

***River Oaks Village Community Meeting
12/19/2006***

The following is a summary of the City of San Jose's response to questions raised by residents of the River Oaks Village Community and North San Jose at a community meeting regarding the North San Jose Area Development Policy on December 19, 2006. The responses include additional information not available at the meeting and answers to written questions submitted to the City.

LAND USE

Q: What is the Process/Schedule for breaking ground on Cadence Rezoning?

City Response: The rezoning of the Cadence site for housing is still pending. A hearing date has not been set. Additional community meetings are anticipated to discuss new developments proposed for the Cadence and SONY sites. Additional approvals would be required, including approval of a Planned Development Permit (Site and Architectural approval) and subdivision approval.

Q: When will a River Oaks Area master plan be completed?

City Response: Planning for the River Oaks area is occurring as part of the review of the pending rezonings of the SONY and Cadence properties. The Community will have input into the process as part of community meetings to be held for individual projects. The North San Jose Policy emphasizes the importance of providing a centrally located, accessible park site as part of projects. Both projects are proposing land dedication for parks that can be potentially expanded as part of any residential development on adjoining parcels. All projects within the Transit Employment Residential Areas are being reviewed in the context of the larger area in which they are located with the intent of creating cohesive residential neighborhoods. The City is in the process of hiring a consultant to prepare design guidelines for the North San Jose area to include additional guidance for the appropriate integration of parks with future residential development.

Q. Will 11-Story buildings be approved in the River Oaks area?

City Response: Planning staff reviewed a preliminary proposal for a residential project on River Oaks that included two eleven-story buildings. Staff indicated support for residential at that location, but did not support the proposed design because the proposed scale was not in keeping with the existing development in the area. The General Plan allows for heights of up to 120 feet but only if it is determined that a building of that height is compatible with the character and

scale of neighboring development. The Residential Design Guidelines indicate that there should be two-feet of setback for every 1-foot of building height? A setback of this amount is likely not practical in a more urban environment such as North San Jose and a more realistic setback will be included as part of the North San Jose Design Guidelines.

Q. Will Cadence be held-up until a master plan is done?

City Response: As previously indicated, Planning for the River Oaks area is occurring as part of the review of the pending rezonings of the SONY and Cadence properties. The City does not intend to delay consideration of pending projects that are determined to comply with existing City policies until all North San Jose –related planning is completed.

Q. Can something be done to address a problem with illegal U-turns at the intersection of CiscoWay and River Oaks Parkway?

City Response: The Department of Transportation will investigate the issue and determine whether modifications to the intersection of River Oaks Parkway and Cisco Way are necessary and feasible.

Q. Is it important to retain SONY at its current location?

City Response: SONY will be relocating their operation to another site within North San Jose.

Q. Why is High Density Housing proposed where it is and not always near transit?

City Response: A number of factors went into determining the location of future residential development in North San Jose, including the location of existing residential areas, proximity to transit and adjacency to Coyote Creek and Guadalupe River. High density (55 du/ac) is planned in order to provide the amount of housing necessary to support future industrial/office development in the most efficient manner. This density can be achieved in a manner that is compatible with existing development.

Q. Is 55 Dwelling units per acre an average or a minimum density?

City Response: The General Plan establishes a minimum density of 55 dwellings per acre for areas designated as Transit Employment Residential in North San Jose. This density cannot be achieved with single-family detached residential homes.

PARKS AND COMMUNITY FACILITIES

Q: When will the City plan for parks and community facilities?

City Response: Planning Commission and City Council approvals of the associated rezonings will determine the park size and location regarding new housing development projects over 200 units.

PRNS will conduct a public master planning process to determine elements to be included in each park, after the rezoning approval. Once land is acquired for community park(s) and/or community center, then PRNS would conduct a public master planning process before development of the site. The Library would do a similar process or a joint process with PRNS, if the community center and library were in one building.

On January 17, 2007, the Parks and Recreation Commission of the City of San Jose will consider a work program from City staff regarding the developments of proposed parks in the North San Jose Development Policy Area. The Commission meeting will begin at 5:30 pm on January 17, 2007 in the Edenvale (Multi-Purpose) Room of the Southside Community and Senior Center, 5585 Cottle Road, San Jose, CA 95123.

Q. What is the City doing to ensure that the General Plan benchmark of 3.5 acres of parkland per 1000 population is available for the new development in our area?

City Response: The City is treating the North San Jose Area, just like any other area of the City by implementing the requirements of the Parkland Dedication Ordinance or the Park Impact Ordinance associated with new housing developments. Under State law, the maximum dedication the City can require from a developer is 3.0 acres of raw parkland per 1,000 new residents. This number is reduced if the developer provides on-site private recreational facilities and/or builds out the dedicated park site. The development of new schools will help the City to achieve the General Plan goal of 3.5 acres of neighborhood/community serving parklands per 1,000 population, where at least 1.5 acres must be City owned or lease parklands and up to 2 acres can be recreational school lands.

Q. How is the City going to correct the parkland deficit for existing neighborhoods?

City Response: The City would need approximately 3/4 of a billion dollars to purchase and develop parklands to correct the current parkland deficit throughout the City identified in the Greenprint. The addition of new schools will help the City to achieve the General Plan goal of 3.5 acres of neighborhood/community serving parklands per 1,000 population, where at least 1.5 acres must be City

owned or lease parklands and up to 2 acres can be recreational school lands. The Redevelopment Agency is also in the process of purchasing and developing parks in built-out areas of the City within its project boundary areas.

