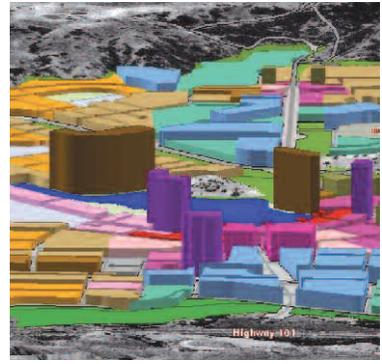


SECTION  
**5**  
LAND USE  
AND URBAN  
DESIGN:  
WHERE PEOPLE LIVE,  
WORK, PLAY & LEARN



## CVP LAND USE MAP

### Introduction

The land use plan for the *Coyote Valley Plan* is designed to achieve the City Council's Vision and Expected Outcomes and the Plan's Guiding Principles described previously. The land use plan was developed after evaluating a series of plan alternatives during the preparation of the Plan. It reflects the vision of a mixed-use pedestrian- and transit-oriented community with viable industry-driving enterprises and vibrant residential and commercial uses. Combining land use and design policies, the Coyote Valley Plan seeks to ensure that new development would be compatible with existing adjacent neighborhoods.

### Integrating Sustainable Land Uses

The CVP is unique in its mix of very large scale, urban density, and finely grained integration of uses. CVP has a projected population of about 70,000 to 80,000 residents, 50,000 employees in industry driving jobs and an additional approximately 9,000 non-industry driving jobs (retail, services and government jobs), and an array of public and private support services, enterprises, entertainments, cultural endeavors, and community associations that make up any thriving real community. While this new community is a large urban component of the greater San José Metropolitan Area, it is nonetheless a self sufficient, balanced community.

The proposed land uses for Coyote Valley reflect a symbiotic relationship between this new community and the region as a whole, in terms of its contribution to, and dependency on the region. This relationship is summarized as follows:

***CVP does not include land use designations for car dealerships, regional malls or Big Box/Outlet centers.***

These very large, land consuming, retail enterprises are built upon serving entire metropolitan regions (or at least 250,000 population market radii) through private automobile access to their vast and highly visible parking fields. CVP's high overall density, commitment to efficient land use, and pedestrian/transit orientation is anathema to this use and retail typology. Nevertheless, this use is well represented in the region and CVP recognizes that so long as these typologies remain such a powerful retailing mode, they would supply CVP population with their particular products.

While CVP does not depend on these typologies, it welcomes alternative, more urban and mixed use approaches to this same large-scale regional retailing (e.g. Best Buy at Santana Row; Multi-floored urban auto showrooms along Van Ness Avenue in San Francisco).

***Urban designers note:*** *In the last 25 years, enclosed suburban malls have languished, losing customers to both big box and outlet centers (Gilroy) and new or revitalized "urban place retailing" (e.g. Santana Row, Walnut Creek). In the next 25 years, as Coyote Valley develops, Big Box retailing may well lose to internet/home delivery marketing. This marketing approach may be very conducive to urban place retailing where showrooms demonstrate larger items but products are delivered from warehouses offsite. Pre World War II, home delivery was prevalent in all aspects of retailing. It lost to "cash and carry" convenience made possible by the automobile. Computer sorting and scheduling and the Internet would potentially swing this pendulum back. Even though initial dot.com attempts may have failed, technologies are available and even mainstream grocers like Safeway offer this service. In Chapter 6 we discuss further the need for convenient, reliable goods delivery as a key component to transit use.*

