

If you can do it on Communications Hill...

**Communications Hill
Area Development Policy**

**Paul Smith, San Jose Dept of Transportation
Karen Mack, San Jose Dept of Public Works**

**SPUR San Jose Lunchtime Forum
November 20 , 2014**

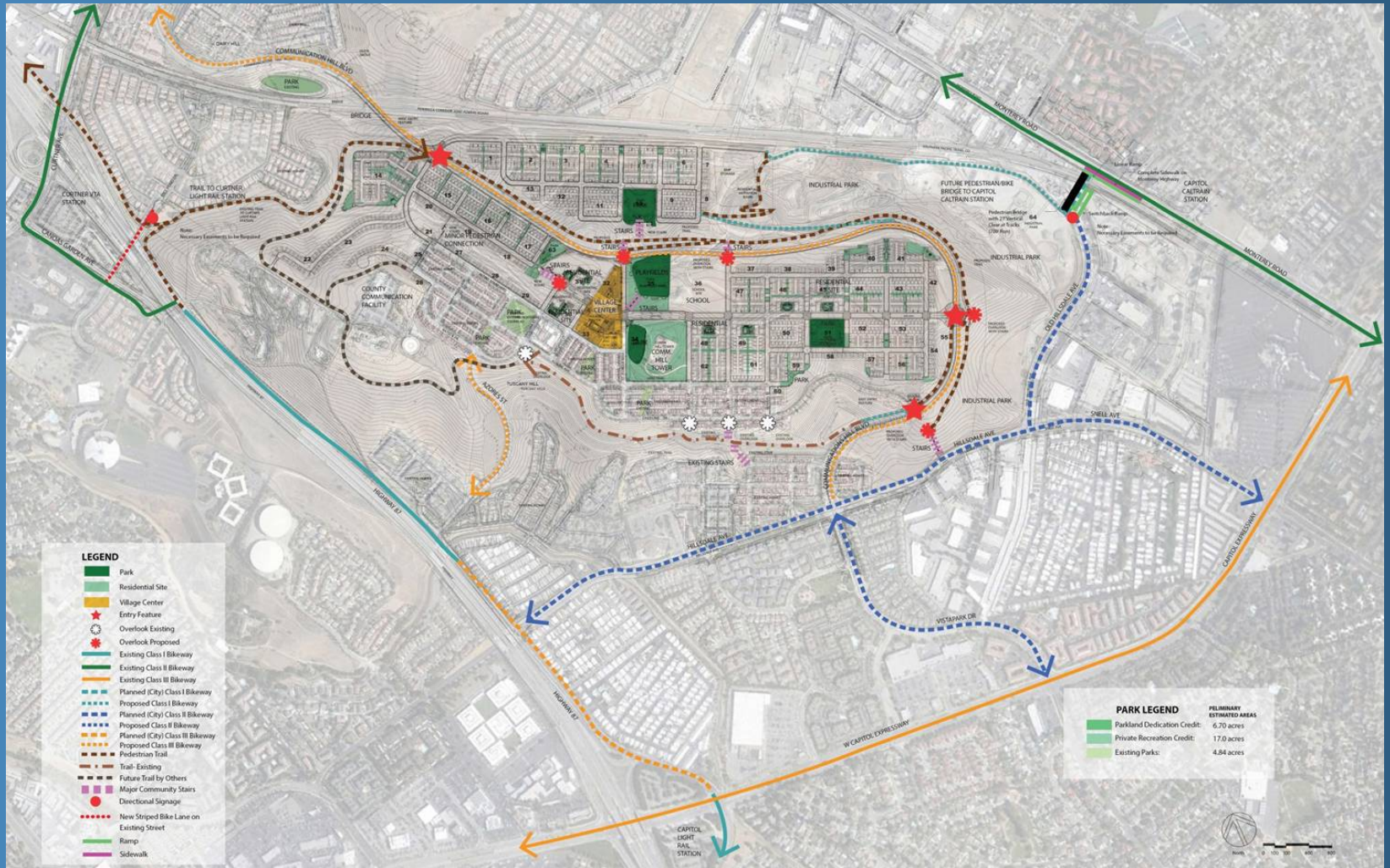
Background

- **Communications Hill Specific Plan adopted by City Council in 1992**
- **22 years later, the urban neighborhood outlined in the Communications Hill Specific Plan is still viable and meets the goals of the City's 2040 General Plan**

Communications Hill Phase 2

- **2,200 residential units**
- **67,500 sq ft of retail**
- **1.44 million sq ft of industrial**

Communications Hill Phase 2



Communications Hill Phase 2



Communications Hill Phase 2



Goals

Comm Hill Specific Plan

- **Provide access to and connections with multiple forms of public transportation**
- **Create an urban neighborhood that fosters community with walkable streets**

