewalks). The neighborhood gateways (islands, chokers, etc.) can be considered for installation at non-signalized locations. For signage, the City can look at signalized intersections. Other possibilities: along North 13th Street, install signs in the median, such as neighborhood business district signage (Luna Park Business District).

Other Funding Sources: For the median island with trees and potential for gateway at North 13th/Hedding intersection – SNI funds may be available as part of the SNI’s streetscape improvement budget.

8. Install bulb-outs and sidewalk widening for café-style businesses at the intersections of East Jackson/North 13th Streets (Rollo’s) and at East Empire/North 13th Streets.

Staff Comments - Yes: Staff is conducting a feasibility analysis (average cost of \$250,000 each - \$1 million for 4 corners of an intersection). The intersection of North 13th/East Jackson Streets, which is an existing four-way stop, is to be studied first for installation of bulb-outs at all four corners. The need to relocate storm-water drains is potentially an issue.

Other Funding Sources: None.

9. Install antique lighting along San Pedro Street from East Taylor Street to Ryland Street (within the Vendome neighborhood).

Staff Comments - Maybe: Could be installed within the Hensley Historic District and at already identified locations within Pedestrian Corridors and Neighborhood Business Districts. A staff initiated policy modification would need to be initiated to add more lights (\$10,000 each).

Other Funding Sources: None.

10. Finalize couplet conversions at North 10th and North 11th Streets, and East Julian and East St. James Streets.

Staff Comments - Yes: Project is feasible (cost at North 10th and North 11th Streets is \$6 million; cost at East Julian and East St. James Streets is \$5 million). However, community should note the extreme high cost of funding such a project using this Policy compared to costs of other potential improvements.

Other Funding Sources: East Julian/East St. James Streets design work (but not construction work) – \$300,000.

Remaining Community Priorities in No Order of Preference:

11. Provide a pedestrian connection (install ADA ramps, and concrete-cuts for tree wells – trees to be installed and maintained by the community) from Ryland Park to Guadalupe Park along San Pedro Street* (between Ryland Park and Hedding Street).

** The community requests that the preference for installation of street trees be required of developers only if the community cannot install and maintain street trees on their own.*

Staff Comments - Maybe: Sidewalk amenities could be possible, as long as current curb-to-curb dimensions remain; also, there may be other constraints such as narrow sidewalk widths (\$1,000 per tree, including planting and 2 years of watering/maintenance; and \$10,000 - \$20,000 per crosswalk).

Other Funding Sources: Tree installation may not need to be funded through this process if community is committed to installing and maintaining the trees for at least two years. However, the community should note that developer-bonded tree installation and maintenance for two years would be guaranteed if required as a developer-responsible item.

12. Install bulb-outs with trash cans and planters to provide for intersection beautification at North 1st and East Taylor Streets. Specific locations: West 2 corners (need wider lanes on east corners for installation of a bike lane).

Staff Comments - Yes: Staff is conducting an analysis of feasibility; there may be possible limitations based on the existing right-of-way dimension (average cost of \$250,000 for each corner of an intersection except for South/West corner). Although the South/West corner of the intersection is feasible, it would be hugely expensive, since it would require signal modifications that are related to the light rail.

Other Funding Sources: None.

13. Install bulb-outs along pedestrian corridors (at North 5th Street between Old City Hall and Japantown, especially at North 5th/Washington Streets and North 5th/East St. James Streets; at North 13th Street, especially at the intersection with East Jackson Street; and East St. John Street, especially within the Hensley Historic District). Improvements are to be consistent with the 13th Street SNI Neighborhood Improvement Plan and the Jackson-Taylor Residential Strategy).

Staff Comments - Yes: Staff is conducting a feasibility analysis (average cost of \$250, 000 – \$1 million for four corners of an intersection). The Redevelopment Agency to look at the North 5th Street corridor funding.

Other Funding Sources: None.

14. Maintain the intersection at North 13th/Hedding Streets at its current level of development, and improve it as a pedestrian-friendly intersection.

Staff Comments - Yes: Staff agree that this intersection should be protected. Staff is conducting a conceptual design for an improved intersection at this location to improve pedestrian crossing (signal modification and clean-up: \$300,000 to \$500,000; cost of other design solutions TBD).

Other Funding Sources: None.

15. Install 2 traffic median islands at the intersection of East Taylor/North 2nd Streets.

Staff Comments - Yes: This is a staff-recommendation for temporary traffic calming that needs to be completed; the intent is to replace chatter bars with concrete islands (cost of \$20,000 each).

Other Funding Sources: None.

16. Install a traffic circle or stop signs at the Washington/North 5th Streets, and Washington/North 6th Streets intersections while maintaining existing stop signs.