# SECTION 5

## LAND USE & URBAN DESIGN

### CVP LAND USE MAP

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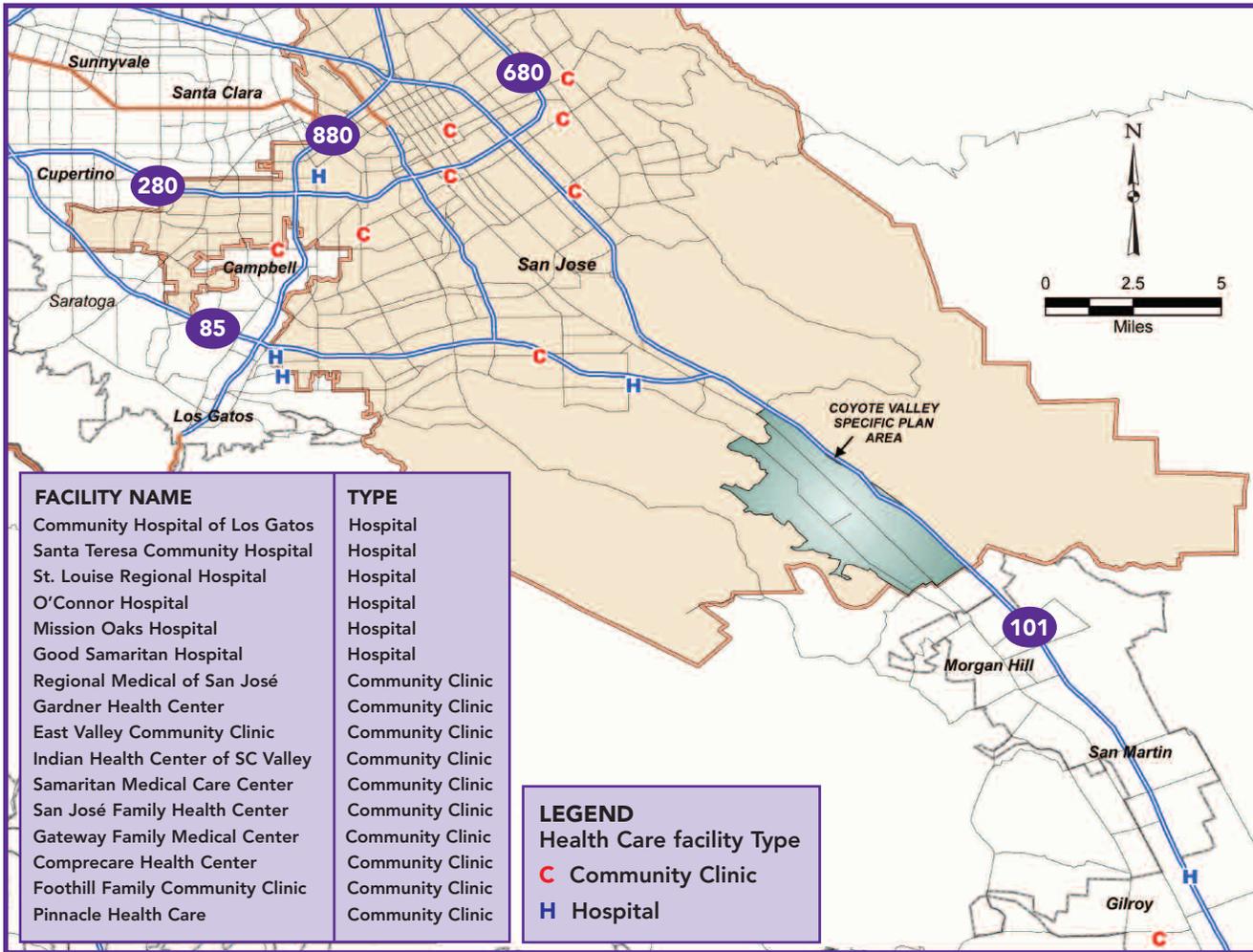
### ILLUSTRATIVE PLAN AND DEVELOPMENT PROGRAM

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### PLANNING AREAS

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**FIGURE 10: EXISTING MEDICAL FACILITIES**



***CVP does not include land use designations for large scale warehousing.***

The Plan does not include sites for regional warehousing opportunities. However, incidental warehousing in conjunction with light industrial and manufacturing uses is allowed under the Support/Campus Industrial designation.

CVP does not include a designated site for a hospital. However, the CVP does include within both mixed-use and workplace uses, ample public or private opportunity for medical clinics, medical office buildings, outpatient surgery centers, trauma center, and other health related services.

***CVP does not include metropolitan scale arena's, museums, or performing arts facilities.***

In terms of land use, CVP is conceived as symbiotic with Downtown San José. Downtown San José is the political, professional, cultural, and physical center of the South Bay metropolis. It is the appropriate venue for region wide attractors (stadiums, regional arts and performance facilities, regional mega-retail, regional/national museums). While the CVP would have a vital mixed-use restaurant, entertainment, and community performing arts Coyote Core District, it does not have the regional draw capacity of Downtown San José.

