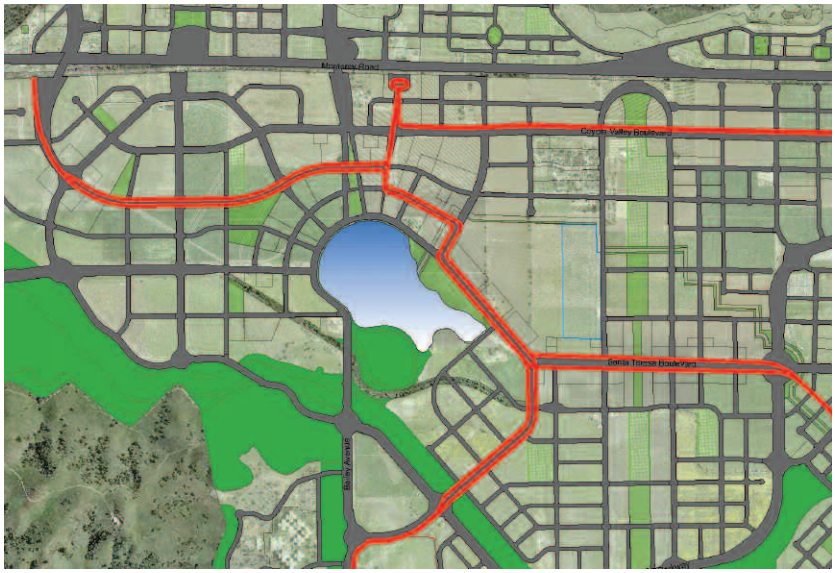
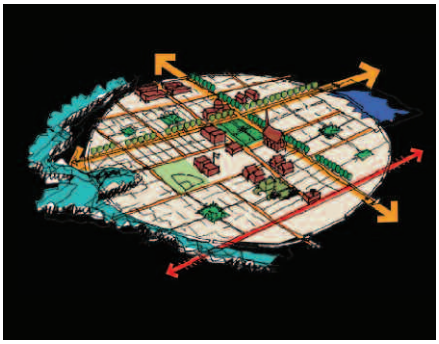


SECTION 4

# MAJOR PLAN ELEMENTS/URBAN STRUCTURE



# SECTION 4

## MAJOR PLAN ELEMENTS/URBAN STRUCTURE



## INTRODUCTION

The Urban Structure of the Coyote Valley Plan comprises all the major elements that would make Coyote Valley the place that it is envisioned to be. These place making elements define the areas that are appropriate for development as well as the infrastructure and public realm that would serve future populations of Coyote Valley. This chapter discusses the characteristics of the following major elements of the Plan including the Environmental Footprint, Sustainability Objectives, Composite Infrastructure Framework, Urban Design Framework, and the Urban Design Experience as illustrated by an "urban to rural transect" though Coyote Valley:

## ENVIRONMENTAL FOOTPRINT

The Environmental Footprint for Coyote Valley is a blueprint that identifies, assesses and categorized the important systems of ecology and man made features in the Coyote Valley landscape which bear implications for planning and development.

By illustrating the relative value of these systems, and recommending avoidance or certain levels of acceptable impacts, the Environmental Footprint has been a valuable tool in the development of potential future land uses for the Plan. It was the starting point for CVP's infrastructure planning, land planning and urban design, and remains the yardstick for promoting Environmental Stewardship as a Guiding Principle. The expert research and analysis that produced the information included in Coyote Valley's Environmental Setting was the basis for constructing the Environmental Footprint as one of the major elements of the Coyote Valley Plan.

The Environmental Footprint generally organizing the elements of the Environmental Setting into three levels of sensitivity. The first level identifies those elements considered the most sensitive or "fixed," which should remain in their natural condition and therefore either become the natural boundaries of urbanization or require a strategy that mitigates any impacts on these components. The second are "flexible" elements, which include environmental components and ecological systems that are generally of lesser environmental significance, or have already been subject to manipulation by man. These can be modified by CVP urbanization. The environmental footprint looks to either minimize such modifications, or alter them in a way that enhances their overall ecological value. The third constitute existing conditions of lesser environmental concern. While they are important their preservation versus modification approach is primarily tested against economics, and the desires of current users. The following is a summary of the "fixed," "flexible," and insignificant elements of the Environmental Footprint, and the accompanying objectives and policies that govern them.

## Fixed Environmental Elements

The following 12 elements were identified in the Environmental Footprint and listed below with their associated objectives and policies:

### *Hills over 15% Slope*

Coyote Valley is bounded by the Santa Cruz Mountains, Santa Teresa Hills, and Tulare Hill to the north and west. Along these boundaries, as the land begins to slope upward it passes through a point where slopes exceed 15%. The 15% slope line defines the limit for urban development, and in most cases coincides with the City's Urban Service Area Boundary.

**Objective 1:** Support existing City of San José's hillside development and Urban Service Area policies.

**Policy 1:** The development limit line along the western hills shall not exceed the 15% slope line.

***i)*** *Enhancement Opportunity 1:* Enhancement of trails and their access to open space habitats in the western hills through establishment of adjacent trailheads and parks, and selected native plant reforestation programs is encouraged.

### *Coyote Creek and County Park*

Coyote Creek runs from South to North and forms the eastern boundary of CVP Urban Area. The Creek corridor is entirely within the ownership of the County of Santa Clara.

**Objective 2:** Maintain and enhance the riparian health of Coyote Creek.

**Objective 3:** Maintain and enhance the recreational use of the Coyote Creek County Park.

**Policy 2:** Contain urban development west of the public land ownership boundary, and a minimum of 100 feet west of the western edge of the Coyote Creek Riparian Corridor (defined by both top of bank or edge of any continuous riparian tree canopy, whichever is greater).

**Policy 3:** Limit urban encroachment into the Coyote Creek Riparian Corridor to transportation and infrastructure facilities and require mitigation.

**Policy 4:** Allow non-urban encroachments into the Coyote Creek Riparian Corridor for bio-filtration, additional Coyote Creek County Park trails, flood control access, and recreational access and facility development in cooperation with Santa Clara County Parks and Recreation Department and Santa Clara Valley Water District.

***i)*** *Enhancement Opportunity 2:* Expand riparian habitat and aesthetics of setback area through forestation with a tree palette already present in the Riparian Corridor.

### *Laguna Seca*

A large portion of the historic Laguna Seca lakebed is an existing seasonal wetland, and tributary waters are located in an existing creek leading to the season wetlands.

**Objective 4:** Preserve the open space and wetland habitat of Laguna Seca while enhancing its role in storm water detention and water quality maintenance.

**Policy 5:** Incorporate the Coyote Valley Research Park's approved plans for Laguna Seca storm water detention and water quality maintenance into the CVP hydrology plans.

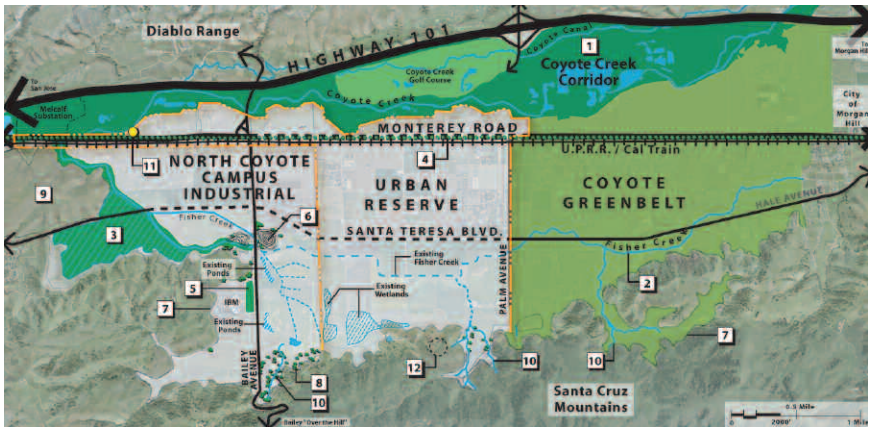
### *Spreckels Hill*

This small hillock just south of Bailey Avenue contains slopes over 15% and climbs from the Valley floor (elevation 248) to a single peak (elevation 360). By San José's slope policy it may not developable, however, it is isolated from the surrounding hills by Bailey Avenue, and is in the middle the CVP Urban Area. It is appropriate for enhanced landscaping and recreational use.

**Objective 5:** Maintain and enhance Spreckels Hill as a distinguishing and accessible natural feature set amidst the CVP.

**Policy 6:** Spreckels Hill shall not have any private development.

## FIGURE 4: ENVIRONMENTAL FOOTPRINT




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

**Policy 7:** Significant trees shall be preserved.

***i)*** *Enhancement Opportunity 3:* The central location of Spreckels Hill and its landmark qualify, when viewed from Bailey Avenue where it descends from the railroad over-crossing, make this a potential open space, park, an even sculptural landmark in the central core of CVP.

### *Tulare Hill*

Tulare Hill is immediately north of CVP and east of Santa Teresa Boulevard. Its boundary with CVP is defined by the northern reach of Fisher Creek, a creek channel draining Laguna Seca.

**Objective 6:** CVP should support existing City of San José hillside development policy, and also recognize the role of Tulare Hill as an open space break between Santa Teresa and Coyote Valley neighborhoods.

