



Memorandum

TO: BUILDING BETTER
TRANSPORTATION COMMITTEE

FROM: William F. Sherry
Katy Allen
James R. Helmer

SUBJECT: COLEMAN/880 INTERCHANGE
LANDSCAPE DESIGN

DATE: 09-21-05

Approved

Date

BACKGROUND

The purpose of this report is to provide the Committee with an update on the Coleman/880 Interchange landscaping project and to present a strategy for funding the redesign of the landscape work to incorporate elements of the Airport Landscape Master Plan and Design Guidelines.

The Santa Clara Valley Transportation Authority's (VTA) original design for the Coleman/880 Interchange landscape project is 95% complete. Both the Federal Aviation Administration and Caltrans have already approved this design. Under the original schedule, construction of the landscaping portion of the interchange upgrade was to begin in August 2006. The construction cost for the landscape work is programmed at \$2.7 million.

Subsequent to the VTA's development of the Coleman/880 landscape plan, City staff has undertaken the development of a landscape master plan for the airport and its environs, to include the Coleman/880 Interchange project. On April 12, 2005, the City Council accepted staff's report related to the Airport Landscape Master Plan and Design Guidelines (LMP).

Based on Council input, staff is continuing to evaluate the redesign of the Coleman/880 Interchange Landscape project to include the design elements and architectural themes associated with the LMP, and is prepared to report on progress made in four particular areas as follows:

- Overview of the Airport Landscape Master Plan and Design Guidelines
- Coordination with the Federal Aviation Administration
- Coordination with Caltrans
- Implementation strategy at Coleman/880 Interchange

ANALYSIS

Overview of the Airport Landscape Master Plan and Design Guidelines

The LMP, prepared by the world-renown landscape architectural firm of Peter Walker and Partners (PWP), is being developed to establish architectural landscape themes and concepts to be included in the overall Airport Master Plan and its environs. Due to its proximity to the airport, of particular emphasis in the development of the LMP is the Coleman/880 Interchange.

In evaluating the opportunities and constraints of the airport and its surrounding areas, an agricultural theme was recommended by PWP as the unifying landscape architecture to be considered in the LMP. As it relates to the Coleman/880 landscape project, City staff is reviewing this new design direction with agencies that have related jurisdictional authority.

Coordination with the Federal Aviation Administration (FAA)

The FAA has regulatory authority over certain aspects of the Coleman/880 interchange due to the conveyance of Airport property for interchange improvements. This authority primarily involves regulation of the height and location of objects relative to the runways. The FAA has determined that safety standards limit portions of the landscaping areas to only grasses and shrubs of a maximum height of two feet, as shown in Attachment I. The draft LMP includes these types of plants as an option for the Coleman/880 interchange. Trees and shrubs outside the designated safety areas would be acceptable to the FAA subject to compliance with airport height and wildlife standards.

Coordination with Caltrans

As maintenance of much of the landscaped area associated with the Coleman/880 interchange project will be performed by Caltrans, staff has had initial discussions with Caltrans staff concerning the redesign of the Coleman/880 landscape plan, with specific interest in addressing the agricultural theme, design concepts and maintenance concerns. Further discussions will be necessary to address further development of the design (types of plantings, sizes, spacing, etc.) and to ensure that construction costs do not exceed the programmed amount of \$2.7 million.

It is noted that Caltrans has prepared a landscape plan for the 880/101 Interchange and it, too, was developed in the context of an agricultural theme and reflects many elements associated with the LMP.

Landscape Redesign Implementation Strategy at the Coleman/880 Interchange

VTA had previously developed an enhanced landscaping design for the Coleman/880 Interchange project. This design is being reconsidered based on the Airport's LMP. In order to commence the redesign of the Coleman/880 Interchange to be consistent with the LMP, it is necessary for the City to provide VTA additional funding.

One source of funding that has been identified relates to the projected cost savings associated with the *Cooperative Agreement between the City of San José and the Santa Clara Valley Transportation Authority for Utility Relocation as part of the I-880/Coleman Avenue Interchange Project*. At this time, VTA estimates that the cost for the utility relocation work funded under the agreement would be less than the original \$4,000,000 estimate, in the amount of approximately \$500,000. City staff recommends using a portion of these savings, estimated at \$400,000, be applied toward an agreement with the VTA for the redesign of the landscape element of the I-880/Coleman Avenue Interchange Project and toward the development of conceptual design enhancements for the project. This strategy provides the mechanism for a full landscape redesign and is consistent with Council direction as it relates to the implementation of the Mineta-San José International Airport Landscape Master Plan, Report and Design Guidelines. Contingent upon a more detailed cost analysis of the redesign effort, staff is prepared to advance this recommendation to the City Council in fall 2005.

COORDINATION

This report has been prepared as a coordinated effort between the Airport, Public Works, and Transportation departments.

