SECTION 2.0 DESCRIPTION OF THE PROPOSED PROJECT

For the purposes of this EIR, the CVSP Area is defined as all three areas of the Coyote Valley; the North Coyote Campus Industrial (NCCIA), Urban Reserve, and Greenbelt Areas. The "CVSP Development Area" or "Development Area" is a subset of the "CVSP Area" and only contains the portions of the Valley proposed for urban development, or the North Coyote Campus Industrial and Urban Reserve Areas. The Greenbelt area is not proposed for urban development or annexation to the City of San José. It is included in the planning process to ensure its preservation as a permanent non-urban buffer between the cities of San José and Morgan Hill.

2.1 Introduction and Overview

The City's overall vision for Coyote Valley, as stated in the San José 2020 General Plan, is a unique, vibrant, balanced community, where people live, work, learn, shop, worship, and play. The CVSP proposes the location and intensity of land uses, plans for infrastructure and community service needs, formulates financing and implementations programs, and determines the phasing of plan elements, as necessary.

Because of the potential sensitivity of several environmental resources in Coyote Valley, and the City's desire to create a model community based on innovative planning and design, the CVSP is based on a new approach, which involves a shift from a land planning driven process to one that evolves from the existing natural environment or Environmental Footprint.

The Environmental Footprint for Coyote Valley identifies, assesses and categorizes the important systems of ecology and historical features in the Coyote Valley landscape which have implications for planning and urban development. The Environmental Footprint has been a tool in the development of the potential future uses for the specific plan, and was the starting point for CVSP's infrastructure planning, land planning, and urban design.

With this approach, the public realm, comprised of open spaces, streetscapes and connections, becomes the framework of the new community. All land uses that are outside the private property of individual landowners including parks, water features, community facilities and transportation infrastructure are included in the public realm. The character and design of the public realm would be defined with reasonable certainty, and endure the changes that are bound to occur on private properties during the projected 25 - 50 year build-out of the community, depending upon market conditions.

It is anticipated that the CVSP Development Area will ultimately be a community of up to approximately 70,000 – 80,000 residents. The actual population at build-out will depend upon the number of persons per household (currently 3.2 based on 2000 Census data) and the actual mix of the different residential densities and housing types expected. The urban design approach for Coyote Valley focuses on the guiding principles of a sustainable, pedestrian and transit-oriented community, containing a mix of uses that utilize land efficiently.

The CVSP includes land uses such as workplace, residential, retail, and mixed use development, as well as structured/shared parking, and new roadways. The new roadways include a main multi-functional Parkway. An extension of Bailey Avenue to the southwest towards the Almaden Valley

would be considered in the future once it is required for development to proceed. The Plan includes an internal fixed guideway Bus Rapid Transit (BRT) system with a connection to a proposed multi-modal Caltrain station on the west side of the existing Caltrain line. Additionally the plan includes schools, a library, a community center, parks, trails, playfields, and services and utilities. Also, the CVSP includes a lake and urban canal, and proposes to relocate and restore Fisher Creek, and maintain a permanent non-urban buffer or Greenbelt in south Coyote Valley. The proposed project is anticipated to build-out over a 25- to 50-year timeframe, depending on economic conditions. The approximate acreages of these components are included in Table 2.0-1. The land use components of the Plan are described briefly below and illustrated on Figure 2.0-1, CVSP Draft Land Use Plan and on Figure 2.0-2, the Illustrative Plan.

TABLE 2.0-1
APPROXIMATE GROSS ACREAGES FOR CVSP PROJECT COMPONENTS*

Component	Acreage	% of Developed Acreage (3,783 Acres)
Residential	1,402	37.0
Commercial	45	1.2
Industrial Workplace	564	14.9
Existing Workplace (IBM)	15	0.2
Mixed-Use	199	5.3
Total Developed Areas	**3,783***	100

*The total 3,783 developed acres includes 3,500 acres in the North and Mid-Coyote Valley, as well as lands below the 15 % slope line.
This total acreage includes residential, commercial, industrial workplace and mixed-use acreages as well as acreage for utilities, district shared parking, open space/parks, schools or infrastructure (not listed in the table).

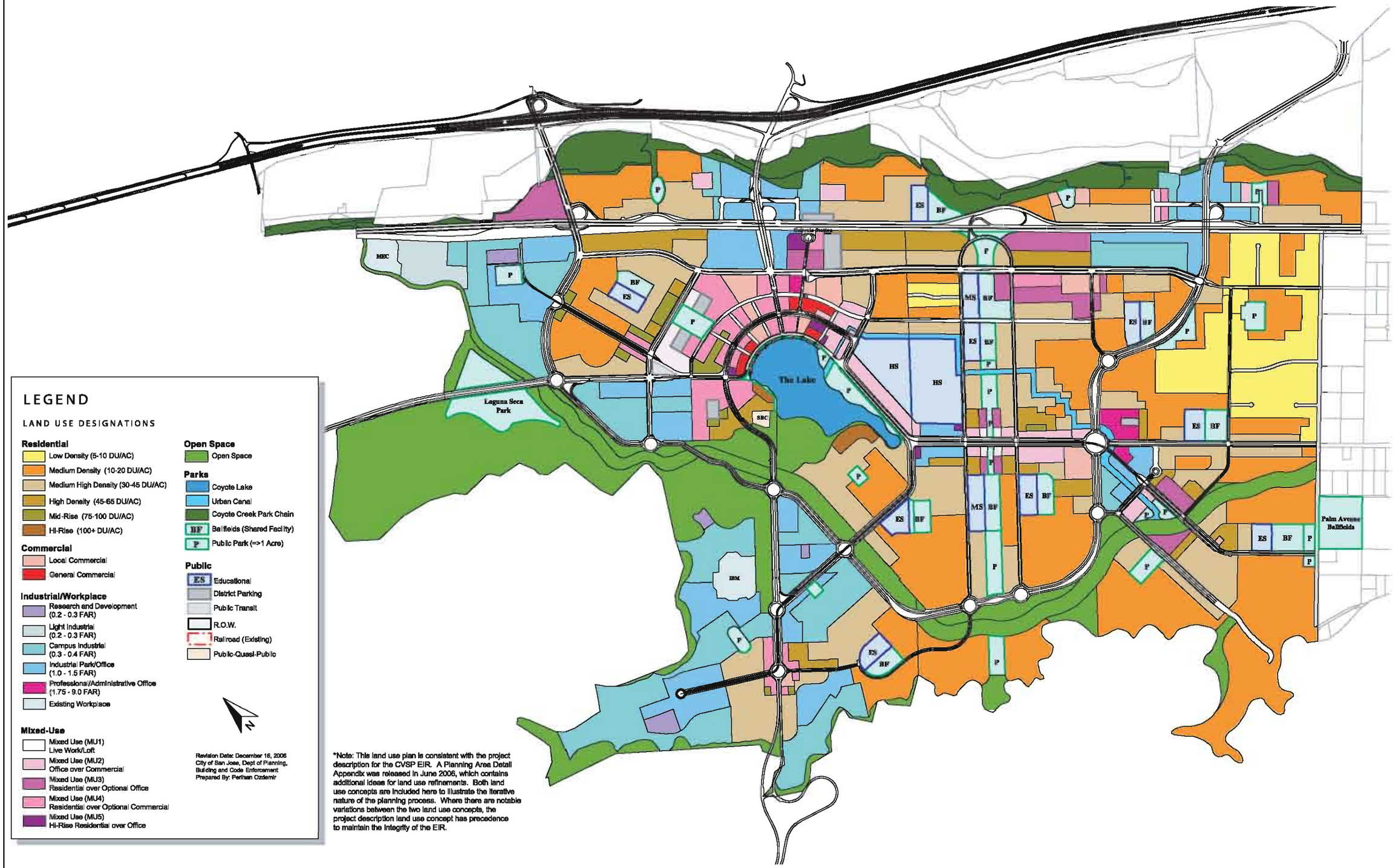
TABLE 2.0-2
JOBS AND HOUSING UNITS IN CVSP

Total Industry-Driving Jobs*	Total Housing Units
50,000	26,400

*This includes 50,000 industry-drivng jobs (all jobs except government and retail jobs). There would be an additional approximately 5,000 non-industry-driving jobs in Coyote Valley.