**Policy 8:** Establish the development limit line at the base of Tulare Hill.

***i)*** *Enhancement Opportunity 4:* Enhancement of trails and their access to open space habitats around and atop Tulare Hill through establishment of adjacent trail heads and parks, and selected native plant reforestation programs is encouraged.

### *Oaks & Oak Savannah*

The age, stature, landmark and environmental quality of large single oaks and areas of oak savannah are an important part of the character of Coyote Valley as they are for much of Northern California.

**Objective 7:** Because Oak trees are an important place-defining component of the Santa Clara Valley and surrounding hills; mature specimens should be preserved and incorporated into the landscape of urban development.

**Policy 9:** CVP shall conform to City of San José Tree ordinance.

**Policy 10:** Where oaks cluster or are interlinked (i.e.: along a seasonal watercourse or road). The character of their interlinked relationship should be expressed in the urban landscape.

### *Keesling's Black Walnut Shade Trees*

The Keesling's Black Walnut Shade Trees were planted at the turn of the twentieth century by nurseryman Horace Greely Keesling between the railroad and Monterey Road. The trees were planted on approximately 100-foot centers. The row of trees have been designated as local heritage trees by the San José Historic Landmarks Commission in 1975 and are California State Points of Interest. The trees have been severely trimmed due to their proximity to the overhead utility lines. As part of the improvements to Monterey Road, the overhead utility lines would be removed, allowing the trees to attain a more natural growth form.

**Objective 8:** Maintain Keesling's Shade Trees along Monterey Road as much as is feasible.

**Policy 11:** The alignment and improvements of Monterey Road necessitated by CVP shall maintain a landscape buffer between the road and the railroad of at least—feet and incorporate existing Keesling's Shade Trees. The landscaped buffer shall be installed in conjunction with adjacent Monterey Road improvements and shall include an analysis of the health of the existing trees, remedial maintenance of existing trees, and replacement of dead or dying trees with trees of the same species.

### *Architectural Cultural Resources around the "Hamlet"*

The "Hamlet", containing the Coyote Grange Hall, and the Coyote Depot Complex is the only area of Coyote Valley that could be considered a cultural resource district.

**Objective 9:** Maintain the Santa Clara Valley's cultural heritage by preserving, and rehabilitating for reuse, unique and distinctive architectural cultural resources.

**Policy 12:** Preserve the architectural cultural resources described as: The Coyote Grange Hall (1892) fronting Monterey Road on the east side. The Coyote Depot Complex, including the train depot, bunkhouse, pump house, and water tower (ca 1869) and Braslan Seed Company Warehouse (ca 1902) all located between Monterey Road and the railroad.

a. Coyote Valley buildings should be added to the City inventory as appropriate.
b. Efforts should be made to preserve historic buildings in their original location where feasible.
c. Preserve historic buildings on Monterey Road to the maximum extent possible.
d. Incorporate historic symbols into CVP (e.g. El Camino Real) as much as possible.

***i)*** *Enhancement Opportunity 5:* The area surrounding these structures, known as the "Hamlet" may be established as an historic district where other architectural cultural resources of lesser value could be relocated and rehabilitated.

### *Archaeological Cultural Resources*

Archaeological resources in Coyote Valley are from the Native American period (up to about 1850). Of particular interest is an extensive cluster of finds in an area defined as the Circle of Circles Archaeological District.

**Objective 10:** Respect the cultural heritage of Native Americans.

**Policy 13:** Where significant archaeological remnants of Native Americans are found, a program if excavation, avoidance, internment or relocation shall be executed in coordination with the City of San José policy and appropriate archaeologist and Native American representatives.

***Seasonal Creeks***

Natural creeks and seasonal watercourses flowing from the Western Hills contain some limited riparian habitat.

**Objective 11:** Maintain, enhance, and incorporate natural lands forms, seasonal streams, and related flora into urban development to reinforce unique quality of place and connect people with nature in their daily life.

**Policy 14:** Where there are small natural seasonal streams in CVP and particularly where they are further defined by trees, incorporate these into the CVP as landscape features and enhance their hydraulic function to carry, detain, and purify localized runoff as part of an overall CVP hydrology plan.

***IBM Wetlands***

These wetlands are part of the IBM facility. They were constructed as detention/water quality/bio filtration ponds, and now qualify as wetlands.

**Objective 12:** Maintain the IBM detention/water quality ponds and the habitat values that have developed within them, while recognizing that this is a constructed water quality and storm water detention facility in an urban area.

**Policy 15:** Preserve or replace the habitat value and net area of the IBM detention/water quality ponds generally in the same place and with the same buffering distances as existing in 2005. Changes to pedestrian, transit, and vehicular access across and around these ponds in conformance with CVP urban design would require a minimum 1:1 net area mitigation.

***South Coyote Valley Greenbelt (Greenbelt)***

The Greenbelt is outside of the City of San José's Urban Service Area Boundary, therefore, no urban services would be extended into the area. The Greenbelt is mostly under the jurisdiction of Santa Clara County where it is also designated as a Greenbelt, without urban services. Coyote Creek and Fisher Creek traverse the Greenbelt within natural settings. The Greenbelt is bounded by the Santa Cruz Mountains to the west and the Mount Hamilton Range to the east.

**Objective 13:** Protect sensitive regional resources, such as Coyote Creek and Fisher Creek; maintain open space buffers between urban areas, such as the Coyote Valley Urban Reserve and Morgan Hill; and protect the regions surrounding hillsides.

**Objective 14:** Encourage continued agricultural and farming activities.

**Policy 16:** Conform to the City of San José's Urban Service Area policies.

## Flexible Environmental Footprint Elements

***Restoration of Channelized Fisher Creek***

As previously described Fisher Creek has been channelized, no longer drains lands to the west, and has limited habitat value. The preferred strategy for Fisher Creek is to restore it to its natural and historical route and to expand its detention, retention, bio-filtration, habitat, and recreational value.

**Objective 15:** Wherever possible (balanced against environmental protection and engineering safety issues) follow and enhance natural water courses as a means of conducting urban runoff in a manner that enhances bio-filtration and moderates downstream flow peaks.

**Objective 16:** Make urban hydrology systems multifunctional, including appropriate recreational, open space and habitat values in addition to hydrological function.

**Policy 17:** Where Fisher Creek has clearly been channelized (all of CVP urban area north of about Sheller Avenue) restore it to its natural and historical flow line, as best as can be determined.

**Policy 18:** Design a natural embankment that resists predicted erosion and maintains a natural appearance and habitat.

**Policy 19:** Expand the streambed in an irregular and natural pattern that accommodates necessary detention and bio-filtration.

**Policy 20:** Provide at least 100 feet of setback from top of Fisher Creek banks or edge of riparian vegetation (whichever is greater) and landscape/forest this area to provide natural riparian habitat, as well as maintenance access and recreational trail access.

***i)*** *Enhancement Opportunity 1:* As Fisher Creek becomes an urban riparian corridor, its character can change from more natural, to more park-like as it meanders through different settings. Park-like creek side settings can be seen in such places as Lithia Park in Ashland Oregon and Strawberry Creek through "Faculty Glade" at UC Berkeley.

***Isolated Wetlands, Ditches and Ponds***

West of the current location of Fisher Creek, and South of Bailey Avenue, there are a series of isolated wetlands, drainage ditches and ornamental ponds (from an abandoned golf course). The wetland areas are subject to seasonal drying and tillage/grazing. These collective water elements are unconsolidated, subject to continuing human impact, and of very limited habitat value.

**Objective 17:** Take advantage of comprehensive planning opportunities to consolidate, integrate, and improve the ecological and habitat value of existing low value and isolated hydrologic features.

**Policy 21:** Develop a comprehensive, environmentally sustainable, and integrated hydrologic system within Coyote Valley that is of superior habitat value to current conditions.

***Flood Protection***

Approximately 1,100 acres of the Urban Area of the CVP are within designated flood hazard zones.

**Objective 18:** Urbanized areas of the CVP or any other urbanized area of the City of San José should not flood.

**Policy 22:** Consolidate areas subject to flooding within the CVP into discreet locations where urban development would be prohibited.

**Policy 23:** The locations available to receive floodwaters shall be of adequate volume to detain sufficient flows such that the flow pattern of Coyote Creek immediately north of the Fisher Creek confluence is subject to only minimum impact.

**Policy 24:** The locations available to receive floodwaters should be multi-functional, including detention, retention, biofiltration; habitat value, aquifer recharge; recreational; and urban place making value.

**Policy 25:** The previously approved Laguna Seca detention basin plans and wetland delineation shall be incorporated into a comprehensive CVP hydrology plan.

***Urban Impervious Surfaces***

Certainly the most flexible environmental condition is the current state of urbanization in Coyote Valley versus the anticipated level of urbanization. This has among other impacts, a significant effect on runoff quantity and rates.

**Objective 19:** Where feasible, urban runoff from urban impervious surfaces should be conveyed via multi-functional surface channels that can offer bio-filtration, plant and wildlife habitat, as well as aesthetic, recreational and urban greenery values.

**Policy 26:** CVP should integrate multi-functional surface channels into its storm water conveyance network, where feasible.

## Existing Conditions of Lesser Environmental Significance

***Existing Urbanization***

There are two estate residential neighborhoods set amidst agricultural operations within the Valley today. Eight estate residences are located off Laguna Avenue between Monterey Road and Santa Teresa Boulevard. There are about 50 estate homes in the area bounded by Monterey Road, Santa Teresa Boulevard, Richmond Avenue, and Palm Avenue.