***CVP does provide for industry-driving workspace in excess of what would balance with its housing.***

A simple examination of Silicon Valley's current land uses graphically illustrates what commuters in San José experience every day. The vast majority of housing is south of Downtown, while the vast majority of industry driving jobs is north of Downtown. The City has had long-standing policies, zoning designations and development strategies to correct this imbalance. By City policy, CVP is required to provide space for 50,000 industry-driving jobs. These are the kind of jobs that add wealth to the whole region and provide enhanced career opportunities for all the metropolitan area's residents. Their location to the

south of San José's existing housing stock is part of a deliberate strategy to ease the current single directional commute pattern and make use of the excess transportation network capacity available southbound in the morning and northbound in the evening.

***CVP does provide a unique "place based" integrated community center within proximity to the lake, parks and open space. The CVP, at its core, is an urban/lakeshore/park/open space place like no other in the Silicon Valley.***

Unlike most cities of its size, San José and Silicon Valley did not originate at a land to water transportation interface. Starting in the middle of a large flat valley as a land based crossroads and agricultural processing center, Silicon Valley experienced most of its growth during the automobile epoch. Today the Valley is virtually filled. The urban quality of Downtown does not have the kind of immediate adjacent counterpoint of a large river or bayfront that San Francisco, San Diego, Seattle, Chicago, New York or Portland has.

In Coyote Valley, sidewalk cafes overlook an urban, hard edge lakeshore across the 52-acre lake to Spreckels Hill Park and its direct link to the western hills and Santa Cruz Mountains. Nowhere else in Silicon Valley is this kind of urban living so close to natural open space. This quality is one of CVP's most important contributions to the richness of life in the South Bay.

***Through its land use designations, the CVP attempts to achieve a vibrant healthy community that includes an integrated mix of the widest variety of uses, all within pedestrian, bicycle or transit proximity.*** At the same time it is intended to serve such social values as: enhancing children's awareness and at least a limited understanding of adult work; establishing a sociable public realm where people of different incomes, ages, and walks of life are in random, frequent,

and pleasant contact; creating an awareness that the caregiver, service provider, clerk, business associate, or policy maker is a neighbor.

The Plan land uses are also meant to serve the following performance and transportation infrastructure needs such as:

Land uses, such as biotechnology sites and others involved in the handling of hazardous wastes, are deliberately segregated from residential areas and children on the basis of the following performance standards:

- Land uses that involve production, handling, or disposal of potentially hazardous or biologically dangerous materials are only allowed in zones more than 1,000 feet from residential areas or mixed-use areas that include residential uses, and where the measured ground water table is at least 10 feet below the building surface.
- "Noise-Smell-Earth Vibration-Late Hours" criteria prohibit residential development in the area northwest of Coyote Valley Parkway and northeast of Santa Teresa Boulevard due to impacts from the Metcalf Energy Center.
- Uses producing noxious or inordinate amounts of noise, smell or earth vibration are allowed by use permit with approved mitigations. Uses that produce late night noise and or public gatherings (i.e. night clubs, cinemas etc.) are only allowed by use permit within 300 feet of residential areas.

Land use is tightly interwoven with transportation elements. Therefore, land uses surrounding the following elements should reflect their function:

- **In-Valley Transit**—CVP generally prescribes higher densities and more mixed uses in proximity to the fixed guideway transit network.

- **District Parking**—CVP prescribes specific district parking zones in the Coyote Core District, the Bailey Avenue Gateway District, and the Santa Teresa Boulevard District. In these districts, commercial and office private parking is limited, and properties must pay into an overall parking district fund for shared use structured parking.

On the basis of the Guiding Principles set forth in the CVP, the Land Use Plan establishes the distribution, location and extent of land uses within Coyote Valley. The CVP has been divided into 12 Planning Areas, each with its own distinct opportunities and constraints (see Appendix 1, the Planning Areas Detail), and obligations for Public Realm dedications for Infrastructure improvements by parcel.