Envision 2040 General Plan

- **Through the entitlement process for new development, fund needed transportation improvements, giving first priority to bicycling, walking and transit facilities**

Traffic Level of Service (LOS) Policy

- **Adopted by City Council in 1978, also referred to as Policy 5-3**
- **Projects that worsen LOS beyond 'D' are deemed to cause a potentially significant environmental impact**
- **Policy modified in 2002 and in 2005**
- **City Council can exempt certain "protected" intersections from traffic mitigation improvements if alternate improvements are made to enhance other modes including pedestrian, transit and bicycle**
- **City Council can also 'override' those impacts through an ADP as is the case with Comm Hill**

Traffic Impact Analysis

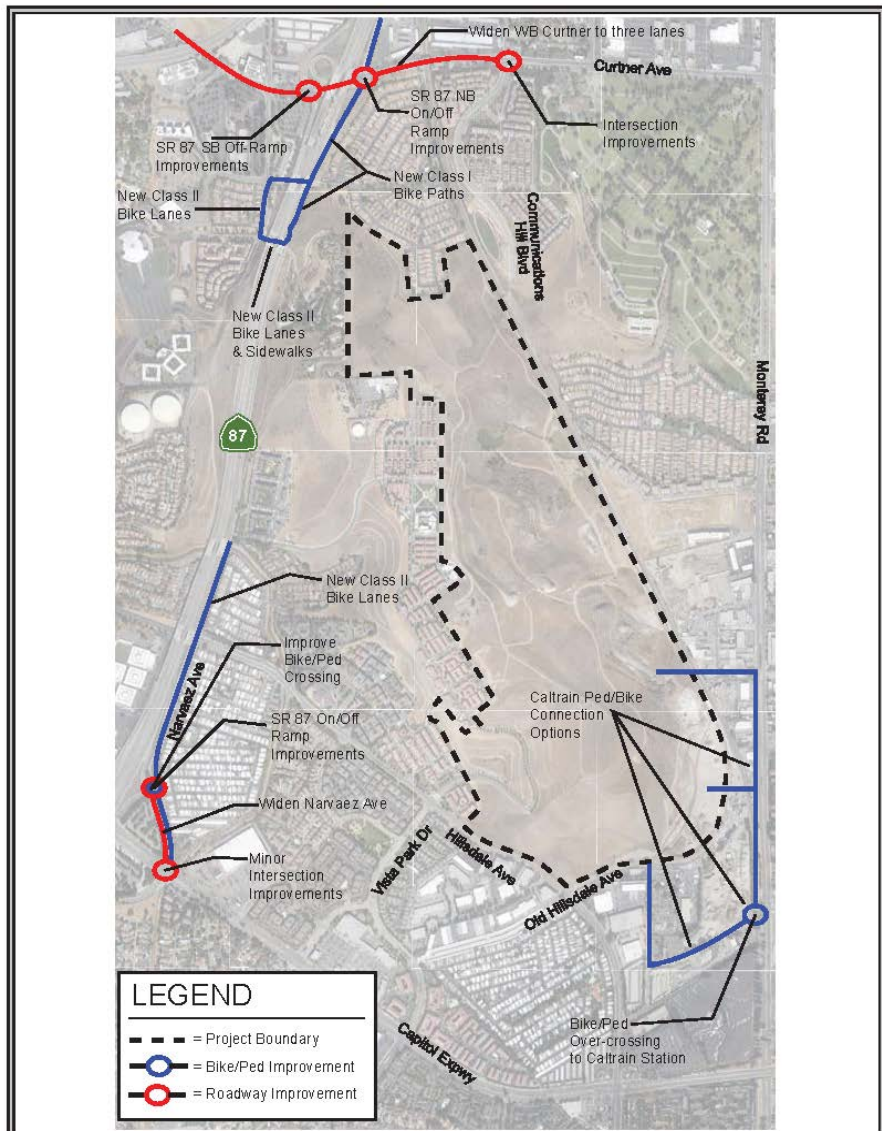
- **Four intersections are significantly impacted**
- **One, Comm Hill Blvd @ Curtner Ave, will be mitigated**
- **Impacts at the other three intersections are considered significant and unavoidable and are “overridden” by City Council in approval of ADP**
 - **Monterey @ Curtner Ave**
 - **Almaden Expressway @ Foxworthy Ave**
 - **Capitol Expressway @ Snell Ave**

ADP Improvements to reduce impacts and provide options

- **\$30 million total in offsite transportation improvements**
- **\$14.5 million (48%) bicycle, pedestrian and access to transit**
- **\$15.5 million (52%) roadway and intersection improvements**