**Objective 20:** Recognize and respect the neighborhood character and property rights of existing residents within the Valley.

**Policy 27:** Employ a detailed planning strategy that can maintain these neighborhood's current street character while providing for surrounding urbanization intensity that transitions to more typical CVP densities.

***Archeological Resources***

These consist mostly of scattered finds of Native American debris; isolated artifact fragments and other unconsolidated evidence of Native American habitation.

**Objective 21:** Understand, preserve and protect Coyote Valley's Archaeological and particularly Native American cultural resources as appropriate to the importance of each specific discovery.

**Policy 28:** Conform to applicable City of San José policies regarding preservation of cultural resources.

**Policy 29:** Based on the Cultural Resources research and analysis by Basin Research, any construction work within any designated site of significant archaeological resources shall require an approved archaeological resource impact mitigation program. Such program may include: excavation and preservation in an appropriate facility and or interment.

***Other CVP Architectural Resources***

**Objective 22:** Preserve and celebrate Coyote Valley's historic architectural resources.

**Policy 30:** Employ a strategy that protects these architectural resources and incorporates them as contributing elements to the architectural character of the community.

### *Existing Road Network*

The existing roads and railroad within the Coyote Valley Urban Area include U.S.101 with the new Bailey Avenue interchange and the Coyote Creek Golf Drive interchange; Monterey Road with the new Bailey Avenue over-crossing; the Union Pacific Railroad line; Bailey Avenue and Bailey "over the hill"; Santa Teresa Boulevard (Hale Avenue); and the lesser roads of Laguna Avenue, Richmond Avenue, Scheller Avenue, Lantz Drive, and Palm Avenue.

**Objective 23:** Balance the feasibility and economics and long-term sustainability of using existing transportation infrastructure with other urban design, and environmental preservation/ enhancement objectives.

**Policy 31:** While recognizing the value of in-place transportation infrastructure, develop a Coyote Valley mobility infrastructure plan that takes into account urban design, aesthetics, multifunctional uses (trails, bikeways, bio-swales etc.), and supports the concept of focus on pedestrians, bicycles, and transit over private cars.

### *Existing Parcelization*

The developable area of Coyote Valley contains some 673 parcels divided among 451 owners. The Greenbelt area contains some 401 parcels divided among 298 owners.

**Policy 32:** Develop an urban design pattern of streets and private development parcels that maintains the integrity and usability of existing parcels, or groups of parcels under single ownership, to the maximum reasonable extent.

**Policy 33:** Where preferred circulation alignments, size and location of public facilities or other compelling reasons create impractical (in size or shape) remnant parcels, facilitate land swaps or strategic acquisition and reassembly of parcels to assure practical private parcels supporting preferred urban design.

### *Existing Major Corporate Facilities and Properties*

Two major corporate facilities are already established in the Coyote Valley: IBM and Metcalf Energy Center. Additionally Cisco and Xilinx corporations own properties within the North Coyote Valley Campus Industrial Area.

**Objective 24:** Maintain adequate buffering between uses that may, emit noise, noxious odors or have some degree of inherent risk of industrial operation safety failure, and residents.

**Objective 25:** Encourage industry-driving job providers to locate or stay in San José by, at the very least, maintaining existing land use designations upon which they have already committed corporate assets.

**Objective 26:** Provide a minimum 50,000 industry-driving jobs in Coyote Valley to not only provide employment for future Valley residents, but to contribute to San José's overall jobs/housing balance.

**Policy 34:** Maintain at least a 2,500-foot buffer between the Metcalf Energy Center and any residential land use.

**Policy 35:** Maintain the portion of the IBM property immediately surrounding the existing IBM facility in compatible industrial/corporate land use.

**Policy 36:** Preserve most of those parcels owned by Cisco and Xilinx currently within corporate workplace land use designations.

**Policy 37:** Recognize the expected significant in-commute of workers from the north in locating workplace land uses.

### *Existing Public Facilities*

Public facilities within the CVP not already listed as fixed or flexible elements of the environmental footprint consist of the Morgan Hill Unified School District Charter School (east of Monterey Road at Bailey Avenue) and a designated fire station site (part of the CVRP plan).

**Objective 27:** Avoid an urban plan that requires the relocation of existing public facilities.

**Policy 38:** Recognize the current age, quality of construction, state of maintenance, and location of the Morgan Hill Unified School District Charter School on Monterey Road south of Bailey Avenue. CVP should not presume this location must be permanently fixed, but incorporate in detailed land use, roads, and phasing, the ability for the Charter School to stay.

**Policy 39:** Recognize the agreements and professional work already committed to the designated fire station site on Bailey Avenue in the CVRP. Balance these against road, landform, and Fisher Creek restoration strategies that enhance the environment surrounding this station location.

### *Existing Agricultural Activities*

Much of Coyote Valley that is today in agricultural cropland or orchards would be replaced by urban uses in the CVP Urban Area. It is a goal of the CVP to maintain as much of the Greenbelt in agriculture or open space as possible.

**Objective 28:** Preserve or replace what remains of the Santa Clara Valley's agricultural heritage and local food producing capacity.

**Policy 40:** Mitigate loss of agricultural land in accordance with San José City-wide policy.

### *CVP Sustainability Policies*

To this end, CVP identifies the following four objectives to promote sustainability:

**Objective 29:** Reduce residents' and workers' dependence on fossil fuels, and other non-renewable natural resources.

CVP meets this objective through:

- **a.** Creation of compact development, minimizing the need to drive.
- **b.** Provision of a mix of community uses within walking and biking distance of each other.
- **c.** A pedestrian/bikeway network that encourages the use of non-motorized modes of transportation.
- **d.** A fixed guideway transit network that provides opportunities to commute and travel around Coyote Valley without the need for private vehicles.
- **e.** Creation of human scaled and pedestrian friendly development.
- **f.** Provision for home-based occupations.
- **g.** Encourage water conservation wherever possible.

**Objective 30:** Reduce residents' and businesses' dependence on chemicals and other manufactured substances that can accumulate in nature.

CVP meets this objective through:

- **a.** Creation of landscape and park elements that minimize the use of pesticides and herbicides.
- **b.** Provision of proper disposal and recycling facilities, including provisions for construction waste.
- **c.** The encouragement of using alternative and innovative construction techniques and materials that are environmentally friendly.

**Policy 41:** New Development should use green building design measures to further sustainable development. (See Appendix 4, Green Building Design Measures for a more complete list).

**Objective 31:** Reduce residents' businesses' and development's encroachment upon nature.

CVP meets this objective through:

- **a.** Management and retention of storm water in a way that protects downstream environments for Coyote Creek.
- **b.** Reduction of impervious paving surfaces through the use of narrow streets and landscaped pedestrian connections.
- **c.** Creation of a green infrastructure network within the community.
- **d.** Expansion of the City's existing recycled water system.
- **e.** Provision of adequate setbacks from riparian habits along Coyote Creek.
- **f.** Prohibition of development upon slopes greater than 15% around the perimeter of the community.

**Objective 32:** Meet human needs fairly and efficiently.

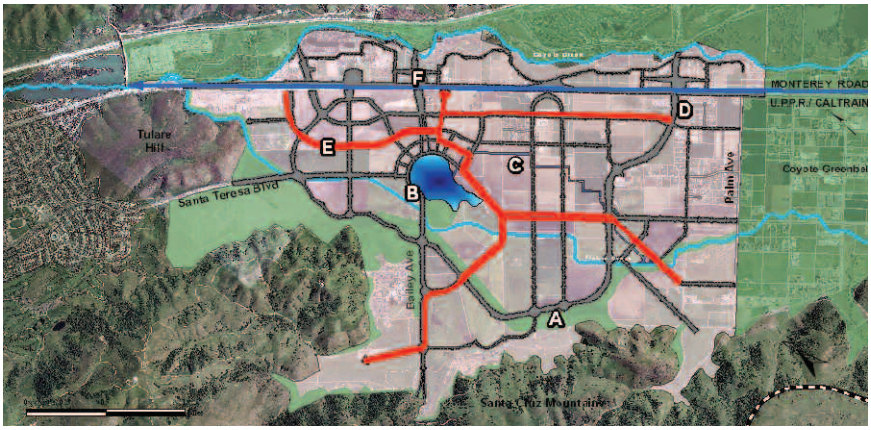
CVP meets this objective through:

- **a.** Provision of a wide range of housing options, including a minimum 20% of all units designated as deed-restricted affordable housing.
- **b.** Location of housing near services, employment centers and recreational opportunities.
- **c.** Provision of access to transportation alternatives.

**COMPOSITE INFRASTRUCTURE FRAMEWORK** The Composite Infrastructure Framework (Framework) is the comprehensive system of blue, green and mobility infrastructure networks that embodies the public realm of the Plan. As a system of infrastructure facilities it is conceived to sustain the growth and development of Coyote Valley from a virtual Greenfield into a compact urban environment.

Based on the Environmental Footprint the Framework, with its multi-faceted systems, respects the ideals of environmental protection and habitat restoration. It is the heart of CVP, and is probably the most enduring of its elements. As a major element of the Plan the development of the Framework was informed by stakeholder input with the Environmental Footprint as a guiding standard. Its three constituent infrastructure systems deal with hydrology (Blue Infrastructure); the whole network of schools, parks, trails, and open spaces (Green Infrastructure); and the network of sidewalks, trails, bikeways, transit, and roads (Mobility Infrastructure). Following is a summary of the various elements of the Composite Infrastructure Framework:

**FIGURE 5: COMPOSITE FRAMEWORK**




A. Fisher Creek
B. Lake
C. Canal Park
D. Parkway
E. In Valley Transit
F. Future Caltrain Station

## Blue Infrastructure Framework

The Blue Infrastructure includes the proposed lake, urban canal, Laguna Seca detention basin, and Fisher Creek.