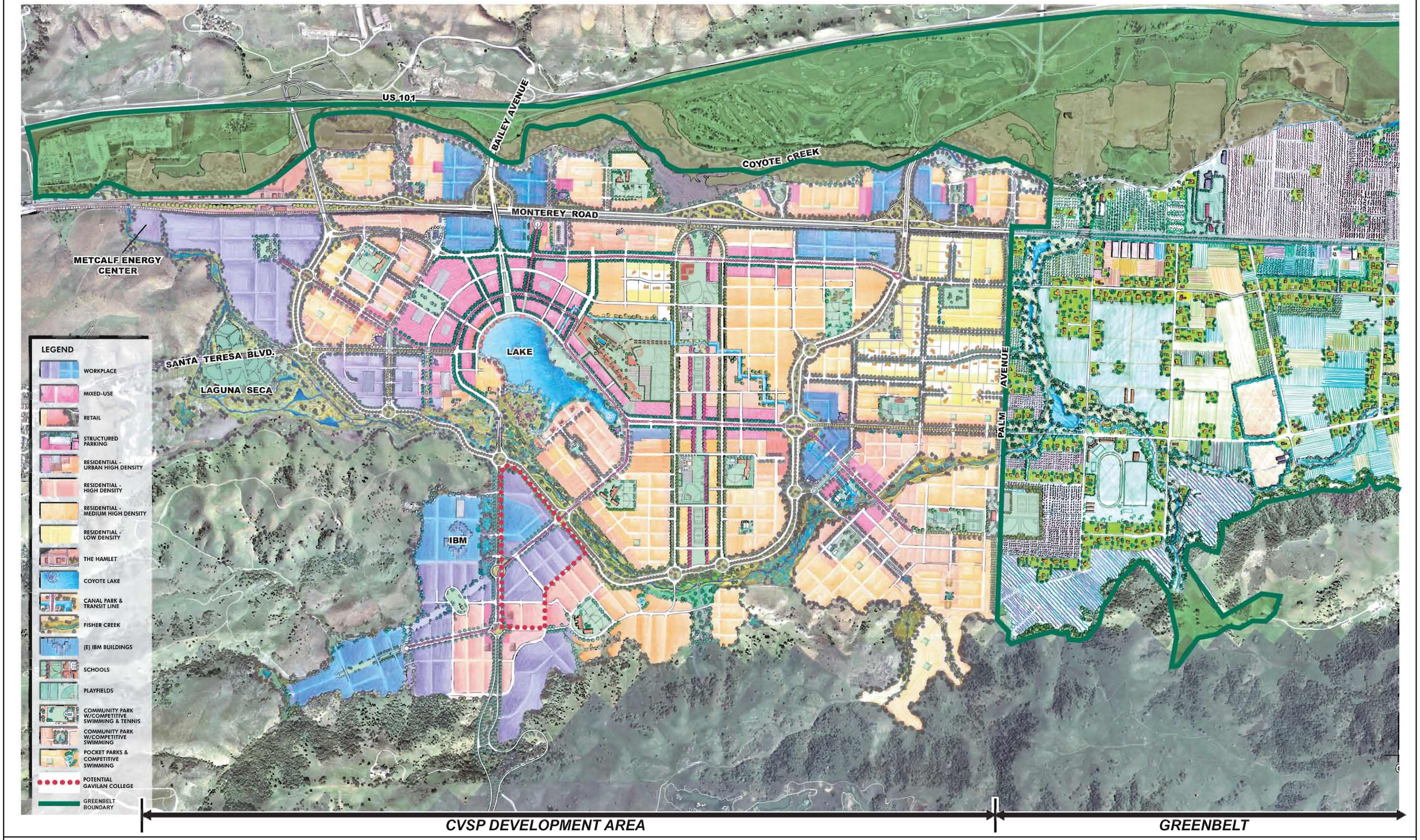
Note: There may be minor differences between the numbers in the EIR and the numbers in the Land Use Plan tables. The round numbers in the EIR reflect the program level of the EIR.

The Coyote Valley Specific Plan would be incorporated into the City's General Plan in the form of a new *Coyote Valley Planned Community* land use designation at the time the plan is adopted. The existing *North Coyote Campus Industrial and Coyote Valley Urban Reserve* designations would be replaced with the *Coyote Valley Planned Community* designation. Additional General Plan Land Use/Transportation Diagram and text amendments are explained at the end of the section.



DRAFT LAND USE PLAN

FIGURE 2.0-1



ILLUSTRATIVE PLAN

FIGURE 2.0-2

TABLE 2.0-3
LAND USE MATRIX

Land Use	Typologies	Net Density DU/AC	Floor Area Ratio	Gross Acres	Max. Units	Max. Com. Bldg. Area (Sq. ft.)	Max. Ind. Bldg. Area (Sq. ft.)	Height	Stories
Residential									
Low Density Residential	R6	5-10	N/A	151	355	N/A	N/A	30	2.5
Medium Density Residential	R7/R8/R9	10-20	N/A	659	6,394	N/A	N/A	35	2.5/3
Medium-High Density Residential	R4/R5	20-45	N/A	463	10,467	N/A	N/A	45	3
High Density Residential	R3	45-65	N/A	105	3,889	N/A	N/A	60	4.5
Mid-Rise Residential	R2	75-100	N/A	16	1,176	N/A	N/A	120	10
Hi-Rise Residential	R1	100+	N/A	8	372	N/A	N/A	265	20+
				1,402	**22,653**				
Commercial									
Neighborhood Commercial	LR	N/A		37	N/A	317,100	N/A	45	1-3
Core/Regional Commercial	RR	N/A		8	N/A	202,500	N/A	45	1-3
				45		**519,600**			
Industrial/Workplace									
Research and Development	W4	N/A	0.20-0.30	8	N/A	N/A	97,636	20	1
Support Industrial	W9/W10	N/A	0.20-0.30	27	N/A	N/A	135,020	20	1
Campus Industrial	W1/W3	N/A	0.30-0.40	296	N/A	N/A	3,484,307	25/50	2/4
Industrial Park/Office	W2/W5	N/A	1.00-1.50	222	N/A	N/A	7,092,832	65/85	4/7
Professional/Administrative Office	W6/W7/W8	N/A	1.75-9.00	11	N/A	N/A	1,329,947	50/85/240	4/7/20
				564			**12,139,743**		
Mixed-Use									
Live Work/Loft (MU1)	M1/M3	N/A	1.40-1.75	13	311	0	155,500	75	6
Office over Commercial (MU2)	M4/M5	N/A	0.40-1.75	49	0	708294	2,493,700	45	4
Residential over Optional Office (MU3)	M8/M9	N/A	1.00-1.40	62	1,862	0	135,900	45	4
Residential over Commercial (MU4)	M6/M7	N/A	1.35-1.75	72	1,310	351788	0	45	4
Hi-Rise Residential over Office (MU5)	M2	N/A	3.50+	3	258	0	100,500	265	20+
				199	**3,741**	**1,060,082**	**2,885,600**		
TOTAL				**2,210***	**26,394**	**1,579,682**	**15,025,342**		

* Does not include acreages for existing utilities, District-shared parking, open space/parks, schools, or infrastructure.

Parking for the various land uses would be provided on-site, and through on-street parking, as well as District-shared parking structures as described below. District-shared parking structures, providing approximately 41,500 spaces and would be located throughout the central portion of the development area in proximity to workplace, mixed use designations, and the multi-modal transit Caltrain station on the west side of Monterey Road, as shown on Figure 2.0-1.

The amount of "greenspace" for the various uses is quantified below. Greenspace is essentially permeable landscaped areas. The project would also include the use of permeable materials in hardscape areas, as appropriate.

2.1.1 Land Use Designations

To achieve the CVSP Project Objectives, 18 land use designations have been formulated for the Plan. For each land use designation, the precise building typology description and a summary of where these land use designations are used is provided below. The land use designations are also shown on Figure 2.0-1.

2.1.2 Residential Development

A total of approximately 26,400 dwelling units are included in the Residential component of the CVSP (approximately 3,750 of which are included in the Mixed Use development). These residential units are divided into six housing types with densities ranging from 5 to 100 dwelling units per acre. All parking for residential uses would be provided within the specific housing developments. At least 20 percent of the dwelling units would be deed-restricted, below market rate units, spread throughout the CVSP Development Area. Figure 2.0-3 shows the planning areas referred to in the sections below. The basic parameters of each of these housing types are described below.

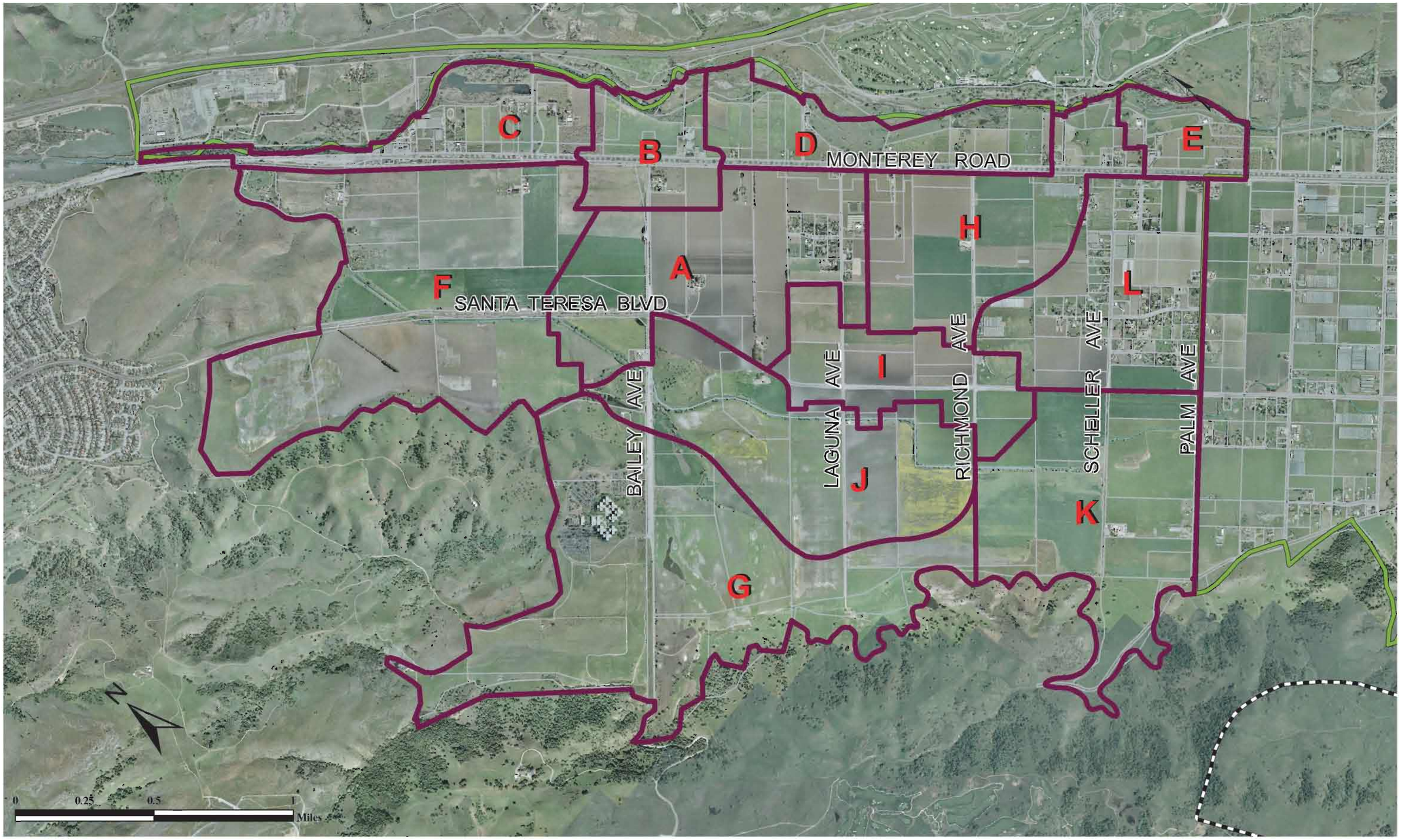
Low Density: (5-10 DU/AC). Lots ranging from about 4,000 square feet to 8,000 square feet typify this density range. This density range would provide for the creation of single-family lots that would function as transitions between the existing large lot estate lots in Planning Areas A and L and the new higher urban densities. This designation is only used in very limited locations; however, to preserve the integrity of the existing neighborhoods it has been necessary to include the low-density designation as a transition zone between these neighborhoods and the future higher density residential developments.