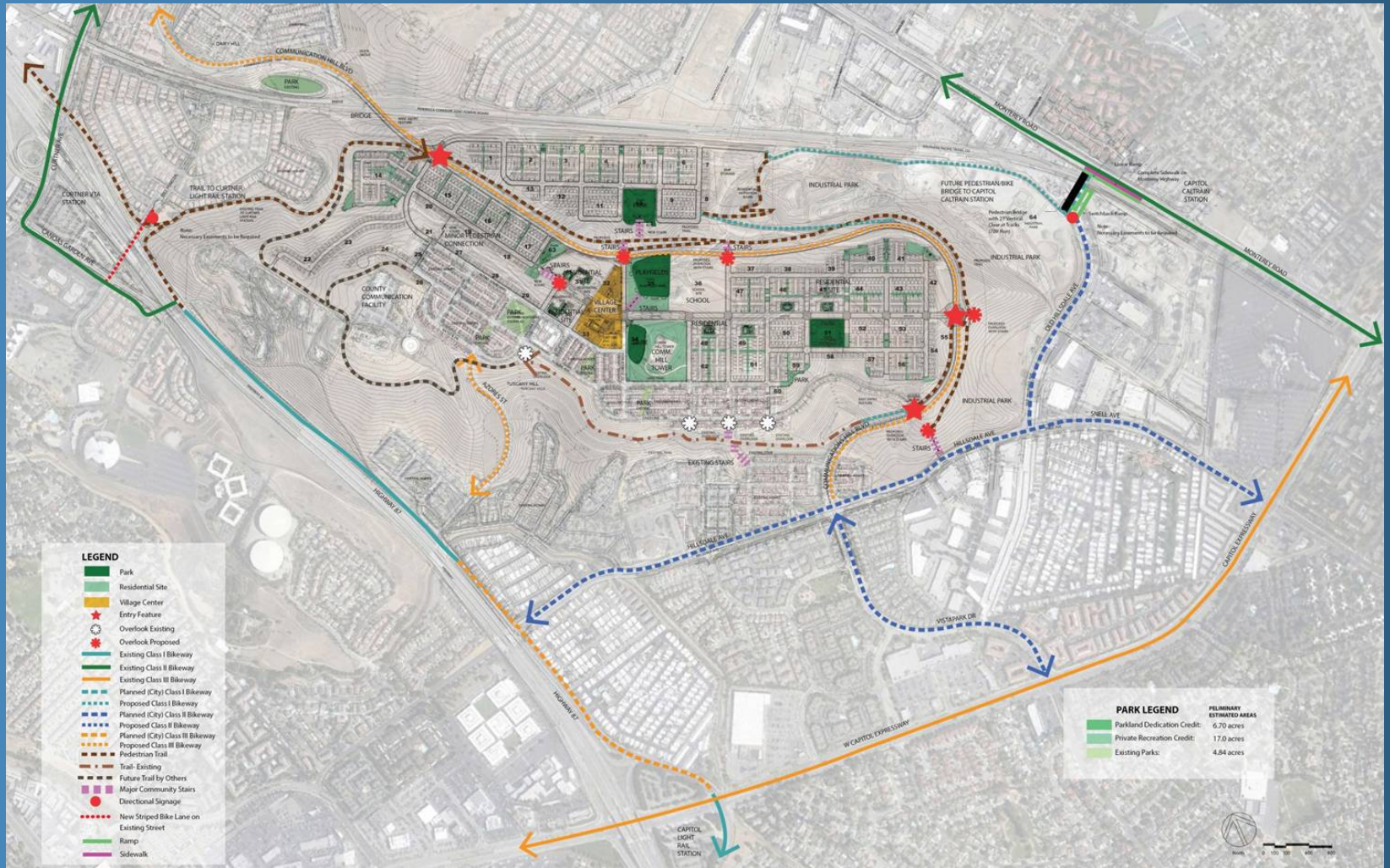
Biking, Walking and Access to Transit

- **Fill gap in Hwy 87 pedestrian bicycle trail from Carol Drive to Curtner Ave (\$3 M)**
- **Add bike lanes on Narvaez Ave from Azores St to Capitol Expressway (\$750 K)**
- **Construct pedestrian bicycle bridge over railroad to connect with Capitol Caltrain Station (\$10.7 M)**
- **Construct pedestrian bicycle trail from top of Comm Hill to Mill Pond, connecting to Curtner LRT station (\$1 M)**
- **Construct buffered bike lanes on Comm Hill Blvd.**