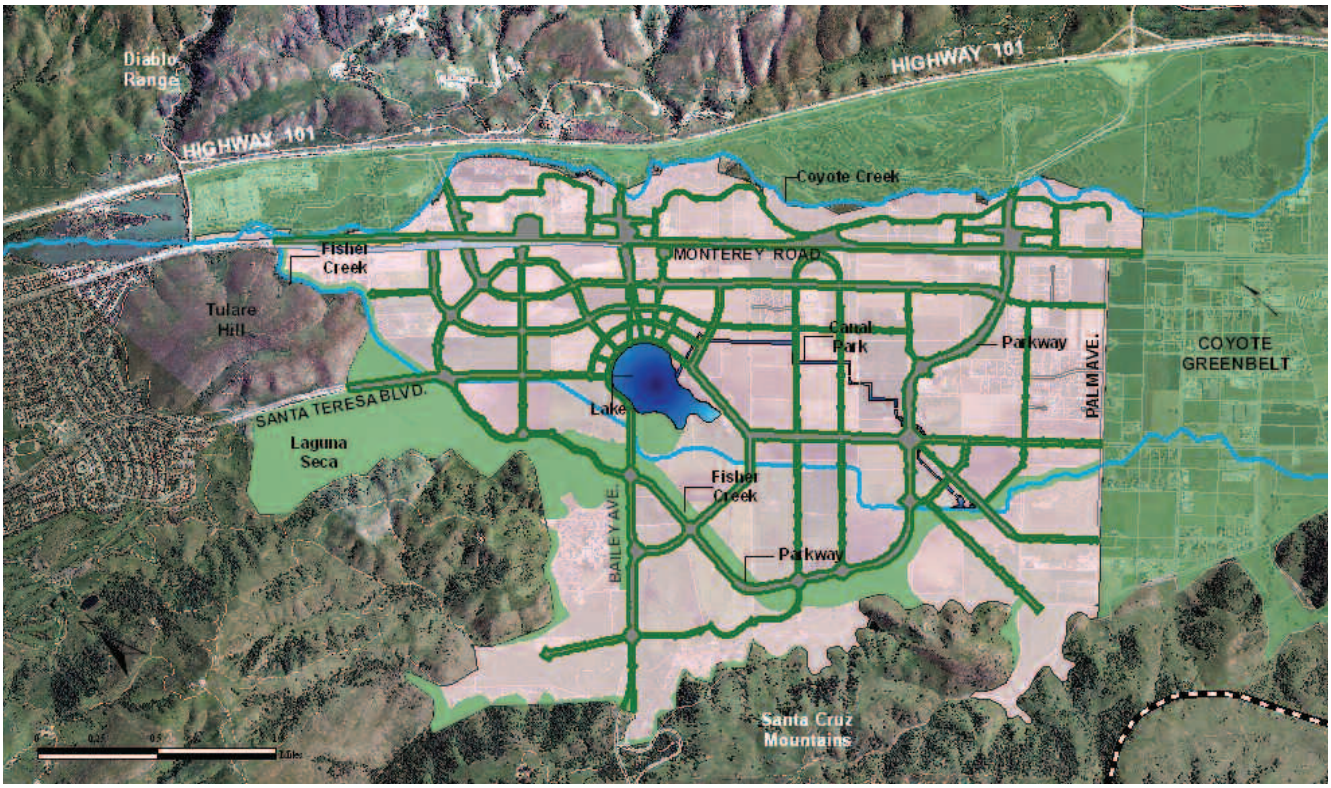
### *The Lake and Urban Canal*

Central to the Blue Infrastructure system is a lake, which would be excavated in the vicinity of the present intersection of Santa Teresa Boulevard and Bailey Avenue. The lake would occupy approximately 52 acres, and serve as a vital component of the hydrological and flood control system of Coyote Valley by providing flood storage detention and a source of potential irrigation supply. The lake would have a volume of approximately 1,400 acre-feet (normal season level) with a maximum depth of 30 feet and an overall average depth of 15 feet, and is designed to provide flood attenuation for up to 250 acre-feet in flood storage for a 100-year storm event. Discharge from the lake would be to Fisher Creek downstream. To protect the groundwater aquifer, the lake would be lined and separated from the groundwater sub basin. In addition, the lake would function as a retention basin trapping and settling residual pollutants from storm water thereby improving the quality of water discharged to Fisher Creek.

The Urban Canal would connect Fisher Creek, from a point southerly of the intersection of Coyote Valley Parkway and Santa Teresa Boulevard, to the lake near the southerly edge of the Coyote Core District. The downstream portions of the Urban Canal would serve as a primary component for circulation and aeration for the lake waters. It would also be used to convey urban storm water runoff. During the rainy season, the Urban Canal would convey storm water from developed areas and would be designed to contain the 100-year storm flows of 500 to 600 cubic feet per second within a minimum corridor width of 100 feet. A major design goal is the creation of a substantial segment of the Urban Canal with running water throughout the year, including the dry months. Similar to the lake, the Urban Canal would be isolated from the groundwater table through the use of a lining system and would include a pumping system to ensure a sustainable water element all year round.

Fisher Creek is a key component of the Blue Infrastructure system playing an essential role within Coyote Valley. It is a man-made earthen channel privately owned and maintained for agricultural drainage. North of Bailey Avenue, the Fisher Creek channel currently bypasses the Laguna Seca area, which is particularly susceptible to flooding, and has the capacity to contain storm events up to the 10-year event. However, its capacity

## FIGURE 6: BLUE INFRASTRUCTURE




south of Bailey Avenue is limited to 5-year storm events. With the CVP, Fisher Creek would be restored and relocated and in the process its capacity for additional flood storage would be enhanced.

The Blue Infrastructure also addresses flood control issues in Coyote Valley. Two flood detention basins would be created within the historic Laguna Seca lakebed, and a large portion of it would be based on existing seasonal wetlands. The capacity of the basin would be increased by excavating the area to grades at or slightly above the lakebed's current lowest elevation. The excavation would extend to a maximum depth of nine feet. The excavation would also avoid tributary waters in the area. Most of the excavation would be no more than five feet below current grade and the excavation would not extend below the current low elevation of the seasonal wetland. Together, the two detention basins would provide in excess of 1,700 acre-feet of detention storage. Both basins would be located north of the Fisher Creek-Segment 2 bypass channel, on either side of Santa Teresa Boulevard, and would be interconnected by an eight-foot by four-foot reinforced concrete box (RCB) culvert.

### Green Infrastructure Framework

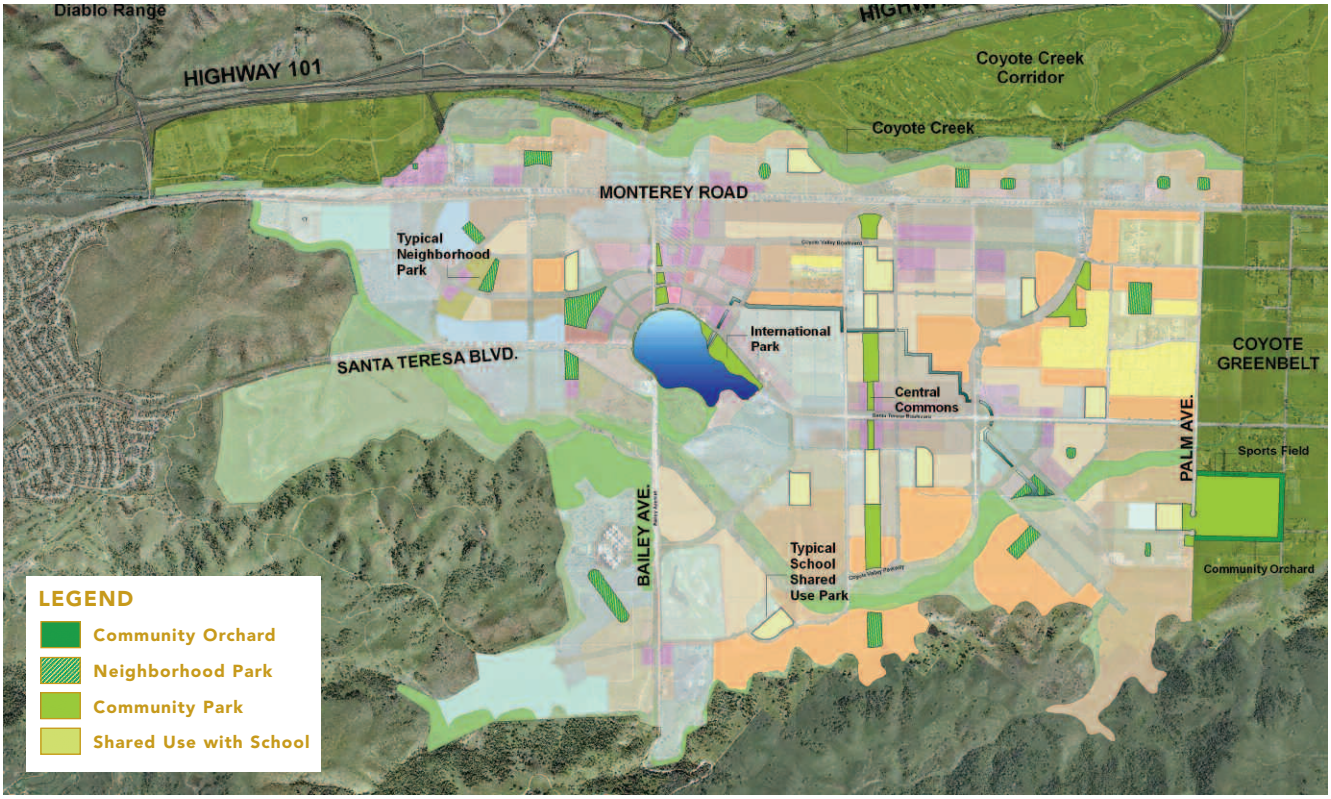
*(see Community Facilities and Services Section for additional detail):*