Medium Density: (10-20 DU/AC). This density is typified by three types of single-family detached residences: 1) two-story single family detached residences; 2) two and three-story single family detached cluster or patio homes; and 3) three-story single-family detached cluster residences. The medium density designation is used throughout the Plan 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 hillsides, the realigned Fisher Creek, the Coyote Valley Parkway, the existing residential estate subdivisions in Planning areas A and L, and in proximity to the South Coyote Valley Greenbelt.

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 CVSP; approximately 40 percent.

High Density: (45-65 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 fixed guideway BRT corridor, south of the Lake. Neighborhood-serving commercial uses are encouraged within this designation.

Mid-Rise Residential: (75-100 DU/AC). This density is typified by five to nine-story residential structures with parking provided within the structures. Neighborhood-serving commercial uses are



PLANNING AREAS DIAGRAM

FIGURE 2.0-3

encouraged within this designation. This is one of CVSP's highest urban densities and is found near Coyote Valley Boulevard, Coyote Valley Parkway, and the four-lane collector street in Planning Area F, north of the Coyote Core. This density is also found near the intersection of Santa Teresa Boulevard and Bailey Avenue, and to a limited extent along Santa Teresa Boulevard, south of the Central Commons. This housing type is also found as a gateway element along Bailey Avenue as it approaches Spreckels Hill from the east.

High-Rise Residential: (100+ DU/AC). This density is typified by 22-story, high-rise high-amenity/luxury residential towers, with parking within the structures. This is CVSP's highest density and is proposed on the westerly edge of the central focal lake near Spreckels Hill, and on the southern shore of the lake. Neighborhood-serving commercial uses are encouraged within this designation.

2.1.3 Commercial Development

A total of approximately 1.5 million square feet of Neighborhood, Coyote Core/Regional, and Mixed-Use Retail uses would be within the CVSP Development Area. Neighborhood Commercial includes approximately 317,100 square feet of stand-alone supermarket, gas station, restaurant, general retail, personal service, and movie theater uses located primarily in the central and northern portions of the Development Area. These uses would primarily serve Coyote Valley residents. Coyote Core/Regional Commercial includes approximately 202,500 square feet of stand-alone restaurant, general retail, personal service, and movie theater uses primarily in the Coyote Core area around the central focal lake. Coyote Core/Regional Commercial is expected to draw customers from inside and outside of Coyote Valley. Parking for these two uses would be provided primarily in District-shared structures.

Approximately one million square feet of commercial square footage would be included within the Mixed Use designation, as described in section 2.2.4. The retail uses within the Mixed Use designation would be provided in the ground floors of both office and multi-story residential buildings. Parking for retail uses would be provided in District-shared structures, on-site surface lots, and on-street.

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, and personal service uses. This designation is predominantly found in the Mixed Use areas north and south of Bailey Avenue (east of the Coyote Core area), east of Monterey Road, and around Santa Teresa Boulevard and Coyote Valley Parkway.

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 proposed for the Mixed Use areas around the lake, as well as along the fixed guideway BRT between the lake and the Coyote multi-modal Caltrain Station.

2.1.4 Industrial/Workplace Development

Industrial/Workplace development includes corporate/technical offices, research and development laboratories, professional/service office, and light industrial uses. The CVSP project would result in the creation of approximately 50,000 industry-driving and business support jobs and 5,000 government and retail jobs in the Valley.

Research and Development (0.2 - 0.3 FAR). The Research and Development designation 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. Manufacturing facilities would be limited to pilot plant operations for construction and testing of prototype products. 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. The floor area ratio of these buildings is expected to range from 0.2 to 0.3. The buildings are anticipated to be one-story with on-site surface parking. Research and Development uses would be located west of UPRR and south of the Metcalf Energy Center, east of the existing IBM facility, and northwest of Bailey Avenue at the end of the proposed fixed guideway BRT.

Support Industrial (0.2 - 0.3 FAR). One-story buildings with surface parking and floor area ratios of 0.2 to 0.3 typify this designation. This designation provides for light industrial and manufacturing uses such as warehousing, wholesaling, recycling and light industrial, service industrial, and light manufacturing uses. It also allows commercial/retail establishments that primarily serve employees of businesses located within the immediate industrial area. This designation would allow for CVSP's fixed guideway BRT vehicle storage yard and any necessary municipal storage yards for the City of San José and Morgan Hill Unified School District. Support Industrial uses are proposed on the west side of the UPRR south of the Metcalf Energy Center.

Campus Industrial (0.3 - 0.4 FAR). Campus Industrial development is typified by two to four-story corporate and high technology office uses with floor area ratios between 0.3 to 0.4. This industrial designation allows for a unique campus design concept that takes advantage of natural surroundings and incorporates a substantial amount of landscaping and natural open space. The campus corporate workplace buildings are clustered around pedestrian walkways with surface parking located behind the buildings to ensure that the workplace remains pedestrian and transit-friendly. These areas (located north and west of the Coyote Core area and in some areas along the east and west sides of Monterey Road) may also contain a limited amount of supportive and compatible commercial uses, when those uses are of a scale and design providing support primarily for the needs of businesses and their employees within the immediate industrial area. The uses in this designation are industrial research and development, administration, marketing, assembly, and manufacturing. Warehousing is allowed only when strictly ancillary to the primary uses.

Industrial Park/Office (1.0 - 1.5 FAR). Industrial Park/Office is typified by four to seven-story corporate technology and office buildings with floor area ratios between 0.4 to 1.50, and on-site structured parking. This designation 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, when those uses are of a scale and design providing support primarily for the needs of businesses and their employees within the immediate industrial area. These commercial uses would generally be located within a larger industrial building to protect the character of the area and provide an integrated building mass. Although the predominant structures in this land use would be four-stories, the higher density workplaces (seven-stories), are located on either side of Bailey Avenue between Monterey Road and

Coyote Valley Boulevard, to provide the signature gateway entering Coyote Valley from US 101. These areas are located at the three entries into the Valley from U.S.101, along Bailey Avenue in proximity to IBM, and along Santa Teresa Boulevard south of the Lake and at the southern intersection of Santa Teresa Boulevard and Coyote Valley Parkway.

Professional/Administrative Office (1.75 – 9.0 FAR). Professional/Administrative Office is typified by professional services and office uses in buildings ranging from four to twenty-stories with floor area ratios ranging from 1.75 to 9.0. These professional office uses would typically be served by off-site District-shared parking structures. These professional/office uses would be predominantly located along Bailey Avenue, west of Coyote Valley Boulevard. The corporate workplace center at Santa Teresa Boulevard and Coyote Valley Parkway would be typified by four-story office buildings, creating a transition to the adjacent residential estate neighborhood.

2.1.5 Mixed Use Development

The CVSP includes a total of over 10 million square feet of Mixed Use development to include Workplace and Retail development, and approximately 4,000 Residential units. Parking would be provided on the development sites, in District-shared parking structures, and on-street. The basic parameters of each of these housing types are described below.

Live Work/Loft (MU1). The Mixed-Use 1 (MU1) designation is typified by six-story Live Work/Loft or town homes with District-shared parking for jobs and on-site parking for residences. These uses would have floor area ratios of between 1.40 and 1.75. The MU1 designation is intended to provide a concentration of workers and residents within proximity to the fixed guideway BRT, neighborhood parks, and the Coyote Core area.