To achieve the intent of the Guiding Principles, several land use designations have been formulated for the plan. The precise treatment of each of these land use designation is fully described below. Additional ideas for refinement are also provided in Appendix 1. Table 1 provides a summary of the range and intensity of uses within each of the land use designations, and Figure 11 illustrates the land use map with the following designations:

## **1. Residential**

- a. **Low Density: (5-10 DU/AC).** Lots ranging from about 4,000 square feet to 8,000 square feet typify this density range. This density range would provide opportunities for the creation of single-family lots that would function as transitions between the existing large lot estate lots in Mid-Coyote Valley and the new higher urban densities. This designation is only used in very limited locations, as the City Council's Vision and Expected Outcomes for CVP recommends a minimum residential density of ten units per acre. However, to preserve the integrity of the existing neighborhoods it has been necessary

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CVP-PULLOUTS.PDF,  
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TABLE 1: LAND USE MATRIX

Land Use	Net Density	FAR	Gross Acres	Max. Units	Expected Units	Expanded Commercial Sq. Ft.	Expanded Industrial Sq. Ft.
<b>Residential</b>							
Low Density Residential	10	N/A	138	104	900	N/A	N/A
Medium Density Residential	10-15	N/A	616	462	6,000	N/A	N/A
Medium High Density Residential	15-35	N/A	430	323	9,500	N/A	N/A
High Density Residential	35-65	N/A	123	92	5,000	N/A	N/A
Very High Density Residential	65-100+	N/A	24	18	1,500	N/A	N/A
<b>Subtotal</b>			<b>1,331</b>	<b>998</b>	<b>22,900</b>		
<b>Commercial</b>							
Neighborhood Commercial	N/A	0.40-0.45	25	19	N/A	350,000	N/A
Core/Regional Commercial	N/A	0.40-0.45	13	10	N/A	180,000	N/A
<b>Subtotal</b>			<b>38</b>	<b>28</b>		<b>530,000</b>	
<b>Industrial Workplace</b>							
Support/Campus Industrial	N/A	0.20-0.45	189	142	N/A	N/A	2,010,000
Industrial Park/Technology Office	N/A	0.45-1.50	324	243	N/A	N/A	11,000,000
Professional/Administrative Office	N/A	1.50-10.00	12	9	N/A	N/A	2,400,000
<b>Subtotal</b>			<b>525</b>	<b>394</b>			<b>15,410,000</b>
<b>Mixed-Use</b>							
MU1—Office over Commercial	N/A	0.40-1.75	66	50	0	517,000	1,833,000
MU2—Residential over Office	N/A	1.00-1.40	45	34	870	0	550,000
MU3—Residential over Commercial	N/A	1.40-1.75	86	65	1,920	1,650,000	0
<b>Subtotal</b>			<b>198</b>	<b>149</b>	<b>2,790</b>	<b>2,167,000</b>	<b>2,383,000</b>
<b>TOTAL</b>			<b>2,091</b>	<b>1,568</b>	<b>25,690</b>	<b>2,697,000</b>	<b>17,793,000</b>

to include the low-density designation as a transition zone around these neighborhoods.

**b. Medium Density: (10-15 DU/AC).**

This density is typified by three types of single-family detached residences: Two-story single family detached residences, two- and three-story single family detached cluster or patio homes, and, three-story single-family detached cluster residences. The medium density designation is used throughout the Plan, generally in transition areas between higher intensity uses and open space areas. This density range is found adjacent to Coyote Creek County Park, in proximity to the Western Hills, the realigned Fisher Creek, the Coyote Valley Parkway, existing residential estate subdivisions, and in proximity to the South Coyote Valley Greenbelt.

**c. Medium-High Density: (20-45 DU/AC).**

A broad mix of three-story town houses, apartments and condominiums with private garages and/or surface parking typifies this density. This density is typically located as a transition between lower density single family detached residences and high-density residential product types, mixed-use and workplace locations. This density range provides the largest number of residential units in the CVP, at almost 40 percent.

**d. High Density: (35-65 DU/AC).** Four-story wood-frame apartments and condominiums over or adjacent to structured parking typify this density range. This density is generally found between Coyote Valley Boulevard and the railroad where intervening parking structures can provide sound buffers to the railroad. This density is also located near mixed-use centers and in proximity to the Santa Teresa Boulevard mixed-use and the fixed guideway transit corridor. Under this

designation lower-floor neighborhood-serving commercial uses are encouraged.