The Green Infrastructure includes the park network ranging from larger facilities earmarked for active recreation to small block tot lots. This network of assets is linked with trails and located for easy access to transit, thus providing continuous connections among the many elements of the Plan. Through the balancing of the natural open space, the Blue and Green Infrastructures, the CVP brings nature into the city, provides needed amenities, and creates a highly livable community with a ten-minute walk to the open countryside or parks.

The surrounding hills provide a significant visual open space backdrop to development on the Valley floor, typified by the location of the lake at the base of Spreckels Hill. In furtherance of CVP's Guiding Principle of Environmental Stewardship and Open Space Preservation Spreckels Hill and its smaller twin, located on the north side of Bailey Avenue, are being preserved.

Another prominent element of the Green Infrastructure is the Central Commons, which in the tradition of agricultural hedgerow windbreaks, links the east and west hillsides together to form a central gathering place for Coyote Valley. The inclusion of an elementary and two secondary schools with shared recreational facilities, plus additional sports fields and open space areas; makes the Central Commons the educational and recreational center of the Valley.

## FIGURE 7: GREEN INFRASTRUCTURE




The CVP would create an interconnected network of multi-use trails that offer pedestrian, bicycle and equestrian access to the Coyote Creek Parkway and Fisher Creek. This network of multi-use trails would also provide access to the recreational benefits of the surrounding hills. Appropriate pedestrian connections from the new trail would be identified for linkages to the existing Coyote Creek/Llagas Creek Sub-Regional Trail (Countywide Trails Route S5) on the east side of the creek. The Plan identifies potential neighborhood staging areas west of the existing creek corridor that would provide an opportunity for local and regional trail users to access the existing regional trail system within the Coyote Creek County Park. By incorporating appropriate setbacks from the creek and avoiding sensitive habitat areas, the alignment of the new trail outside of the floodplain area would preserve the environmental setting of the Coyote Creek County Park.

## Mobility Infrastructure Framework

*(see Mobility chapter for more detail)*

A unique quality of the Coyote Valley Plan is the basis of the conception and design of all of its elements in the quality of the human experience. Walking as a human activity is at the core of the Plan's mobility strategy. The CVP is designed to be a compact, walkable community where various uses (i.e. residential, commercial, industrial, and recreational) are mixed, close by, and interconnected with pedestrian-friendly systems of trails, streets, and transit. The CVP mobility strategy is developed on a hierarchical system with preeminence given to pedestrian movement, followed by bicycle and transit, carpools, and then single-occupancy automobiles. All streets in Coyote Valley would be planned to facilitate walkability and bicycling, and an enjoyable pedestrian environment. The highest level-of-service would be assigned to pedestrian traffic, and pedestrians would truly have the right-of-way pedestrian. The Coyote Valley Plan mobility infrastructure includes pedestrian amenities (sidewalks and trails), bike lanes, a fixed transit guideway, a grid of smaller neighborhood streets, a parkway system (Coyote Valley Parkway) and the Coyote Valley Boulevard, summarized below.

### *Sidewalks, Bicycle Lanes and Trails*

One of the major goals for Coyote Valley is that of pedestrian and bicycle friendliness. This cannot be accomplished if the street network is designed predominately for the automobile. In order to accommodate pedestrians and bicycles in a safe and friendly manner, it is important that the streets be designed to reduce speeds and minimize street widths and thereby reduce both physical and psychological barriers within and between neighborhoods. Therefore, the street network is planned to include narrow, tree-lined streets, which would

create a sense of the street belonging to the pedestrian and bicyclist and that the automobile is secondary. Streets are planned to be as narrow as functionally possible, while still serving to provide access through the community. Bicycle lanes would be provided on most streets.

Coyote Valley is planned with a rich system of trails that crisscross the Valley and connect to the existing and planned regional trail system. Trails would be designed to promote a comfortable pedestrian experience as single pedestrian use facilities. In some cases when mixed-use trails are envisioned, the system would be designed to provide a pleasant pedestrian and bicyclist experience and ensures safety.

## Transit

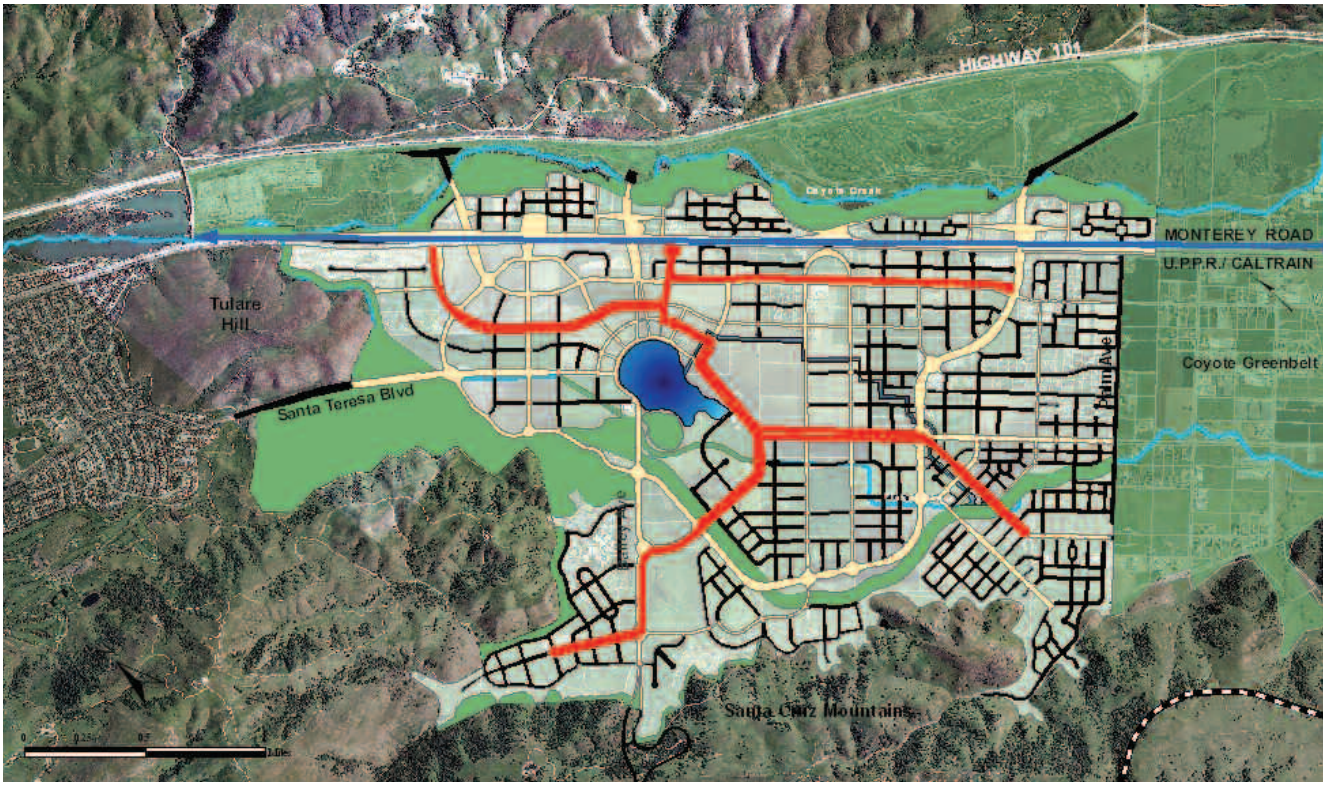
A major definer for Coyote Valley would be the in-Valley fixed guideway transit network. The transit network is planned to start as a fixed-guideway bus system. As envisioned, the vehicles would be rubber-tired and would be designed to provide convenient and easy accessibility. The vehicles would include handicap access and easy access for bicycles.

The in-valley fixed guideway transit network would have as its central hub Coyote Station; a multi-modal transit station located 800 feet south of Bailey Avenue. This transit hub would also serve Caltrain, plus additional alternative transit systems, i.e. buses, shuttles, park and ride, and taxis.

The in-valley fixed guideway transit network is designed to be within approximately a 1,500 foot walk from the majority of the residences, the high schools, both middle schools, the community center, library, job centers and retail centers. The greatest intensity of residential development would be found in proximity to the transit network, thereby providing convenient transit opportunities for those residents.