ADP ROADWAY AND BICYCLE / PEDESTRIAN IMPROVEMENTS FIGURE 2.0-4

Communications Hill Phase 2



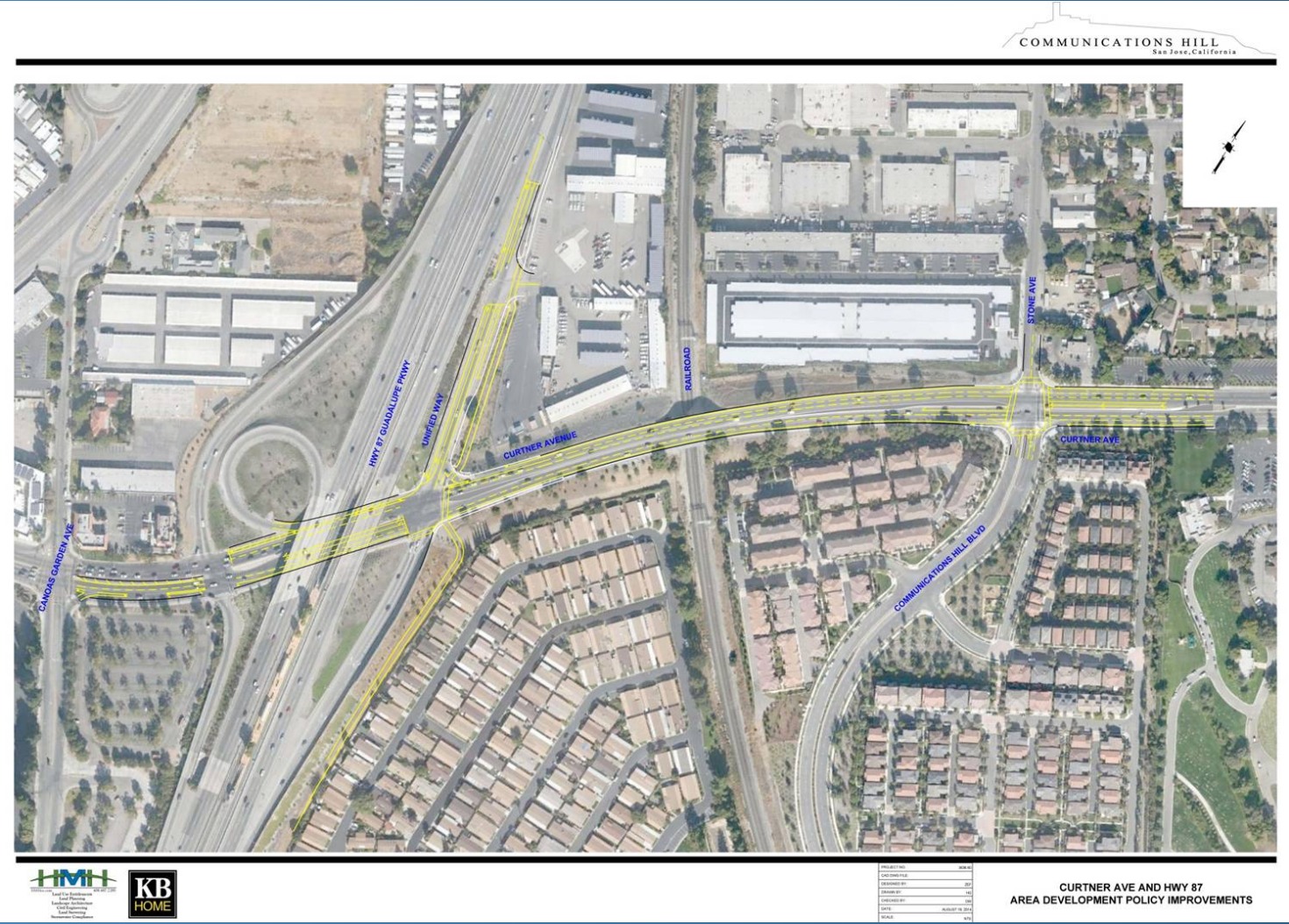
Roadway and Intersection Improvements

- **Hwy 87/Narvaez Ave ramp improvements (\$7.8 M)**
- **Add third westbound lane on Curtner Ave approaching Hwy 87 and improve ramps (\$7.25 M)**
- **Contribution to County improvements (\$250 K)**
- **Contribution to Caltrans improvements (\$250 K)**

Hwy 87 @ Narvaez Ave



Hwy 87 @ Curtner Ave



Conclusion

- **The project offers a tremendous opportunity to advance the goals of the City's General Plan in terms of multimodal travel and smart growth.**
- **Improving bicycle and pedestrian access to Light Rail and Caltrain is paramount to facilitating optimal use of these facilities.**
- **The roadway improvements included in the ADP would facilitate reductions in both VMT and traffic congestion.**

Communications Hill Phase 2