Office Over Commercial (MU2). Three floors of office over either Neighborhood or Regional Commercial typify this mixed-use designation. The majority of this designation is found in proximity to Regional Commercial areas. In these areas, floor area ratios would be approximately 1.75. Parking in these areas would all be located in District-shared parking structures. This mixed-use designation is found predominately in the Coyote Core and then south along the Santa Teresa Boulevard fixed guideway BRT corridor between the Coyote Core and Coyote Valley Parkway. The commercial component of this designation would not necessarily be retail uses, but could include service uses, community centers, real estate offices, and financial institutions.

In areas with Neighborhood Commercial, the floor area ratio would be approximately 0.04. In these areas, parking would be either surface parking within the development or on-street. These areas are located in small neighborhood mixed-use centers that provide transitions between Workplace locations and residential development (i.e., east of Monterey Road and between the Workplace development and Fisher Creek in Planning Area K). The commercial component of this designation would not necessarily be retail uses, but could include neighborhood service uses such as hair salons, pharmacies, and dry cleaners.

Residential Over Optional Office/Commercial (MU3). Two or three floors of residential over optional office or commercial typify this mixed-use designation. These areas could transition over time to office uses, as the need grows. The floor area ratios for this designation would be between 1.00 and 1.40. Parking for this designation would include all residential parking within the structures and office parking on the street. These areas are predominately located behind the higher density mixed-use areas along Coyote Valley Boulevard south of the Central Commons perimeter streets,

facing the Central Commons on either side of Santa Teresa Boulevard, as part of the transit village in Planning Area K, and in Planning Area C around the Hamlet.

Residential Over Commercial/Retail (MU4). Three or four floors of residential over either Neighborhood or Regional Commercial typify this mixed-use designation. The floor area ratios range from 1.35 to 1.75. All residential parking is provided within the structures (as shown on the Land Use Map, Figure 2.0-1). Parking for Regional Commercial would be located in District-shared parking structures or on-street; 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 retail "Main Street", on either side of Bailey Avenue west of Santa Teresa Boulevard. The areas with Neighborhood Commercial would be found along either side of Coyote Valley Boulevard south of the Central Commons, and on either side of the fixed guideway BRT corridor north of the collector street in Planning Area F.

High-Rise Residential Over Office (MU5). This designation provides for 18 floors of residential over four floors of office. The floor area ratio would be approximately 3.5+. This provides for structured parking for residents and District-shared parking for the office uses. This designation is located near the lake in the Coyote Core and along Santa Teresa Boulevard south of the lake.

Public Park/Open Space. This designation is used for park and open space areas throughout the CVSP including neighborhood and community parks, the Central Commons, the Laguna Seca and Greenbelt ballfields and the International Park and others noted on Figure 2.0-1.

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

2.1.6 Project Phasing

As mentioned in Section 1.3, the San José City Council adopted a text amendment to the San José 2020 General Plan (GP01-T-33) on November 20, 2001, which modified the timing of the Prerequisite Conditions ("triggers for development") to allow the preparation of a Specific Plan for the entire Coyote Valley prior to meeting the Prerequisite Conditions. This General Plan amendment (GP01-T-33) allowed for the preparation of the CVSP, however the following conditions are prerequisite to the City Council's adoption of a [Coyote Valley] specific plan, the Planned Community designation, and any residential zoning approvals for property in the North and Mid-Coyote Valley:

1. Five thousand (5,000) new jobs should be added, as evidenced by the issuance of building permits sufficient to accommodate such growth, to the 2,000 existing jobs (1990) in the North Coyote Valley Campus Industrial Area as part of a continuing demonstrated interest in North Coyote Valley as a location for industrial development.

2. The City's fiscal condition should be stable, predictable and adequate in the long term. This determination should be based on:

    - A five year economic forecast for the City which projects a balanced budget or budget surplus for each of the forecast years.
    - City services must be at least at the same level as they were in 1993, throughout the City. At least the following quantifiable services should be considered in this assessment: police response time, police personnel per capita, fire response time, fire

personnel per capita, library books per capita, library floor space per capita, hours open at Main and branch libraries, and community center floor space per capita.

- Reasonable certainty that the City's basic fiscal relationship with the state or other levels of government will not be significantly altered during the period of the five year economic forecast.

Although the San José 2020 General Plan Prerequisite Conditions preclude the San José City Council from adopting the CVSP before the above triggers are met, General Plan text language is proposed to allow incorporation of the Coyote Valley Planned Community (CVPC) into the General Plan, while retaining the Prerequisite Conditions for development of CVSP. The CVPC would incorporate all components and provisions of the Coyote Valley Specific Plan (CVSP) including goals, objectives, policies, land use designations and implementation strategies.

The expected outcomes, as described in Section 1.4, provide that the Coyote Valley Specific Plan must develop trigger mechanisms to ensure that increments of housing may not move forward until the appropriate number of jobs are constructed in a parallel timeline to maintain a jobs/housing balance in Coyote Valley. Until the CVSP is adopted by the San José City Council, and the triggers and prerequisites are amended by the City Council, the current prerequisites and triggers in the San José 2020 General Plan shall be adhered to.

The financing, phasing and implementation strategies for the CVSP are under preparation. The phasing of project construction would be current with implementation of the major infrastructure elements and would guide orderly growth in the Coyote Valley.

2.1.7 Transportation System

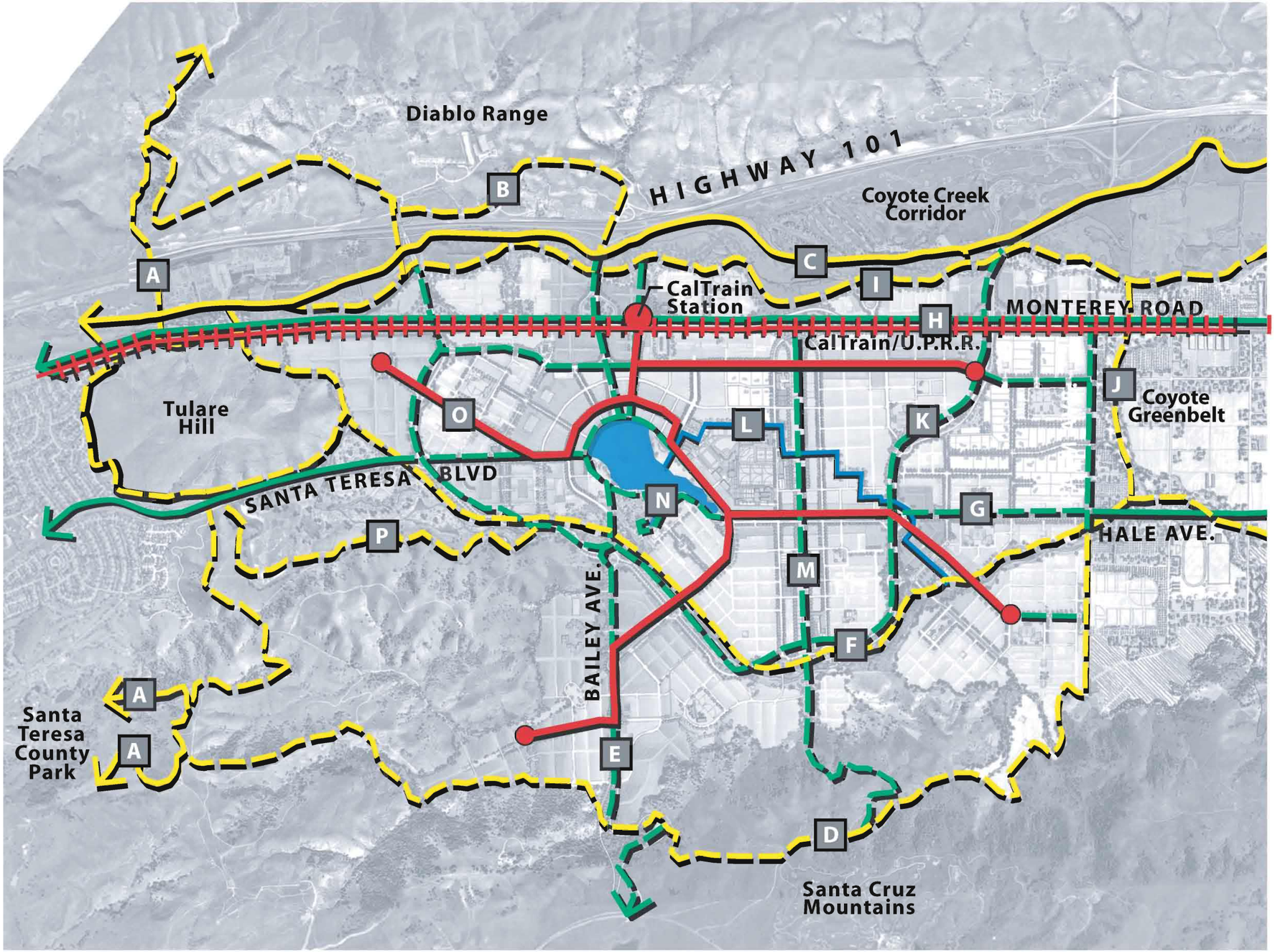
The proposed CVSP includes a transportation system comprised of a public transit system, bike/trails system, and roadway network as shown on Figures 2.0-4 and 2.0-5. The components of the transportation system are described below. Pervious ground surfaces would be approximately 35 to 40% of the total land area of the major components of the roadway system (the Parkway, the North/South Arterial, couplet, Monterey Road, and Santa Teresa Boulevard). The project includes three new pedestrian and vehicular crossings over/under Monterey Road and the UPRR tracks.