The use of an in-valley fixed-guideway would establish the location of the transit network thereby allowing users to easily identify the transit routes and station locations. The concept for the transit network is for it to be readily available, fun and free to riders. Being free to riders

**FIGURE 8: NEIGHBORHOODS CONNECTED BY TRANSIT AND TRAILS**



would encourage ridership among all ages and segments of the population. The funding of the in-valley bus transit system would be included as part of the financing district created in conjunction with the CVP.

The transit network is designed to have two routes that would service Coyote Valley. The ***first route*** begins at Coyote Station with the line running from the station to Coyote Valley Boulevard and then running south to its intersection with Coyote Valley Parkway. This segment of the line would serve the workplace center located around the southern intersection of Monterey Road and Coyote Valley Parkway. It would also serve the mixed-use and retail center located just south of the Central Commons along Coyote Valley Boulevard. This route also provides direct access to one of the community's two middle schools, located within the Central Commons. The terminus of this leg would be Coyote Valley Parkway where the transit vehicle would turn around and head back north on Coyote Valley Boulevard, turn left onto Main Street extending from Coyote Station toward the core area, at which point it would run southwesterly on Santa Teresa Blvd. past the lake and high school(s). The line would then run south on Santa Teresa Boulevard, to the point where Santa Teresa Boulevard turns and heads towards the southern end of the Valley. At this point the transit line would curve around the west and head due west to Bailey Avenue. At Bailey Avenue, the line would turn and head westerly until it reaches the mixed-use neighborhood in Planning Area G, at which point it would turn westerly and extend to the workplace area located in the northwestern corner of the Valley. This route would serve the Gavilan College site , IBM and the work place centers located in Planning Area G. At the terminus of this western leg, the transit line would reverse itself and return to Coyote Station.

The ***second route*** would run from the workplace area in Planning Area F southerly to Main Street, jog to the right to a ring road to the east of Santa Teresa Blvd., and then turn westerly along Santa Teresa Boulevard and around the lake at which point it would head southerly along Santa Teresa Blvd. Just south of Bailey Avenue, this line would connect to the transit corridor to Coyote Station. After leaving Coyote Station this line would then turn and continue south pass the high school and then turn westerly to Santa Teresa Boulevard at which point it would turn and head westerly along side of the lake and International Park. The line would then follow Santa Teresa Boulevard as the road heads southerly to the southern intersection with Coyote Valley Parkway, at which point it would head directly south into Planning Area K. The extension of the line into Planning Area K would serve the workplace and retail center at the intersection of Santa Teresa Boulevard and Coyote Valley Parkway. This line would also serve the commercial mixed-use and workplace neighborhood along Santa Teresa Boulevard that extends from the lake to Planning Area K. Because this line is only a block from the second middle school that is located within the Central Commons on the west side of Santa Teresa Boulevard, this line would provide easy access to the school. The line ends near the elementary school in Planning Area K. At this point the route would reverse and travel back to the northern end of Coyote Valley in Planning Area F following the same alignment.

### *Neighborhood Street Network*

In keeping with the concept of Coyote Valley being an urban model for community design, the neighborhood street network is critical to the design vision. Another important element of the neighborhood street network is connectivity. The plan incorporates a network of grid streets that would promote through access within each neighborhood and between neighborhoods. One of the biggest problems identified in suburban communities is the inability for people to get from one place to another, be it going to school, visiting friends, getting to work or shopping, without having to go out of their way. The CVP is designed to reduce the number of cul-de-sacs and dead-end streets by creating the grid network.

The grid network for Coyote Valley is not a rigid grid, with the entire community having the same orientation. The grid is designed to orient to different vistas and features of the community. The grids range from a radial design in the Coyote Core area around the lake to a diagonally oriented grid near the north and south ends of the Valley to promote access to the central portion of the community. The western edge of the Valley is also laid out to respond to and respect the variations in terrain.

### *Coyote Valley Parkway*

To support the concept of smaller and more pedestrian oriented neighborhood streets, it is necessary to reduce the number of vehicles needing to use the neighborhood street grid. The reduction of the number of vehicles using the neighborhood streets is admirable. However, if there is not a way of moving traffic into and out of Coyote Valley and through the community, these smaller streets would eventually need to be widened to accommodate the inevitable crush of vehicles.

Without a means of moving traffic through and around Coyote Valley in keeping with the spirit of a pedestrian friendly community, it would be necessary to create a grid network of large arterials to carry the necessary traffic. There are many examples of such arterials that create environments that are hostile to pedestrians and drivers. These arterials are up to six lanes in width, with dual

left-turn lanes and dual right-turn lanes. Therefore, to achieve the objective of retaining a network of small internal streets, the CVP includes a gracious encircling Parkway designed with a series of roundabout intersections that provide for higher vehicle volumes at lower speeds on narrower (and thus easier to cross) travel ways and without the need for signalization. The Parkway winds through a wide, forested landscape feature through the Valley. Coyote Valley Parkway would incorporate a landscaped center median that would be 14 feet, for the section running north from Bailey Avenue to Santa Teresa Boulevard. However, the majority of the Parkway would have a median width of 40 feet, with flared sections widening to 120 feet. The median would function primarily as a storm water conveyance and retention facility. The widths of the roadway in each direction are narrow enough to allow trees to grow to a height that is wider than the street section is wide. This relationship visually reduces the impact of the roadway, making it seem more like a landscaped street, even with its heavy vehicle carrying capacity.

The Coyote Valley Parkway is planned to begin at the northern crossing of Monterey Road that would be part of the northern interchange with U.S.101. The Parkway would then loop around the western portion of the Valley and tie back into U.S.101 at Coyote Golf Club Drive interchange. The Parkway is planned to be two-lanes in each direction, other than those sections between Coyote Valley Boulevard and U.S.101, which would be three lanes in each direction. This additional width is necessary to handle the projected traffic volumes coming off U.S.101 into Coyote Valley. The Parkway would also include bicycle paths and sidewalks within the roadway right-of-way.

***Coyote Valley Boulevard***

This would be a four-lane boulevard that would run parallel with Monterey Road on the west side of the railroad. The three access points into Coyote Valley coming from U.S.101 would funnel traffic onto this boulevard. This is done to reduce the traffic levels entering the neighborhood street network. This boulevard is designed to move traffic north and south and distributing that traffic load into the neighborhood street network through numerous locations, thereby reducing the impact at any one location.

Coyote Valley Boulevard would also serve to move traffic between the workplace areas situated in Planning Areas F, B and H that are in proximity to Monterey Road and the railroad. It would also accommodate the fixed guideway transit line from the connection to Coyote Station south to Coyote Valley Parkway.

(***Note:*** *See the Roadway Design and Street Network section in Chapter 6 for a more detailed discussion.)*

## URBAN DESIGN FRAMEWORK

Based on the CVP Guiding Principles, the Environmental Footprint and Composite Infrastructure Framework, an Urban Design Framework emerges that defines the character of the Coyote Valley Community (i.e. its core and various neighborhood sub-centers) in terms of the private realm and its densities, land use distribution and activities, civic prominence; and community shaping attributes. The development of the Urban Design Framework is consistent with smart planning principles, and evolves from the careful consideration of the opportunities and constraints established by the Environmental Footprint and the Composite Infrastructure Framework, and is generally organized around the following themes:

### Creating Community

Urban design measures are geared towards the creation of a community that offers opportunities for a diversity of people to live and work together in harmony in Coyote Valley. Place making elements are used to bring people together in safe, attractive, constructive and convenient relationships. By connecting together in community, people would enjoy creative, synergistic relationships in their work, culture, learning, politics, recreation, shopping, worship and leisure.

***The Building Blocks of Community***

The Urban Design Framework is developed around a number of community building blocks consisting of districts, corridors and neighborhoods—and the networks of mobility that serve them. These building blocks, working in unison, generate an urban structure that creates a pattern of development that would attract people to want to live, work, and recreate in Coyote Valley. The attributes of these building blocks are summarized as follows:

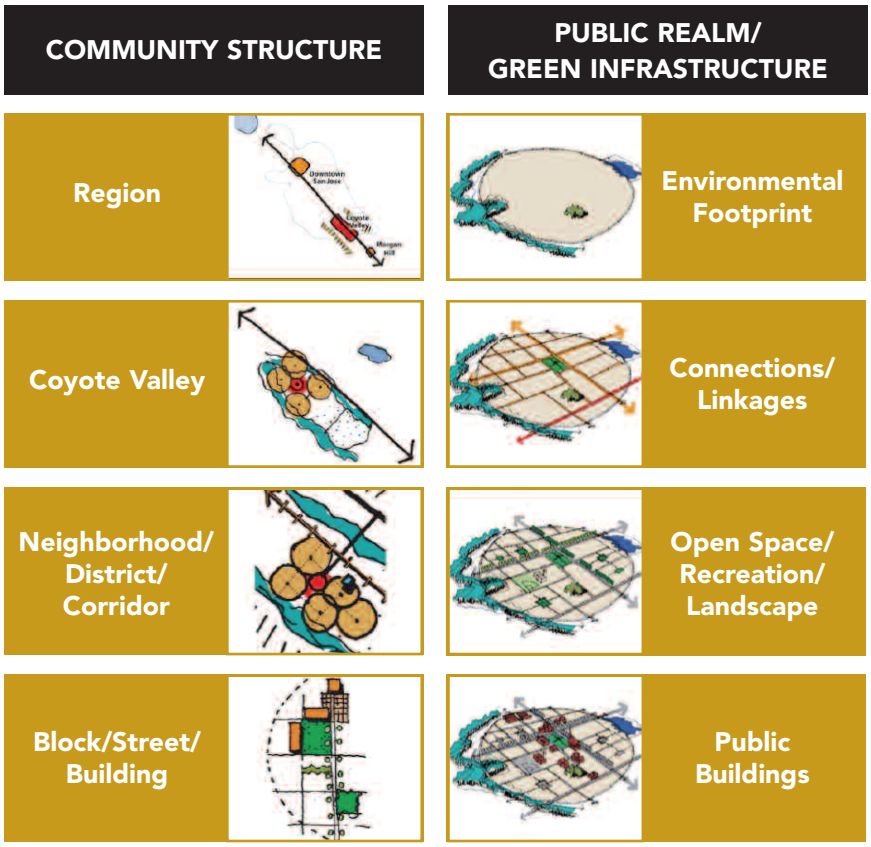
a. **Coyote Core**—The heart of the community would be an urban core. As a high-density urban environment organized along a waterfront promenade, the Coyote Core would feature a retail main street, fixed guideway transit service with access to regional transit