Staff Comments - *Maybe*: Cannot do a traffic circle with 4-way stops; may be able to install a traffic circle with 2-way stops.

Other Funding Sources: None.

What else has been funded:

- North 3rd and North 4th Streets from East Julian to East Jackson Streets – Antique style pedestrian scale lights – Community Development Block Grant (CDBG) funds & SNI funds of \$800,000.
- 13th Street SNI streetscape improvements (trees, pedestrian scale antique style lighting, and median island build out) – \$1,523,951.
- North 3rd/North 4th Streets couplet conversion – \$2,657,332.
- Housing Incentive Program Grant for the design and installation of amenities such as:
 - Improvements on North 3rd/North 4th Streets;
 - Improvements on North 5th Street from East St. John to East Jackson Streets; and
 - Improvements on the East Empire Street Pedestrian Connection.

**Midtown South Community Improvement Zone
Multi-Modal Transportation Improvement Inventory**

PLEASE NOTE: *The community preference list is one factor in City determination for which offsetting improvements will be required to be installed by developments with impacts to protected intersections. Other factors include geographic location of the project relative to the location of the improvement, availability of private funding for the installations, and need for other improvements in the area.*

1. Improve pedestrian access (repair and upgrade sidewalks, install pedestrian ADA ramps, install street trees, provide low-pressure sodium streetlights as necessary), at the following locations:
 - a. South Bascom Avenue from Interstate 280 to West San Carlos Street (improved sidewalks and street trees);
 - b. Parkmoor Avenue at Macarthur Avenue and South Bascom Avenue (pedestrian ADA ramps);
 - c. Stevens Creek Boulevard at Highway 17 (pedestrian ADA ramps);
 - d. Macarthur Avenue at Interstate 280 (pedestrian ADA ramps at overpass);
 - e. Leland Avenue and Leigh Avenue at Interstate 280 (pedestrian ADA ramps at overpass);
 - f. O'Connor Drive at St. Martin's School (install street lights and improve sidewalks where necessary);
 - g. Stevens Creek Boulevard from Di Salvo Avenue to Highway 17 (install sidewalks, pedestrian ADA ramps and pedestrian improvements to overpass);
 - h. South side of San José City College, especially at the Fruitdale Avenue/Sherman Oaks Drive bus stop (pedestrian ADA ramps);
 - i. Area south of Interstate 280 to Fruitdale Avenue (minimize curb cuts and install pedestrian ADA ramps); and
 - j. South Bascom Avenue at both sides of the Interstate 280 overpass (improve sidewalks to allow enough clearance for wheelchair access).

Staff Comments -

- a. **Yes:** Feasible (\$6.00 per square feet for wider sidewalks, and \$1,000 each for street trees, including 2 years of watering/maintenance);
- b. **Yes:** Feasible (\$3,000 each, assuming no storm-drain issues);
- c. **Yes:** Feasible (\$3,000 each, assuming no storm-drain issues);
- d. **Yes:** Feasible (\$3,000 each, assuming no storm-drain issues);
- e. **Yes:** Feasible (\$3,000 each, assuming no storm-drain issues);
- f. **Maybe:** Staff is studying the improvements (vehicle-oriented lights at \$10,000 each; curb ramps at \$3,000 each, assuming no storm-drain issues; wider sidewalks at \$6.00 per square feet; and street trees at \$1,000 each, including 2 years of watering/maintenance);
- g. **Maybe:** As part of future interchange improvements (preliminary estimates: south side estimated at \$20 million; north side estimated at \$30 million);
- h. **Yes:** Feasible (\$3,000 each, assuming no storm-drain issues);
- i. **Yes:** Feasible (\$3,000 each, assuming no storm-drain issues); and
- j. **Maybe:** Staff needs to study further for feasibility (cost TBD).

2. Move traffic signal from Meridian Avenue at Auzerais Avenue to Meridian Avenue at Douglas Street.

Staff Comments – *Keep on List:* Feasible to relocate the traffic signal if developer funding is available (since the City does not plan to relocate the signal at this time, unless and until traffic conditions merit relocation), and if a separate community process proposes relocation (at least \$500,000).

3. Extend the Midtown South Community Improvement Zone boundary further south to match the southern border of the Burbank/Del Monte SNI Planning Area.

Staff Comments - *Yes:* Feasible (no costs).

4. Improve pedestrian and vehicular access to and from San José City College (SJCC) along Leland Avenue at Moorpark Avenue, including additional crosswalks, curb ramps, and a vehicular exit northbound from SJCC along Leland Avenue to access northbound Interstate 280 at Parkmoor Avenue.