2.1.7.1 *Public Transit System*

The CVSP public transit system consists of three components; CALTRAIN, the Countywide VTA bus system, and an internal Coyote Valley fixed guideway BRT system. Each of these components is described below.

Caltrain service is a regional transportation system with commuter trains running between the City and County of San Francisco and the City of Gilroy. Caltrain runs on tracks located adjacent to the western side of Monterey Road. The CVSP includes a new multi-modal Caltrain station to be located on the west side of Monterey Road, south of the Monterey Road and Bailey Avenue interchange, shown on Figure 2.0-4. The provision of a new Caltrain station was previously included as a condition of approval for the completion of the CVRP project.

Future bus routes have yet to be determined by VTA but are expected to run on Monterey Road, Santa Teresa Boulevard north and south and/or on a north-south arterial paralleling Monterey Road (referred to as the North/South Arterial or Coyote Valley Boulevard), and the Coyote Valley Parkway (see map and description below). There is expected to be shuttle bus service between



LEGEND

Ped, Bike, Horse Trail
- Existing
- Proposed

Ped, Bike Trail
- Existing
- Proposed

- Rail Road
- Canal Park
- Transit

		Country Trail #
A	Bay Area Ridge Trail	(R5)
B	Juan Bautista de Anza National Historic Trail	(R1)
C	Coyote Creek / Llagas Creek Sub-Regional Trail	(S5)
D	West Valley Trail	(S6/R1-A)
E	Bailey Avenue Trail	(C20)
F	Fisher Creek Trail	
G	Santa Teresa Bike Route/ Calero Trail	
H	Monterey Road Bike Route	
I	Coyote Creek West Trail	
J	Wild Life Corridor	
K	Parkway Loop	
L	Urban Canal Walk	
M	East-West Hillside Trail	
N	Lake Loop	
O	Transit	
P	Laguna Seca Equestrian Trail	

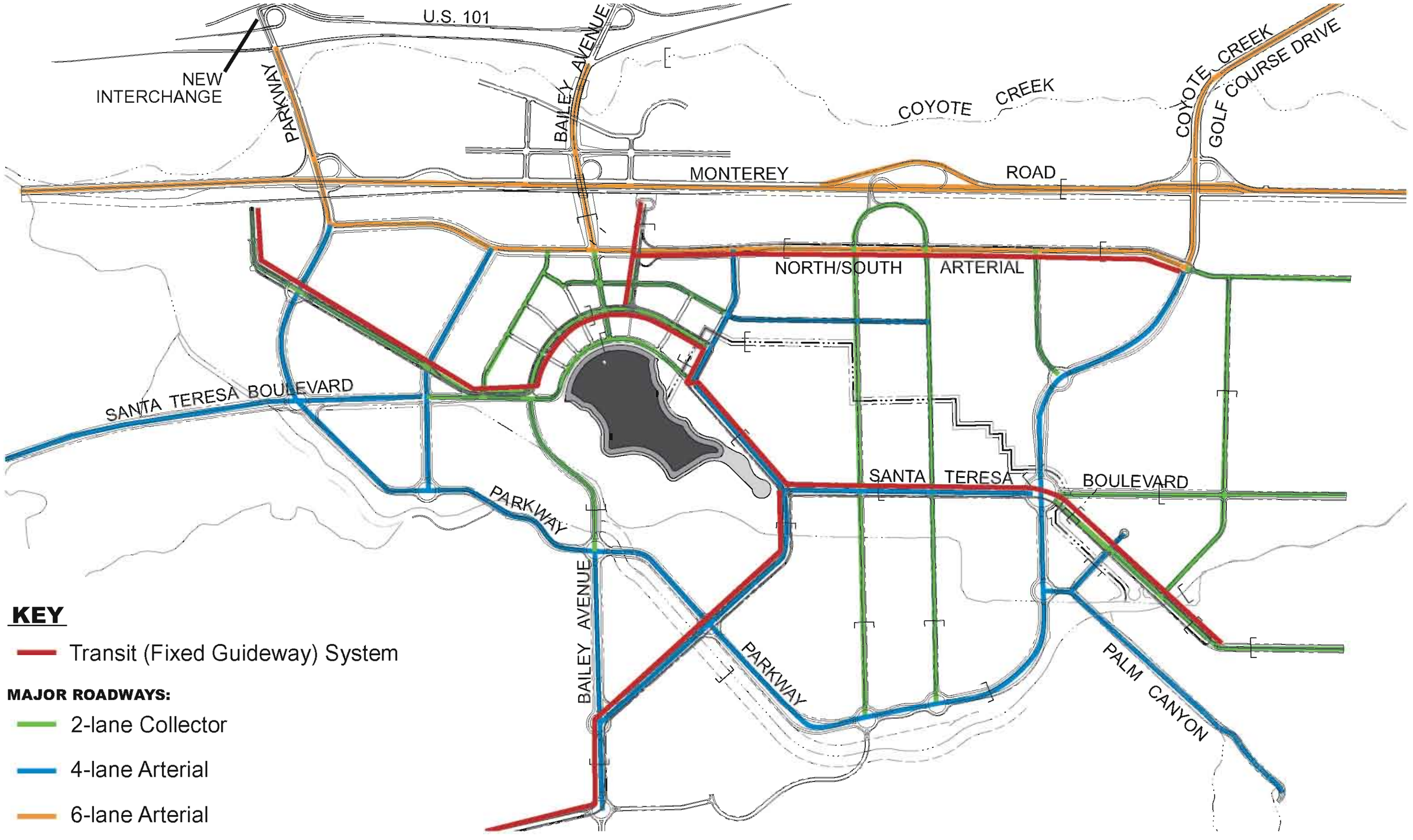
* Wildlife corridor is conceptual only. It could be provided somewhere in the Coyote Valley area.

NORTH

0 2000' 0.5 Mile 1 Mile

TRANSIT AND TRAIL SYSTEMS

FIGURE 2.0-4



CONCEPTUAL CIRCULATION SYSTEM

FIGURE 2.0-5

Coyote Valley and the Santa Teresa LRT (Light Rail Transit) station, located to the north, which is the current southern terminus of the LRT system.

The CVSP includes a free BRT system to serve the needs of those traveling within Coyote Valley. This BRT system would run on a separate right-of way ("fixed guideway") adjacent to roadway travel lanes, dedicated exclusively for transit use. This transit right-of-way, which would generally be 14 feet wide, consists of five routes extending out from the central focal lake area as shown on Figure 2.0-4. Transit stops on this system would generally be spaced about 2,000 feet apart. Eventually, this BRT system could be converted to a future internal light rail system with a connection to the existing Light Rail Transit (LRT) to the north, if LRT is extended south into Coyote Valley in the future. The transit system would also provide a connection to a future multi-modal Caltrain station to provide regional transit access to and from Coyote Valley.

2.1.7.2 *Bicycle and Trail System*

The CVSP includes a system of pedestrian, equestrian, and bicycle facilities shown on Figure 2.0-4. The equestrian trails are located along Coyote and Fisher Creeks and in the Greenbelt. Equestrian trails would be also located around the toe of Tulare Hill and extend west to the Santa Teresa Hills/Santa Cruz Mountains.

A system of bike lanes and facilities are also incorporated into the transportation system. Most of these bike lanes are adjacent to and part of the roadway system. Pedestrians are accommodated throughout the street system of CVSP as well as on the trail system.

2.1.7.3 *Roadway System*

The Coyote Valley Specific Plan roadway system consists of a parkway, arterials, collectors, and local streets, as shown on Figure 2.0-5. US Highway 101 is a divided eight-lane freeway running north-south through Coyote Valley and connects to Highways 85 and I-680/280 to the north of Coyote Valley. The CVSP includes one new interchange (Coyote Valley Parkway) and improvements to two existing interchanges with US Highway 101 to allow access to CVSP by way of three arterials; existing Bailey Avenue and Coyote Creek Golf Drive and future Coyote Valley Parkway. The CVSP includes a roadway system to serve traffic within Coyote Valley and traffic moving through the Valley. Some of the major components of this system are shown in attached figures and are also described below.

Monterey Road is planned as a four-lane arterial (within a 6-lane right-of-way reservation) that would serve traffic moving north and south through Coyote Valley. Monterey Road would also serve future Coyote Valley development located to the east of Monterey Road where collectors would extend to connect to Monterey Road. There are four grade separated interchanges along Monterey Road, three of which are six-lane arterials; the Parkway, Bailey Avenue, and Coyote Creek Golf Drive. An additional grade separation would be located at the one-way couplet (at the Central Commons area, previously Laguna Avenue), as described below. At the Coyote Creek Golf Drive and Laguna Avenue grade separations, the lanes of Monterey Road would be relocated slightly to the east to create room for southbound connector ramps.

The North/South Arterial (also called Coyote Valley Boulevard) is a four-lane north-south arterial (with a 6-lane right-of-way reservation that will be used in the interim for on-street parking) that would be located parallel to, and west of Monterey Road. The central and south sections of the North/South Arterial would include side-running transit and the north end of the North/South Arterial would not include transit.