and a mix of residential, employment, civic and commercial uses. High-rise towers at focal points along the waterfront and transit connections would create an urban skyline and visual focus for the heart of the Valley. District parking would cluster parking and facilitate an urban pattern of four-story buildings along a radial grid system of streets. Streets would align to provide views to the lake and Spreckels Hill across the water. Along the waterfront promenade is the main square and the International Park, the civic and cultural gathering places for the community.

**b. Mixed-Use Districts for Working and Living**—In an urban structured community as envisioned for Coyote Valley, people want to have convenient walking access to nodes of activity that would bring together the workplace, housing, shopping and community services that are also served by transit. The vision for Coyote Valley is to create mixed-use employment and residential neighborhoods. Through the use of plazas, squares, greens and "main street" environments it would be possible to bring jobs and housing together. This interaction between uses would facilitate and focus community life in vibrant, pedestrian-scaled centers.

**c. Mixed-Use Corridors for Local Shopping**—The people who live, visit and work in the San Francisco Bay Area and Silicon Valley are highly diverse in their social and ethnic backgrounds. The CVP's mixed-use corridors would offer an opportunity for shop front living, working and retail that can express the character and life of the community. It is an opportunity to have local shops and neighborhood gathering places, meeting the needs of daily life, within a short five to ten minute walk.

## FIGURE 9: DNA OF THE COMMUNITY




**d. Mixed-Density Residential Neighborhoods**—Creating a healthy, diverse community for Coyote Valley would be based on providing opportunities for people from a wide range of backgrounds and economic groups to live and work together. To help facilitate the creation of a healthy and diverse community, it is critical that residential neighborhoods have a mix of densities and housing options. If the entire Coyote Valley were to be developed at the same density, it would be uninteresting and monotonous. The CVP provides for densities up to 10 units to the acre for the area around the existing estate subdivisions to 100 dwelling units per acre near transit and the Coyote Core. The objective is to create neighborhoods that would have a mix of densities and housing opportunities. This diversity would allow neighborhoods to include: urban small lot single-family homes, town homes, three and four-story apartments and condominiums, nine-story mid-rise apartments and condominiums and high-rise residential towers. The distribution and mix of densities and types of units would vary according to the character envisioned for the individual neighborhoods. See Chapter 10 for discussion of neighborhood characteristics and diversity.

***Schools and Parks in Urban Design***

Educational institutions and parks are very important community defining elements in Coyote Valley. Their placement, design and architecture can elevate them as community identification features that residents and visitors would take pride in. As important elements of the Urban Design Framework they include:




a. **Communities for Learning**—A goal of the CVP is to offer the infrastructure to present rich opportunities for living and learning for people of all ages and backgrounds. Nine elementary schools, two middle schools, two high schools paired in a single campus (or two high schools as separate campuses) and the possibility of a new community college would offer a complete public educational system. Beyond the public educational facilities, the CVP provides opportunities for private educational institutions to be located in and be a part of the community.

b. **Community and Neighborhood Parks**—Located within a ten to twenty minute walk to residential, workplace and mixed-use districts, neighborhood and community parks would offer leisure activities, open space and recreation for people of all ages and backgrounds. Community and neighborhood parks provide identity and a sense of belonging to residential neighborhoods and the community as a whole.

c. **Shared-Use Parks on School Lands**—In keeping with the vision of a model urban community, the CVP would include the use of shared use school play fields and neighborhood parks. As a result of collaboration between the Morgan Hill Unified School District and the City of San José, the nine elementary schools and the two middle schools would have shared use playing fields. This collaboration enables higher quality play facilities for children. Sharing facilities helps parents drive less since they can walk with their kids to a neighborhood-shared facility for school or play. Rather than picking kids up from school and having to take them to the park, they can stay at the school and use the shared play field/park facilities. They can meet other parents and teachers and participate easier in school life.

### *Connectors and Nodes*

Connectivity ensures ease and convenience to reach key job, housing, education, shopping, and recreational destinations within Coyote Valley by offering multiple routes and travel modes. A network of fixed guideway transit streets link workplaces, mixed-use districts, neighborhoods, and other destinations together. The transit streets are designed to accommodate the fixed guideway transit and to place the transit adjacent to local land uses, thereby helping to create walkable pedestrian zones.

In keeping with the objective of creating a transit-oriented community, the fixed guideway transit network would have activity nodes, providing opportunities for riders to engage in activities like getting a cup of coffee, buying a newspaper or other such activity. Not all transit stops would have activity nodes, depending on the surrounding land uses. However, the goal is to emphasize the creation of activity nodes that would encourage ridership and convenience.

### *Community Safety and Scale, Density, and Proximity*

Urban scale, density and proximity should be designed as safe, convenient and visually interesting to encourage pedestrian use of the streets, activate neighborhoods with pedestrian life and facilitate the economic and social benefits of clustering activities.

### *Civic Celebration*

Throughout Coyote Valley, public places are planned for people to gather, create a sense of belonging, and participate in an active and vibrant community. Some of the key areas that would help foster civic celebration include the lake and International Park along with the network of parks. Activities envisioned include farmer's markets, community festivals, cultural events, public art, and civic ceremonies.

## URBAN DESIGN EXPERIENCE: URBAN TO RURAL TRANSECT

The Urban to Rural Transect describes the way people experience the sequence of urban spaces ranging from the most urban to natural. To understand the dynamics of Coyote Valley and the experience of moving through the community, this transect follows an alignment from the Coyote Creek County Park at the Bailey Avenue and U.S. 101 interchange through the core of Coyote Valley, then south along Santa Teresa Boulevard to Planning Area K, and southerly towards the Greenbelt.

### Bailey Avenue Gateway

Motorists entering Coyote Valley via U.S.101, which is perched on the lower slopes of the Mount Hamilton Range, at Bailey Avenue get their first experience of the Valley. The first impression would be a broad panoramic view across Coyote Creek's open space, of the whole Valley. The U.S.101/Bailey Avenue interchange previews the Coyote Valley experience with its identity landscaping that transitions to the natural grasses and trees of the Coyote Creek County Park.

Springing from Coyote Creek's eastern bluff, Bailey Avenue crosses over the creek about 18 feet above the grade of flanking prominent corporate sites. Motorists, carpool and vanpool passengers' first encounter with Coyote Valley would be traveling through a dramatic 21st century global center of technology and innovation. Here are the highest identity corporate sites in the Valley. The companies forward facing leadership would be obviously expressed by their locational commitment to urban integration, as well as pedestrian and transit access. And this would be complimented by their emphasis on green building in their construction and architectural expression.

Following this first impression one then encounters a major, still elevated, intersection providing access to CVP's east of Monterey Road corporate sites and urban areas as well as Monterey Road itself. The elevated aspect of Bailey Avenue suggests that the urban form of these prominent corporate edifices can include perhaps two-stories of above ground parking with buildings situated on a podium level to bring the buildings base up nearly to Bailey Avenue. Such an urban form would need to transition down to grade as the buildings move north and south away from the intersection to maintain a gracious, at grade pedestrian entrance associated with the surrounding environment.

Continuing west and climbing slightly again Bailey Avenue travelers crest over Monterey Road and the Caltrain tracks. Descending from this crest one faces a dramatic axial composition of all that defines Coyote Valley's unique urban place. The view continues to be flanked by handsome, clearly green corporate edifices. Straight ahead, across Coyote Valley Boulevard, the Coyote Core begins with a pair of high-rise office towers framing and demarking Bailey Avenue's transition from major freeway access arterial to Coyote Valley's "main street". Beyond is the more intimate two-block main street with 4-stories of urban residences atop street fronting shops. The focal terminus of this axial composition is, like the view from the pedestrian bridge atop Coyote Station, the lake and its central water jet aligned with the top of Spreckels Hill beyond.

If one arrives via Caltrain at Coyote Station the first gateway experience is that of a uniquely landscaped bustling composition of urban mobility in all its forms. The Caltrain platform is a focal point in this composition. At grade, its monumental landscape and hardscape links to the identity landscaping of Monterey Road's southern signalized intersection. Overhead may be a pedestrian bridge that crosses rail lines and Monterey Road, connecting rail passengers and pedestrians from east of Monterey Road to the Coyote Station transit hub and mixed-use activity center. From this bridge, 30 feet aloft, the view opens up, providing a sweep north and east across a landscape of urban corporate offices of recognized global enterprises. To the west the pedestrian bridge begins a shallow descent that points exactly to the fountain in the center of the lake and aligned with the top of Spreckels Hill beyond.