Staff Comments – *Yes to installing curb ramps, No to vehicle exit improvements at SJCC at Moorpark Avenue, and No to additional crosswalk at Moorpark Avenue:* ADA ramps are feasible; vehicular operations are not part of this Policy, but improvements to vehicular flow could be studied as part of other programs/policies (curb ramps at \$3,000 each, assuming no storm-drain issues).

5. Provide pedestrian improvements and bicycle lanes; traffic calming on Race Street from The Alameda to West San Carlos Street.

Staff Comments – *Yes to pedestrian improvements; Yes to bicycle signs; No, but... to bike lanes and traffic calming:* Pedestrian improvements are feasible; the right-of-way is too narrow for bike lanes and traffic calming; but ADA ramps, street trees, and bicycle “share the road” signs could be installed)

6. Increase street lighting (low pressure sodium is OK) along West San Carlos Street.

Staff Comments - *Maybe:* Staff is currently studying the feasibility for additional low-pressure sodium streetlights along West San Carlos Street. Additional high-pressure sodium lights could be installed at already identified locations within Pedestrian Corridors and Neighborhood Business Districts. However, a staff initiated policy modification would need to be approved by the Mayor and City Council to add more lights (\$5,000 to \$10,000 each). Antique lights would need a General Plan Amendment, CEQA clearance, and funding.

7. Install pedestrian improvements and traffic calming improvements on Meridian Avenue from Park Avenue to Fruitdale Avenue, including more visible crosswalks like those upgraded “piano key” crosswalks in downtown.

Staff Comments – Yes to pedestrian improvements; Maybe to upgraded crosswalks; No to traffic calming: Pedestrian improvements, except for upgraded crosswalks, are feasible; however, Meridian Avenue has a General Plan Land Use Transportation Diagram classification of “Arterial” and it is not eligible for traffic calming (pedestrian countdown signals at \$350 each; pedestrian signal buttons at \$2,000 each; sidewalks at \$6.00 per square feet; curb ramps at \$3,000 each, assuming no storm-drain issues; and street trees at \$1,000 each including 2 years of watering/maintenance). Upgraded crosswalks have to be studied for maintenance feasibility.

8. Provide pedestrian access from Chiechi Avenue to the Parkmoor Plaza Shopping Center to the south.

Staff Comments – Maybe: Staff has contacted the property owner to discuss possibility of opening up pedestrian access to the rear of the property from Chiechi Avenue. Staff continues to pursue owner interest in having this priority completed by other funding sources.

9. Improved sidewalks and access on South Bascom Avenue from Moorpark Avenue to West San Carlos Street.

Staff Comments - Yes: Feasible (\$6.00 per square feet for sidewalks; \$1,000 each for street trees, including 2 years of watering/maintenance; and curb ramps at \$3,000 each, assuming no storm-drain issues).

10. Install low-pressure sodium vehicle-oriented street lights along Parkmoor Avenue between Macarthur Avenue and South Bascom Avenue.

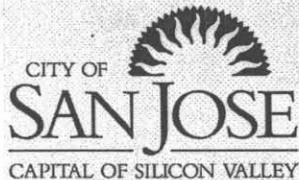
Staff Comments - Yes: Feasible (approximately \$10,000 each)

11. Install and maintain trash cans at and around the Fruitdale Light-Rail Station along Southwest Expressway, south of Fruitdale Avenue.

Staff Comments - Yes: Feasible; however, there are maintenance and garbage collection issues (\$1,000 to \$1,500 per trash can for installation only).

12. Widen sidewalks; create pedestrian connection to Downtown Willow Glen on Lincoln Avenue from Park Avenue to the Los Gatos Creek (designated pedestrian corridor from West San Carlos Street to Minnesota Avenue).

Staff Comments - Yes: Staff is studying the feasibility for wider sidewalks (\$6.00 per square feet for wider sidewalks; \$1,000 each for street trees, including 2 years of watering/maintenance; and curb ramps at \$3,000 each, assuming no storm-drain issues).



Memorandum

TO: HONORABLE MAYOR
AND CITY COUNCIL

FROM: Planning Commission

SUBJECT: SEE BELOW

DATE: December 6, 2007

COUNCIL DISTRICTS: 3 and 6

SNI AREAS: Burbank/Del Monte and
Thirteenth Street

**SUBJECT: MULTI-MODAL TRANSPORTATION IMPROVEMENT INVENTORIES
FOR THE JACKSON-TAYLOR AND MIDTOWN SOUTH COMMUNITY
IMPROVEMENT ZONES**

RECOMMENDATION

The Planning Commission voted 5-0-2 (Kinman and Zito absent) to recommend that the City Council

1. Accept the *Jackson-Taylor Community Improvement Zone Multi-Modal Transportation Improvement Inventory*; and
2. Accept the *Midtown South Community Improvement Zone Multi-Modal Transportation Improvement Inventory*

OUTCOME

City Council acceptance of the Multi-Modal Transportation Improvement Inventories for the Jackson-Taylor and the Midtown South Community Improvement Zones would establish prioritized lists of multi-modal improvement projects to be considered when development projects have impacts at Protected Intersections.