WILLIAM F. SHERRY A.A.E.
Director of Aviation

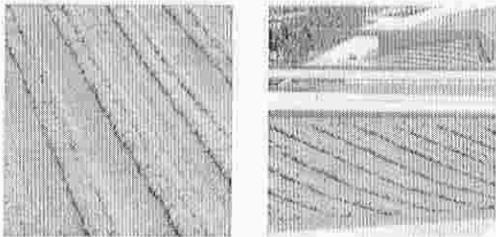
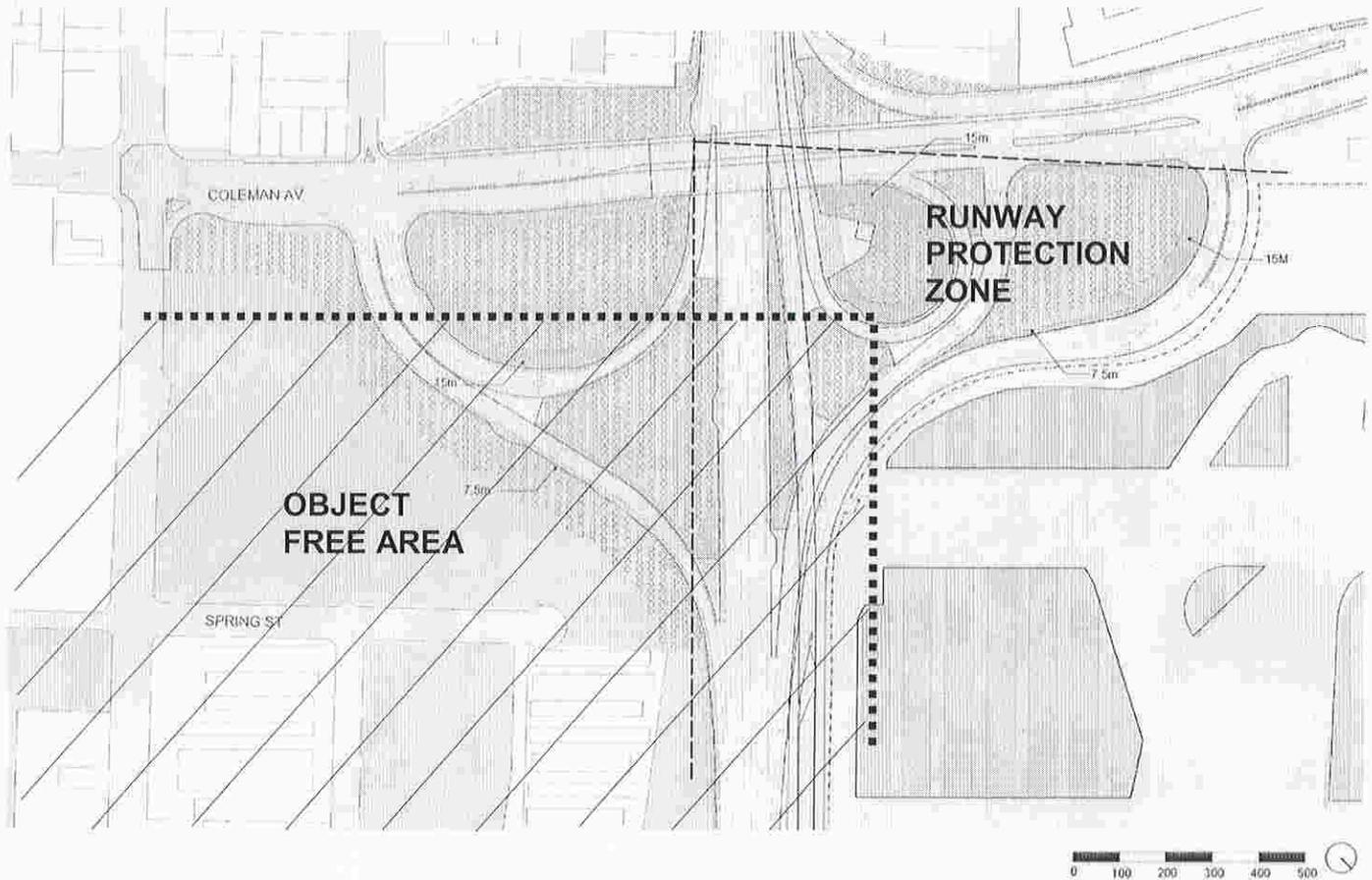
KATY ALLEN
Director of Public Works

JAMES R. HELMER
Director of Transportation

Attachment

ATTACHMENT I

Coleman/880 Interchange



Proposed form of landscaping on the northerly side of Coleman Ave.

Runway Object Free Areas (OFA) and Runway Protection Zones (RPZ) are two FAA-designated safety zones protecting runway use for aircraft landings and departures. For the Coleman/880 interchange project, property within either or both the OFA and RPZ must generally be kept as open space except for placement of navigation equipment.

For the draft Airport Landscaping Master Plan & Design Guidelines, FAA has determined that the OFAs & RPZs are limited to grass cover and low shrubs, as shown to the left. For adjacent properties trees and shrubs are acceptable subject to standard height and wildlife restrictions.