Santa Teresa Boulevard extends through Coyote Valley as an arterial ranging from four lanes to two lanes, bending easterly around the proposed lake. The right-of-way widths would range between 78 feet around the lake and 186 feet in the central and southern portions of the CVSP Development Area, where transit is included in the right-of-way. The two-lane cross-section of Santa Teresa Boulevard with transit is shown on Figure 2.0-6. The four-lane cross-section of Santa Teresa Boulevard with transit is shown on Figure 2.0-7.

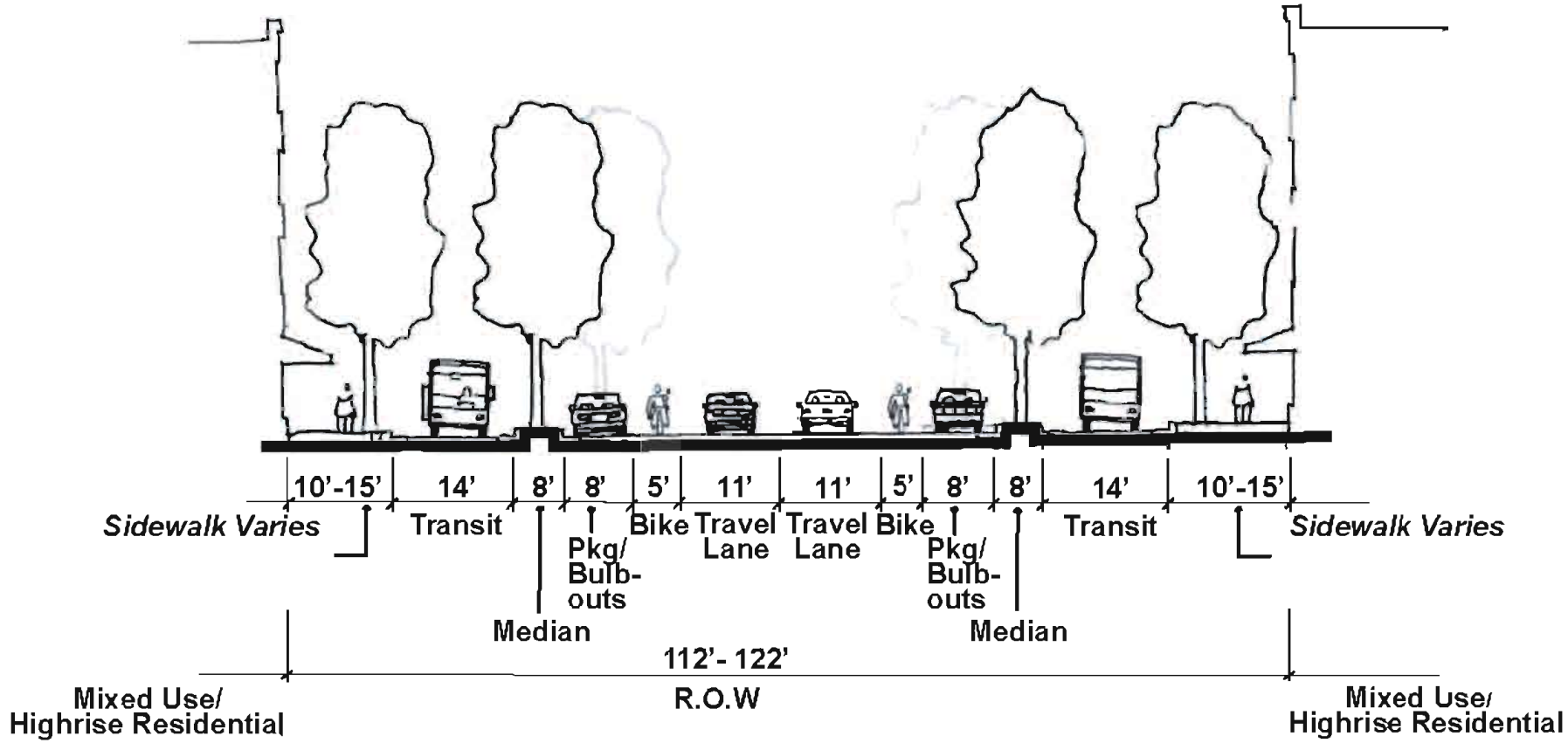
Coyote Valley Parkway Interchange is a six-lane arterial that would extend west from a new northern interchange with US Highway 101 to the westerly side of Monterey Road where it would intersect with the North/South Arterial. There would also be an interchange where Monterey Road connects to the Parkway.

The Parkway is a densely landscaped 4-lane arterial with a series of unsignalized roundabout intersections that provide for higher vehicle volumes at slower speeds, with a vegetative swale in the center and on the sides. On the westerly side of the North/South Arterial, the Parkway extends west then south and southeast crossing Santa Teresa Boulevard ultimately connecting with the western extension of Coyote Creek Golf Drive. A cross-section of the Parkway is shown on Figure 2.0-8. Roundabout pedestrian crossings would generally occur at-grade, similar to typical pedestrian striped crossings, while grade-separated under-crossings are proposed at certain trail crossing locations where feasible. Bike lanes are proposed along the Parkway. Equestrian trails extend along the Parkway where it is located adjacent to Fisher Creek.

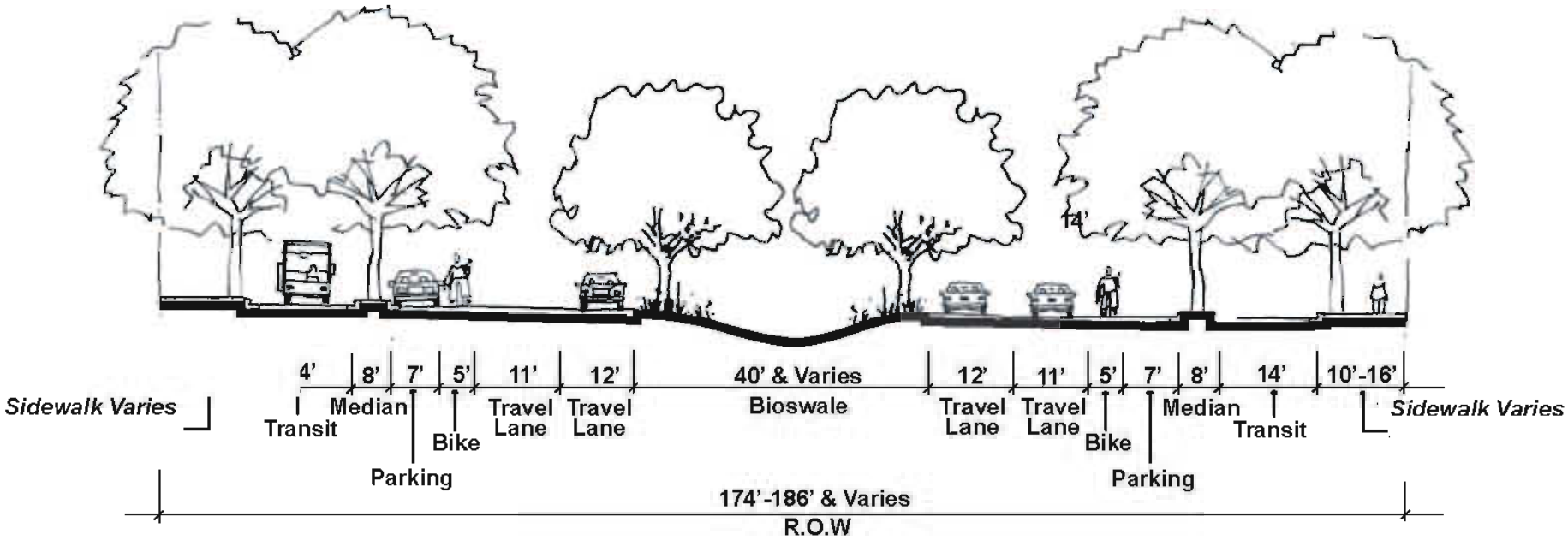
Bailey Avenue extends as a six-lane arterial west from its interchange with US Highway 101 to the westerly side of Monterey Road where it intersects the North/South Arterial. There is an existing interchange at Bailey Avenue and Monterey Road that provides for a single loop-ramp connection from Bailey Avenue onto Monterey Road on the north side of Bailey Avenue. The Bailey/Monterey Interchange would be modified to add a loop ramp on the south side of Bailey Avenue, and modify the existing connector to tie into the local roadway network east of Monterey Road. As Bailey Avenue continues on into the Core of the project area, the six-lane arterial reduces down to a 4-lane collector, and eventually into a curving two-lane "Retail" arterial with side-running Transit in the vicinity of the lake. On the west side of Coyote Valley, Bailey Avenue is planned to be extended as a four-lane arterial (two lanes in each direction) over the Santa Teresa Hills northwesterly to connect with McKean Road and ultimately with the southern end of Almaden Expressway. The area in which the roadway would eventually be constructed is shown on the City of San José's General Plan, and two alternative alignments are under consideration as shown on Figure 2.0-9.

Coyote Creek Golf Drive is a six-lane arterial that would extend west and northwest from its interchange with US Highway 101 to an intersection with the North/South Arterial. This arterial extends west from the North/South Arterial becoming the Parkway as described above.