Q. If it is necessary to collect Parkland Fees, specifically how will those fees be used to benefit the North San Jose Neighborhood?

City Response: The expenditure of Park In-Lieu Fees is subject to a nexus requirement under State law, which means that the funds collected from this area must be spent on providing recreational facilities to serve the projects that paid the fees.

Q. Where will the Parks be located?

City Response: A neighborhood park will be located in each of the seven housing opportunities sites defined in the North San Jose Development Policy. Other housing projects within the Policy Area may also be subject to dedicate lands for additional neighborhood park sites. The City will need to look at the acquisition of one or two community-serving sites to provide sport fields opportunities along with a community and aquatic center.

Q. Where will community facilities such as a community center and libraries be located?

City Response: Actual locations are not known at this time. The City will need to purchase land for the future development of community/aquatic center in conjunction with a library site.

Q. How does the community participate?

City Response: The community will have the opportunity to participate in the master planning process for development of the park sites. The City normally conducts a series of community meetings to gain general consensus of the activities that a park should provide in facilities. Once a general consensus plan is defined for the future park site, that plan is submitted to the Parks and Recreation Commission for its consideration and recommendation to City Council at a public meeting. A recommendation from the Parks and Recreation Commission would then be forwarded to the City Council for approval of the park's master plan at a regular public meeting of the Council.

TRANSPORTATION

Q. Why are you inflicting LOS F on River Oaks Village?

City Response: The City acknowledges that traffic will increase as a result of increased development in North San Jose. The level of service problem is during the peak hour. Measures to reduce traffic levels and speed on River Oaks will be explored, including traffic calming and realignment. Projects will be designed so that traffic is dispersed amongst a number of new neighborhood streets to limit impact on River Oaks Parkway. In some cases, the City determines that it is not desirable or feasible to widen roads to the extent necessary to improve the level of service of a street or intersection.

The current twenty-four hour traffic volumes along River Oaks are 7000. By the year 2030, the volumes on River Oaks without the North San Jose project are estimated to be 12,200 due to future growth in other areas. With the North San Jose plan, the anticipated volume is 14,000 vehicles per day. The projected volumes, although on the high end, are within the acceptable range for a 2-lane collector.

Q. What traffic study has been done to assess the impacts of proposed rezoning in our area on River Oaks Parkway?

City Response: Traffic analyses were performed for more than 200 intersections including every signalized intersection in NSJ as well as others outside of NSJ. The intersection of River Oaks and Zanker continued to operate at LOS C with the addition of project traffic. The intersections that failed were mainly located along Montague, which is the major east/west arterial in NSJ and provides service to thousands of cars daily. Other intersections that failed were located along First St., the major north/south transit corridor in NSJ, where the City has a desire to retain the existing street widths in order to accommodate pedestrian/transit riders.

Level Of Service

As used in the City of San Jose, Council Policy 5-3, Level of Service is a measure of traffic congestion at those signalized intersections that are within the areas subject to this policy. The standards used by the City of San José to measure the Level of Service are described in the following table.

The City's goal is to achieve an overall Level of Service of "D" at signalized intersections. City staff shall determine the appropriate methodology for determining the Level of Service, and shall apply that methodology in a consistent manner.

TABLE 4.2-2: INTERSECTION LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS		
Level of Service	Description of Operations	Average Control Delay Per Vehicle (seconds)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	Less than 10.0
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average delay.	10.0 to 20.0
C	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.	20.1 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with over saturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels.	Greater than 80.0
Source: Transportation Research Board, <i>2000 Highway Capacity Manual</i> , p. 16-2.		

The above chart describes the traffic conditions and the associated intersection and roadway Level of Service.

Q. Why is the planning process in Evergreen different from North San Jose?

City Response: The Evergreen Visioning Project was initiated and funded by landowners and developers interested in developing more residential in the Evergreen Area. The North San Jose Area Development Policy update is a city-initiated effort aimed at growing the City’s economy and accommodating future growth in the most appropriate manner. (Infill vs. sprawl) A task force will not be created for North San Jose Area, but there will continue to be opportunities for public participation as part of the City’s review of proposed new projects, parks planning, and the crafting of the North San Jose Design Guidelines.

Q. Who will represent District 4 when Chuck Reed becomes his term as mayor?

City Response: Mayor-elect Chuck Reed indicated at the meeting that he would continue to represent the interests of District 4 residents until a new Councilmember is in office.

Q. Will there be new retail proposed to address the current shortage?

City Response: The North San Jose Development Policy provides for up to 1.7 million square feet of new commercial uses. Commercial is currently proposed as part of the proposed rezoning of the SONY property and other projects currently on file in North San Jose. The “Palm” project currently on file for the southeast corner of Hwy 237 and N. First Street is slated to provide a new Target and a range of 100,000 sq. ft. – 150,000 sq. ft of additional restaurant and neighborhood and business serving retail. The City will work with developers to incorporate retail, where appropriate, into development proposals. Commercial uses are allowed on the first two floors, with residential uses on upper floors. City staff will also look for retail on key sites and the community will have the opportunity to comment on these proposals as they come forward.

Q. How will the need for schools be provided?

City Response: As discussed in the slide presentation, San Jose will fund a Pupil Generation Report to be prepared by Santa Clara Unified School District to start in early 2007. The Environmental Impact Report for the North San Jose Policy Update indicated that the buildout of all the proposed residential (32,000 units) would result in the need for approximately 3 elementary schools in the Santa Clara Unified School District.