**e. Mid-Rise Residential: (65-100+ DU/AC).**

This density is typified by five to nine-story residential structures with parking provided within the structure. Under this designation lower-floor neighborhood-serving commercial uses are encouraged. Because this designation is the highest urban density in the Plan, and for purposes of providing visual identities in the Plan, anytime this designation falls within 1,500 of the lake, or a transit station at least 25 percent of it should be developed with high-rise amenity/luxury residential towers. These focal high-rise developments could rise up to 20 stories or taller, with parking within the structure. In general, these towers would provide their own amenities, but at the same time be able to enjoy the excitement of the Coyote Core and the natural open spaces around the lake.

**2. Commercial**

**a. Neighborhood Commercial.** The neighborhood commercial designation is typified by small shopping centers of a neighborhood and community scale. Typical uses in this designation include retail and service establishments including supermarkets, gas stations, restaurants, general retail, personal service uses, and apparel.

**b. Coyote Core/Regional Commercial.**

The Coyote Core/Regional Commercial designation is intended to allow for an assortment of commercial uses that appeal to a more regional clientele such as large grocery and specialty stores, drug stores, hotels, multiplex cinema and theaters, restaurants, entertainment, clubs and other retailers. This designation is typically around the lake, as well as along the fixed guideway transit line.

**3. Industrial/Workplace**

**a. Support/Campus Industrial (0.20-0.45 FAR).** This is a general, non specialized industrial designation. It is the least intensive industrial designation generally found in the peripheral areas of Coyote Valley, with buildings anticipated to be one to four stories, generally with on-site surface parking and occasional structured parking. It is typified by an assortment of industrial activities including research, laboratory, product development and testing, engineering and sales activities and any other basic research functions leading to new product development. Biotechnology uses would also be allowed in this category, subject to specific criteria regarding maintaining a minimum 1,000 foot separation to residential, daycare, or educational uses and with appropriate safeguards to the groundwater sub-basin.

This designation also provides for light industrial and manufacturing uses such as warehousing, wholesaling, recycling and light industrial, service industrial and light manufacturing uses, and allows service establishments that serve only employees of businesses located within the immediate industrial area. Manufacturing facilities would include pilot plant operations for construction and testing of prototype products. Additionally, it allows for a unique campus design concept that takes advantage of the sites natural surroundings and incorporates a substantial amount of landscaping and natural open space. The campus corporate workplace buildings are clustered around pedestrian ways with surface parking located behind the buildings to ensure that the workplace remains pedestrian and transit-friendly. These areas may also contain a limited amount of supportive and compatible commercial uses, when those uses are of a scale and design providing support

only to the needs of businesses and their employees within the immediate industrial area.

**b. Industrial Park/Technology Office (0.45-1.50 FAR).** This designation is typified by four to eight-story corporate technology and office buildings with on-site structured parking with floor area ratios of 0.4 to 1.50. It is intended for a wide variety of industrial users such as research and development, light manufacturing, testing and offices. These areas may also contain a limited amount of supportive and compatible commercial uses (such as restaurants, small gift shop/pharmacies, post office, small take-out salad/sandwich shops, coffee shops, cafes, etc.), when those uses area of a scale and design providing support only to the needs of businesses and their employees within the immediate industrial area. These commercial uses should be located within a larger industrial building to protect the character of the area and provide an integrated building mass. The higher density workplaces, eight stories, are located on either side of Bailey Avenue between Monterey Road and Coyote Valley Boulevard as the signature gateway entering Coyote Valley from U.S.101. The predominant workplace uses in this land use would be four-stories. These are located at the three entries into the Valley from U.S.101, along Bailey Avenue and in proximity to IBM, and along Santa Teresa Boulevard north and south of the lake and at the southern intersection of Santa Teresa Boulevard and Coyote Valley Parkway.