Other major arterials include a four-lane east-west roadway, referred to as the "Campus" Roadway, because it provides a direct traffic route from the Campus Industrial workplaces west of North Santa Teresa Boulevard and east of the Parkway, to the North-South Arterial and ultimately on to US-101 freeway access, Another four-lane arterial that includes transit, extends northwest from Santa Teresa Boulevard (just south of the lake) to Bailey Avenue near the existing IBM campus. There are two,



SANTA TERESA BOULEVARD RETAIL WITH TRANSIT CROSS-SECTION FIGURE 2.0-6



SANTA TERESA BOULEVARD WITH TRANSIT CROSS-SECTION FIGURE 2.0-7

17’	8’	10’	6’	11’	13’	40’ min. & Varies	2’	13’	11’	6’	10’	8’	17’
Landscape Buffer	Walk	Bio-Swale (Informal Planting)	Bike	Travel Lane	Travel Lane	Bioswale		Travel Lane	Travel Lane	Bike	Bio-Swale (Informal Planting)	Walk	Landscape Buffer

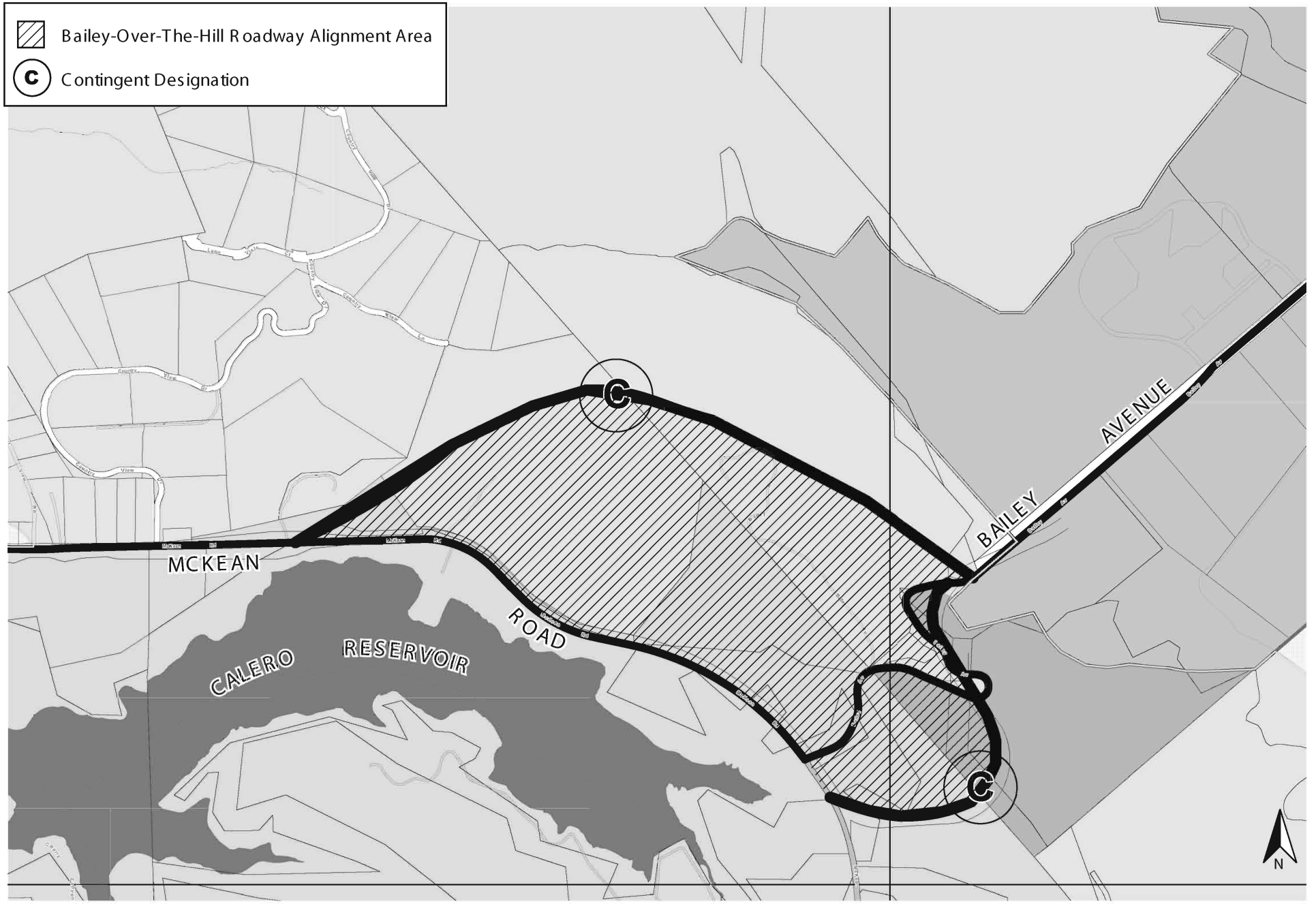
170’ & Varies

R.O.W

Note: Roadways would be sloped toward the median when the median includes stormwater treatment facilities.

PARKWAY WITH FRONTAGE ROAD CROSS-SECTION

FIGURE 2.0-8



GENERAL PLAN : LAND USE/TRANSPORTATION DIAGRAM
BAILEY-OVER-THE-HILL ROADWAY ALIGNMENT AREA

FIGURE 2.0-9

four-lane arterials in the southwestern portion of the CVSP Development Area, one of which is referred to as the "Palm Canyon Internal Roadway."

Couplet around the Central Green is an east-west two-lane (one lane in each direction) couplet extending from near the railroad tracks on the west side of Monterey Road to the Parkway on the west side of the valley. Each of the parallel couplet streets would have two lanes, one in each direction. The couplets are separated by approximately 500 feet with the Central Green between the two couplets. The four-lane Parkway, Santa Teresa Boulevard, and the North-South Arterial intersect the couplets.

Roundabouts would be located at approximately 11 arterial intersections instead of conventional traffic signals. Roundabouts provide safe vehicular intersections, yield more efficiency and greater traffic capacity than conventional signalized intersections. Nine of the roundabouts are expected to be located along the Coyote Valley Parkway, two of which would require signalization for traffic control to allow for BRT vehicles on the fixed guideway to travel through. At-grade and grade-separated underpasses are planned for pedestrian crossings.

Collectors and Local Streets provide roadway connections between arterials and local streets. Collector streets and local streets would have two lanes and include sidewalks and have been laid out in an efficient grid pattern to alleviate traffic flows on major arterials.

2.1.8 Public Services

The proposed CVSP includes public schools, a library, parks, fire stations, and a community center for the residents of Coyote Valley, as shown on Figure 2.0-1. Based upon total population and student generation numbers, the Plan includes: 1) one, 60-acre collegiate-style campus for two high schools (grades 9-12), to be located in the central portion of the CVSP Development Area to the south of the lake; 2) two, 15-acre middle school sites (grades 7-8) with joint-use sports fields (shared use with the City of San José); and 3) nine, nine-acre elementary school sites (grades K-6) (not including the existing Encinal Charter School) with adjoining one acre shared use open fields (similar to the middle schools) to be located throughout the CVSP Development Area and proposed neighborhoods. The total acreage dedicated to public, primary, and secondary schools is 171 acres, of which approximately 55% would be covered with greenspace. Land has also been identified on the south side of Bailey Avenue for the possible future construction of a 55-acre community college (Gavilan) campus.

Parks, playfields and sports fields are proposed throughout the CVSP Development Area at a ratio of approximately 3.0 acres per 1,000 residents, for a total of approximately 245 acres, which conforms to the City's Parkland Dedication Ordinance (PDO) and Park Impact Ordinance (PIO) requirements for the estimated population, as described in Section 4.14.2.4 of this EIR. Between approximately five and 80% of the recreational ground surface would be impervious, depending upon the type of individual park uses. Park uses would include community parklands and gardens, a festival park, dog parks, community orchards, neighborhood parks, bicycle/pedestrian/equestrian trails, and pocket parks. Playfields without lighting are proposed within the southern Greenbelt area, west of Monterey Road. Playfields with some lighting are proposed for the Laguna Seca area in the northern portion of the CVSP Development Area on both sides of Santa Teresa Boulevard.

The parks to be developed as part of the CVSP shall be subject to the City's PDO/PIO which limit the ratio to 3.0 acres of parkland per 1,000 residents. Any additional parkland (in excess of the 3.0 acres per 1,000 residents) provided by the CVSP developers to achieve conformance with the long-

term General Plan citywide LOS for parks of 3.5 acres of parkland per 1,000 residents, will be subject to a separate agreement with the City. The ratio is 3.0 acres of raw parkland per 1,000 residents. Low to extremely-low income restricted units are exempt from the requirements of the PDO and PIO, which therefore, reduces the number of park acres provided by new development. The additional parkland in excess of what the PDO and PIO can provide may be subject to a separate agreement between City and developers to build out the proposed recreational features.

The Central Commons serves as a public realm element and one of the main recreation areas for the CVSP. It is located approximately in the geographic center of the CVSP Development Area, extending approximately two miles long. The Central Commons includes parks and schools, and is inter-connected to the rest of the CVSP by trails, the fixed guideway BRT system, and the Urban Canal Park. The Central Commons will range in width from 100 – 300 feet, as shown on Figure 2.0-1.

The International Park, located in the Coyote Core, is planned as a community amenity and gathering place with gardens, an outdoor amphitheatre, and recreational opportunities. A community pavilion building would also be incorporated into International Park. The park would include boat docks and a small boathouse. Recreational activities would be associated with the lake such as rowing canoeing, small boat sailing, and fishing. The Lakeshore promenade will be a continuous promenade walkway that extends around the entire lake with a character varying from urban to natural.