Coyote Station itself is busy with trains, commuters going both into and out of the Valley, shuttles to the regions airports, carpool commuters parking in the park-and-ride facilities, and curb side drop-offs. Most of these converging regional travelers are arriving from or going to Coyote Valley neighborhoods and work-places via the CVP's fixed guideway transit network.

It is a four-block (2,000 foot) walk from Coyote Station to the lake, and within that same walking distance one can arrive at the center of Coyote Core, the Valley's central shopping district and reach the centers of mixed-use and corporate workplace areas supporting .

### Coyote Core

The Coyote Core gets its character and identity from its lakeshore waterfront. This is the start, heart, and soul of the Coyote Valley community.

Overlooking the 52-acre lake and incorporating the Valley's highest densities and most eclectic mix of uses, it is intended to be the focal gathering place and center of commerce for the whole Valley. The lake supports a strategy of creating a spectacular amenity early on to spawn a market for urban density living from the start, and to establish a powerful expression of a commitment to a quality of integrated urban living and working that would attract employers. The International Park, small seasonal art shows, festivals and farmers markets would activate the core area.

Around the lake, Santa Teresa Boulevard becomes a narrow, enhanced paving, lakeshore drive/bikeway/promenade. It would be the first area to develop true mixed-use, where residences over restaurants and retail overlook the lake. A hard edge lakeside quay forms casual amphitheater seating as it links restaurants, recreational boat docks, and sidewalk dining patios served by kiosks supplied from restaurants across Santa Teresa Boulevard from the promenade, and would animate and populate this 1,800-foot urban waterfront.

Like the way towns used to grow, CVP is envisioned to start (Phase 1) with its multi-modal transit station and its waterfront; establishing its quality of place as a finely-grained and close knit pattern of buildings set within small blocks and narrow, pedestrian-friendly streets. Only after its urban success and vibrancy start to overly impact its initial street network would the reserved rights-of-way for streets with greater vehicle capacity be built upon.

The small block pattern is made up of streets radiating from the lakeshore crossing semi-concentric ring streets. Three of the radials have particularly strong axial alignments. Bailey Avenue and the street/pedestrian/transit promenade from Coyote Station are key community gateways, and a radial heading north links a neighborhood park, a residential neighborhood and an elementary school to the Coyote Core and lake. Besides the Santa Teresa Boulevard restaurant promenade, the next ring back contains CVP's fixed guideway transit lines and is expected, along with Bailey Avenue, to make up CVP's core retail district. A third ring creates outer blocks adjacent to and accessible from Coyote Valley Boulevard and would accommodate several of the large shared parking structures necessary to efficiently support the Coyote Core's mixed-use urban intensity, density and vibrancy.

High-rise office, high-rise mixed-use, and mid-rise residential would be disbursed in this area to form an attractive compositional massing while assuring exceptional views from within and not overshadowing adjacent lower buildings. The dominant urban form in this area would be vertical mixed-use four-story residential or office over perimeter ground floor retail/commercial.

With the exception of a planned large grocery, drug store and multiplex cinema, retail would occupy ground floor space in mixed-use buildings. The scale of the Coyote Core's office space assures that adequate day use parking structures here, and in connection with Coyote Station and corporate workplaces immediately across Coyote Valley Boulevard would have plenty of surplus space for evening entertainment uses (cinema, night clubs, restaurants, performing arts, community center, even hotel) as well as largely weekend uses (faith-based facilities, farmers market, street fairs, sports events, lake related watersports).

All spokes of CVP's fixed guideway transit system converge in the Coyote Core. As the fixed guideway transit line runs along and animates the main retail ring street, it either spurs up to Coyote Station (thence southeast along Coyote Valley Boulevard) or it heads directly south on an axis terminating at the civic prominence of Coyote Valley High School campus. From here it jogs west and then runs along the lake and the International Park joining the Coyote Core to the Santa Teresa Boulevard Professional corridor.

## Santa Teresa Boulevard

Moving southerly from the Coyote Core, a north/south running four-story linear mixed-use block fronts Santa Teresa Boulevard containing the fixed guideway transit line, the International Park and a long narrow finger of the lake. At the southern tip of the lake CVP's fixed guideway transit line again splits and heads either southwest to join Bailey Avenue and the western foothill neighborhood around IBM, or southeast along an expansion of Santa Teresa Boulevard's existing right of way through the Santa Teresa Boulevard District. This linear 2/3-mile long single street district links the vital and dynamic urban core of the Coyote Core District with CVP's more relaxed mixed-use neighborhoods to the southeast. It is lined with minimum four-story professional offices and residential lofts over ground floor commercial. It becomes a grand boulevard with a landscaped and pedestrian accessible and useable linear park median that flares from 30 feet wide in the south to 70 feet wide in the north.

The character of the Santa Teresa Boulevard District, in contrast to the character of the Coyote Core District could be described as Park Avenue and Fifth Avenue in Manhattan, or Montgomery Street and Union Square in San Francisco. It is ultimately expected that this district would be most popular with banks, investment bankers, attorneys, financial, and real estate professionals as well as health care services.

Bisecting this grand boulevard is a pedestrian plaza that links Coyote Valley's Central Commons, the cross-

valley park. Anchoring the four corners of this intersection are taller landmark buildings that enjoy both Santa Teresa Boulevard and Central Commons frontage.

The northwestern end of this district terminates with and focuses on the southern tip of the lake. Here a fountain or other elevated water feature can provide an aesthetic terminus, backed by the top of Spreckels Hill. This water feature would be both an interesting park feature and aid in the aeration of the lake. Here too is the second entrance to the Coyote Valley High School campus. Finally, CVP encourages taking advantage of long lake views with a mid-rise or high-rise office or mixed-use tower on the southern corner of this three-way intersection.

At the southern terminus of this grand boulevard, Santa Teresa Boulevard, the fixed guideway transit line, Coyote Valley Parkway, and the Urban Canal all converge and intersect at a large, roundabout encircled, park. This urban park, similar in size, function, and accessibility across the roundabout, to San José's Downtown Plaza de Caesar Chavez, may include an array of uses ranging from informal troubadours entertaining noon time lunch crowds, hotdog stands, a skateboard park and wading in an interactive water feature.

The northern corner of this roundabout features a combination of mixed-use office over commercial and high-density residential. These uses are focused around the Urban Canal as it approaches the roundabout.

The western corner of this roundabout contains a grocery anchored neighborhood retail center. Here a double entry grocery can present an urban/pedestrian face toward the roundabout while a surface parking field behind provides grocery loading convenience for patrons not using the store's delivery service.

Both the eastern and southern corners of this roundabout intersection are planned as significant corporate workplace sites. These sites rapidly transition to a more relaxed mix of uses as they extend east into the existing Scheller Avenue transitional estate neighborhood, and south toward the mixed-use neighborhood center of Planning Area I.

## Planning Area K

***(Unique Urban Park, Urban Canal and Fisher Creek Setting, see Figure 15)***

CVP's fixed guideway transit line and the Urban Canal continue south from the roundabout forming two "streets" through the prominent workplace environment. They then become the pedestrian and transit gateway to Planning Area K's transit stop neighborhood center. A faith-based use opportunity site also adds a gateway civic prominence to this neighborhood, taking advantage of available workplace surplus parking on weekends.

A mixed-use urban village that includes smaller professional buildings and village lofts and town homes over optional neighborhood serving commercial shops would front the fixed-guideway-transit-lined neighborhood main street, the Urban Canal or face onto a natural park that incorporates several hundred feet of Fisher Creek. Along this stretch of Fisher Creek, like the gold country town of Murphy's or the Shakespeare festival town of Ashland, Oregon, a natural watercourse is integrated into a town park. In this unique urban park setting, stewardship and respect for the natural environment can be observed as part of every day village life, recreation and commerce. This park gives a uniquely natural place an identity that, when surrounded with transit oriented village activity, active recreational uses

CREEKSIDE HOMES

and several landmark scale higher density residential complexes, forms the center of several Planning Area K's neighborhoods.

Along the eastern edge of the park the fixed guideway transit line continues to its terminus near an elementary school site, the adult soccer fields and the Greenbelt Sports Complex south of Palm Avenue. From the fixed guideway transit line's terminus transit stop a meandering pedestrian/bike trail connects to the residential neighborhoods that are along a 2/3 of a mile stretch to the western limits of Planning Area K. From the western edge of Planning Area K there would be connections to regional trails tying Coyote Valley to the Western Hills natural lands.

Continuing southeast along Fisher Creek from the park, pedestrian walks flank both sides of the 300-foot wide riparian corridor. The front doors and porches of homes often front on, and have their address on, these walks in alley garage configurations where visitors park on stub streets and stroll a portion of Fisher Creek to their friend's home. This low key, distinctly non-urban pattern is an appropriate transition to the Greenbelt south of Palm Avenue.

## South Coyote Valley Greenbelt

***(see Hillside and Greenbelt Strategy for details)***

Upon crossing Palm Avenue and entering the Greenbelt, the form and intensity that makes up the Urban Area of Coyote Valley immediately changes to that of rural, agricultural open space. The area would retain its existing mix of small residential subdivisions and home sites surrounded by agricultural fields. Fisher Creek continues through the Greenbelt in a natural configuration and alignment.