**c. Professional/Administrative Office (1.50-10.00 FAR).** Professional/Administrative Office is typified by professional office and services uses

in buildings ranging from four to twenty-stories with floor area ratios ranging from 1.50 to 10.0. These professional office uses would typically be served by off-site district parking structures. These professional/office uses are predominantly found flanking Bailey Avenue west of Coyote Valley Boulevard. The corporate workplace center at Santa Teresa Boulevard and Coyote Valley Parkway is typified by four-story office buildings, creating a transition to the adjacent residential estate neighborhood.

#### **4. Mixed-Use Areas**

**a. MU1—Office Over Commercial (0.40-1.75 FAR).** Three floors of office over either Neighborhood or Regional Commercial typify this mixed-use designation. This mixed-use designation is found predominately in the Coyote Core and then south-easterly of the lake along the Santa Teresa Boulevard fixed guideway transit corridor.

When the mix of uses includes Regional Commercial it is required for floor area ratio to be in the realm of 1.75 with access to district shared parking structures. The commercial component of this designation would not necessarily be retail uses, but could include service uses, community center, libraries, real estate agents, financial institutions, cafes and bookstores.

In areas with Neighborhood Commercial the floor area ratio should be 0.40, with either on-site surface parking or on-street parking. These areas would generally be located in transition zones between workplace locations and residential development. The commercial component of this designation would not necessarily be retail uses, but could include

neighborhood service uses such as hair salons, pharmacies, dry cleaners, cafes and bookstores.

**b. MU2—Residential Over Optional Office (1.00-1.40 FAR).** Two or three floors of residential over optional office typify this mixed-use designation. These areas could transition over time to office uses, as the need grows. The floor area ratios for these areas would be between 1.00 and 1.40. Parking for this designation would include all residential parking within the structures and office parking either in district parking or on the street. Live/work is allowed under this designation with a requirement that transit or district/public parking and a neighborhood park be available within 1,500 feet. Live/work lofts are typified by up to six-story /town homes with district parking for jobs and on-site parking for residences. Designations within 1,500 of the lake should include about 25% of high rise residential development (up to 18 floors over four floors of office) at up to 3.50 FAR.

**c. MU3—Residential Over Commercial/Retail (1.40-1.75).** Three or four floors of residential over either Neighborhood or Regional Commercial typify this mixed-use designation. The floor area ratios range from 1.40 to 1.75. All residential parking is provided within the buildings. Parking for Regional Commercial would be located in shared district parking structures or on-street parking; Neighborhood Commercial parking would be either surface parking or on-street parking. The areas with Regional Commercial would be predominately located in the Coyote Core, including along the pedestrian promenade connecting the Caltrain station to the lake area, and on either

side of Coyote Valley Boulevard south of the Central Commons. Live/work is allowed under this designation with a requirement that transit or district/public parking and a neighborhood park be available within 1,500 feet. Live/work lofts are typified by up to six-story /town homes with district parking for jobs and on-site parking for residences.

### **5. Public Park/Open Space**

Public Parks, like neighborhood and community parks, should be provided

within the Coyote Valley area consistent with the requirements of the City's Parklands Dedication Ordinance/ Park Impact Ordinances as a minimum requirement. Major parks like the International Park around the proposed lake and other open space areas should also be provided in order to give a sense of place to this new urban community. These features are in addition to the requirements of the PDO/PIO. These new parklands should primarily serve the residents and workers living and visiting the Coyote Valley area. The land

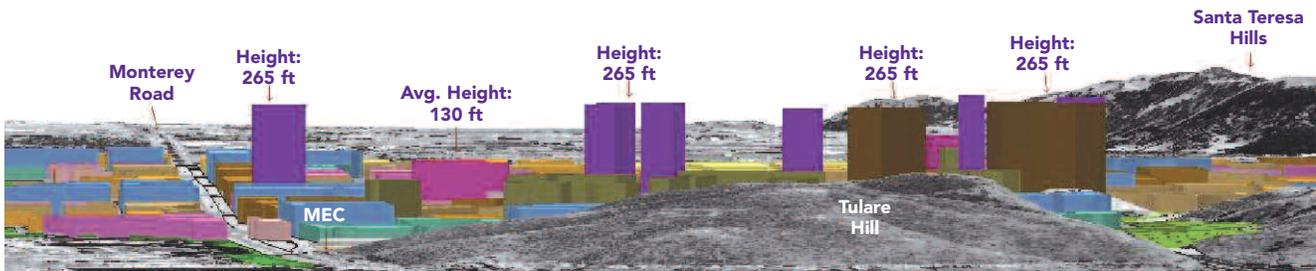
use plan identifies potential public park locations and configurations that should provide existing and future residents, employees, and transit users' adequate access to parks and open space.