BACKGROUND

On December 5, 2007, the Planning Commission held a public hearing to consider the acceptance of the Jackson-Taylor and the Midtown South Community Improvement Zone Multi-Modal Transportation Improvement Inventories.

No one from the public appeared to speak on these items.

There was no Planning Commission discussion on these items.

The Planning Commission voted 5-0-2 (Kinman and Zito absent) to recommend that the City Council accept the Multi-Modal Transportation Improvement Inventories for the Jackson-Taylor and the Midtown South Community Improvement Zones.

ANALYSIS

See original memorandum to Planning Commission attached.

EVALUATION AND FOLLOW-UP

Staff considers the process for development of the Jackson-Taylor and the Midtown South Community Improvement Zones to be a pilot process that will be evaluated once the first projects with impacts on protected intersections are implemented. This evaluation will be used to refine the process for the remaining Community Improvement Zones. The schedule for preparation of the Multi-modal Improvement Inventories for the remaining Community Improvement Zones will be established based on the evaluation of the first two processes and potential new development proposed in the remaining areas.

POLICY ALTERNATIVES

Not Applicable.

PUBLIC OUTREACH/INTEREST

- Criteria 1:** Requires Council action on the use of public funds equal to \$1 million or greater.
(Required: Website Posting)
- Criteria 2:** Adoption of a new or revised policy that may have implications for public health, safety, quality of life, or financial/economic vitality of the City. **(Required: E-mail and Website Posting)**
- Criteria 3:** Consideration of proposed changes to service delivery, programs, staffing that may have impacts to community services and have been identified by staff, Council or a Community group that requires special outreach. **(Required: E-mail, Website Posting, Community Meetings, Notice in appropriate newspapers)**

Although this item does not meet any of the above criteria, staff followed Council Policy 6-30; Public Outreach Policy. Staff worked with the community groups affected by the Jackson-Taylor and Midtown South Community Improvement Zones and held four community meetings within each zone. Through these meetings the community identified desired improvements to be included in the proposed inventories.

The community members and organizations notified of and participating in the community meetings in each area were notified of the Planning Commission and City Council hearing dates for these items and provided copies of this memorandum. This memorandum was also posted on the City's web site and staff has been available to discuss the proposal with members of the public.

COORDINATION

Planning Division staff worked with City Council Offices, the Redevelopment Agency, and the Department of Public Works and the Department of Transportation to tailor the outreach strategy for each area, including developing outreach materials, and organizing and facilitating meetings. The Department of Transportation and Department of Public Works provided technical guidance and input throughout the planning process, including providing cost estimates and feasibility analysis, and attending all community meetings to answer community questions. Staff also solicited technical and feasibility analysis from the Santa Clara Valley Transportation Authority in order to guide formulation of offsetting improvements that promote and affect use of public transit. Planning staff, in coordination with the Department of Transportation and the Department of Public Works, drafted the Multi-Modal Improvement Inventory documents for review by the community and acceptance by the City Council.

The preparation of this report was coordinated with the Department of Transportation and the City Attorney's Office.

FISCAL/POLICY ALIGNMENT

This project is consistent with applicable General Plan policies and the Transportation Impact Policy (Council Policy 5-3) as further discussed in attached memorandum to the Planning Commission.

COST SUMMARY/IMPLICATIONS

Not applicable.

BUDGET REFERENCE

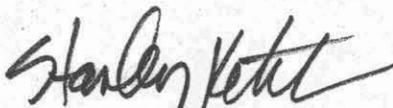
Not applicable.

CEQA

CEQA: Resolution No. 72765.
The environmental impacts of the Transportation Impact Policy were addressed by a Final EIR certified on June 21, 2005, by the City of San José City Council. The proposed activity is within the scope of the Transportation Impact Policy EIR. The proposed action is for the City to acknowledge the Jackson-Taylor and the Midtown South communities' vision for multi-modal improvements within the identified Community Improvement Zones, as expressed in the *Jackson-Taylor Community Improvement Zone Multi-Modal Transportation Improvement Inventory* and the *Midtown South Community Improvement Zone Multi-Modal Transportation Improvement Inventory*. However, by acknowledging the communities' vision, the City is not taking an action that commits the City to the implementation of the communities' identified improvements. When specific

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development projects are formally proposed as either public or private actions, they will be subject to environmental review to identify potential significant project-specific impacts.


for JOSEPH HORWEDEL, SECRETARY
Planning Commission

For questions please contact:

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(408) 535-7876

cc:

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