### **6. Public/Quasi Public**

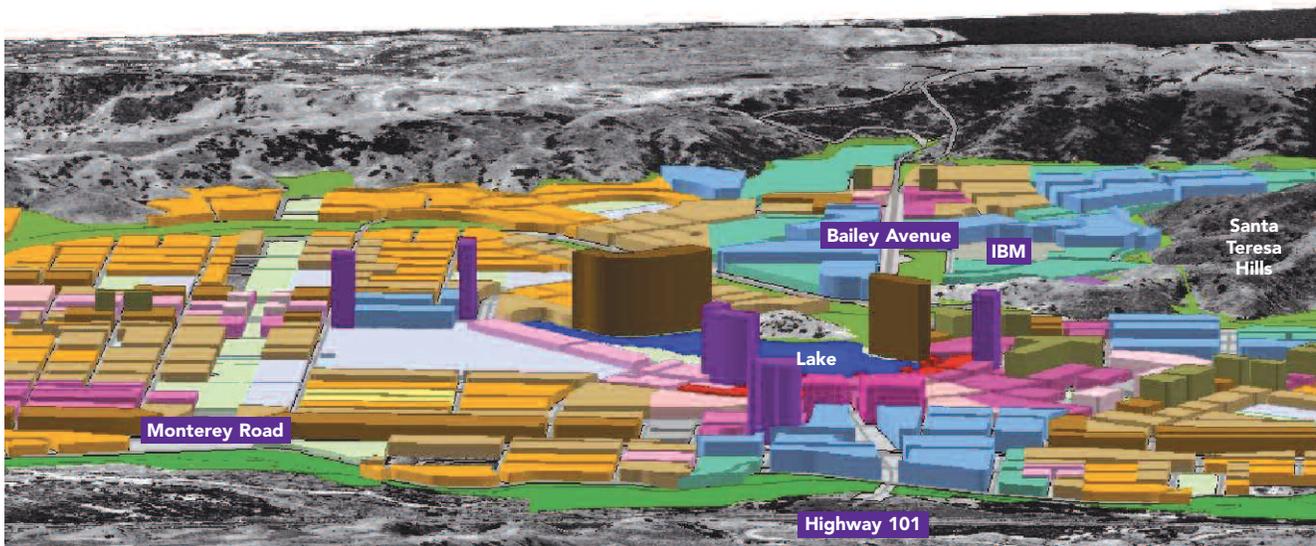
This category is used to identify public land uses, such as schools or lands owned by public agencies.

**ILLUSTRATIVE PLAN AND DEVELOPMENT PROGRAM** The illustrative plan (Figure 12) illustrates how Coyote Valley could potentially build out in conformance with the City Council’s Vision and the Guiding Principles of the plan. It indicates only one potential development scenario, and the actual build out would probably vary from this illustrative. As envisioned by the illustrative plan, full buildout would include approximately 25,690 new residential units, 2,636,000 square feet of commercial use, and 17,744,000 square feet of industrial/workplace use.

**FIGURE 13: ILLUSTRATIVE RENDITION OF LAND USE DENSITIES AND INTENSITIES**



**FIGURE 14: ILLUSTRATIVE RENDITION OF MAXIMUM HEIGHTS**



## PLANNING AREAS

The urban areas of the CVP have been divided into 12 Planning Areas, A to L, to facilitate an understanding of its scale and complexity. The Planning Areas (Figure 15) reflect a diversity of neighborhoods, and are more fully described in Appendix 1, the Planning Areas Detail. In the Planning Areas Detail, Planning Areas are broken up into the following six major sections each of which is discussed comprehensively:

- Urban Design Overview
- Response to Existing Environmental Footprint
- Public Realm
- Non-Vehicular Circulation
- Private Realm
- Urban Form

## FIGURE 15: PLANNING AREAS DIAGRAM