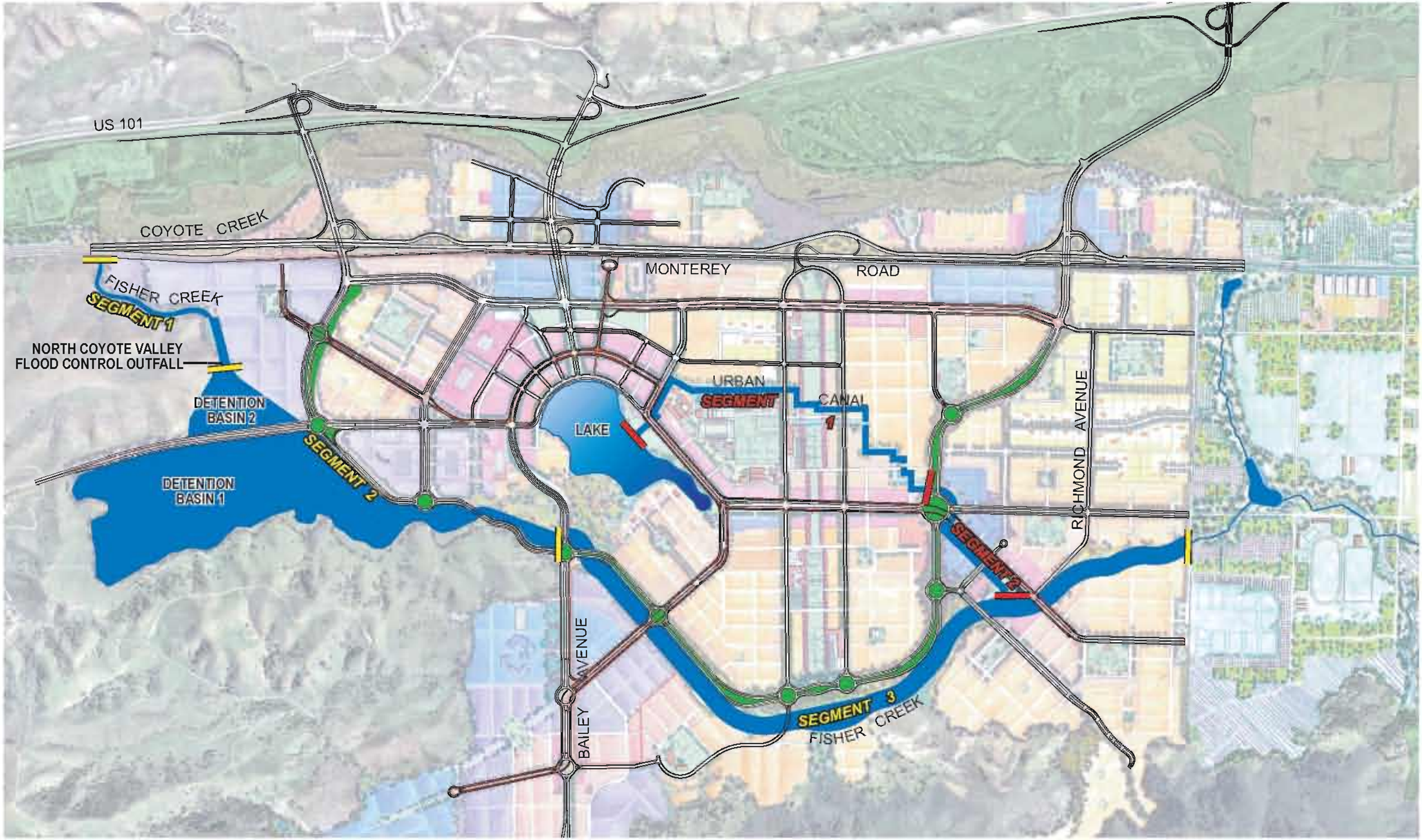
Two new fire stations would be provided within the CVSP Development Area, based upon population and job projections and the location of the uses proposed as part of the CVSP. One fire station would be located in the northern portion of the Development Area, along Bailey Avenue, while the other would be located in the southeastern and/or southwestern portion of the CVSP Development Area near Santa Teresa Boulevard and the Coyote Valley Boulevard. A police substation is not included in the project.

The CVSP also includes a community center and a library, which could be designated on the same or adjacent sites. Shared use facilities (i.e., school/park uses) are also planned as described in the schools section above. There are many land use designations throughout the plan that would allow for community uses including religious assembly uses, medical facilities, senior centers, childcare centers, and other similar facilities.

2.1.9 Flood Control and Storm Drainage Facilities

The CVSP preferred drainage and flood control system consists of several components that would function as an integrated system, as shown on Figure 2.0-10. The CVSP drainage and flood control system, when complete, would provide flood protection for events equal to or less than a 100-year storm event for the areas planned for urban development. Currently large portions of the CVSP area are only protected from a five-year flood event or less. The flood control system described below would be maintained by the CVSP financing program or special district. Some portions of these facilities may be maintained by the Santa Clara Valley Water District.

A system of flood control improvements was previously approved as a part of the Coyote Valley Research Park (CVRP) project and will be constructed between 2006 and 2008 for the CVSP Development Area north of Bailey Avenue. Since these flood control improvements are currently under construction, they are assumed in the background condition. These improvements have been sized to accommodate the urban development included in the CVSP.



DRAINAGE AND FLOOD CONTROL SYSTEM

FIGURE 2.0-10

The basic design criterion of the CVSP preferred drainage and flood control system is to maintain the existing flood flows (1,850 cubic feet per second) discharged from Fisher Creek at its confluence. This criterion would be achieved by detaining stormwater in Coyote Valley during the peak flow and releasing the detained water after the peak flow has passed. This would be achieved with a system of improvements described below and shown on Figure 2.0-10.

2.1.9.1 *Fisher Creek*

A key component of the proposed CVSP drainage and flood control system would be significant improvements to Fisher Creek. Fisher Creek is an eight mile long northerly flowing creek located in the central portion of the CVSP area, west of Santa Teresa Boulevard. Fisher Creek drains approximately 16 square miles of undeveloped uplands and agricultural valley floor between Monterey Road and the Santa Cruz Mountains. As part of a project designed to improve flood control and drainage in northern Coyote Valley, the creek was reconstructed in the early 1900's as an approximately 30 to 50-foot wide, seven foot deep manmade earthen channel, generally privately owned and maintained for agricultural and hillside drainage. The following paragraphs describe the improvements to Fisher Creek on a segment-by-segment basis, beginning at the downstream end. Many of the improvements are currently under construction as part of the CVRP project.

Segment 1: Segment 1 of Fisher Creek runs from its confluence with Coyote Creek to a point about 3,600 feet upstream (approximately 1,400 feet east of Santa Teresa Boulevard). Improvements would consist of channel widening and enhancing riparian habitat along its banks. This widened channel would provide some flood storage in the riparian areas. The open water portion of the channel would be maintained to convey flood flows.

Segment 2: Within this segment which extends from 1,400 feet east of Santa Teresa Boulevard to Bailey Avenue, much of the improvements are currently being constructed by the CVRP in a manner that is compatible with the proposed CVSP project. These improvements include a 72-inch outfall being constructed in the channel at the upstream end of the segment. This outfall is referred to as the "North Coyote Valley Flood Control Outfall" (refer to Figure 2.0-10) and would allow the adjacent detention basin to drain to the Fisher Creek channel. The North Coyote Valley Detention basins are described subsequently. The segment of Fisher Creek from the North Coyote Valley Flood Control Outfall to Santa Teresa Boulevard is being widened and riparian habitat enhanced similar to the downstream segment described previously. Widening of this segment adjacent to Detention Basin 2 includes removal of an existing berm and construction of a new dam/embankment (approximately 10 feet high). As a part of the CVRP Fisher Creek improvements, a new box culvert (12 feet by 12 feet) is being constructed beneath Santa Teresa Boulevard adjacent to an existing box culvert of the same size. A weir is being constructed at the culvert entrance underneath Santa Teresa Boulevard to limit downstream flows in Fisher Creek.

The CVRP Flood Control system retains the existing segment of Fisher Creek from Santa Teresa Boulevard to Bailey Avenue, but it would be abandoned and filled as part of the CVSP project. A new flood control bypass channel is being excavated as part of the CVRP improvements, and for the CVSP project, this Fisher Creek bypass channel would replace the existing Fisher Creek. This channel alignment would be located just south of the new Detention Basin 1 and then along the base of the western hills to follow the "historic alignment" and original location of Fisher Creek, as described in Appendix J of this EIR. The bypass channel would be approximately 10 feet deep and would be constructed within a 300-foot wide riparian corridor. The bypass channel would be designed to contain the 100-year flood flow within the banks and would meet the necessary National Flood Insurance Program (NFIP) and Santa Clara Valley Water District (SCVWD) free board requirements.

The segment west of Santa Teresa Boulevard to a point approximately 2,200 feet upstream includes the construction of a new dam/embankment (approximately 10 feet high). A series of weirs is being constructed in the bypass channel to divert flows greater than the 10-year storm event into the adjacent Detention Basin 1. The channel realignment would continue from a point approximately 2,200 feet upstream of Santa Teresa Boulevard to a bridge crossing at Bailey Avenue. The peak discharge for this segment of Fisher Creek is estimated to be roughly 3,000 cfs beginning at Bailey Avenue and could be reduced to approximately 1,900 cfs downstream of the North Coyote Valley Flood Control Outfall.

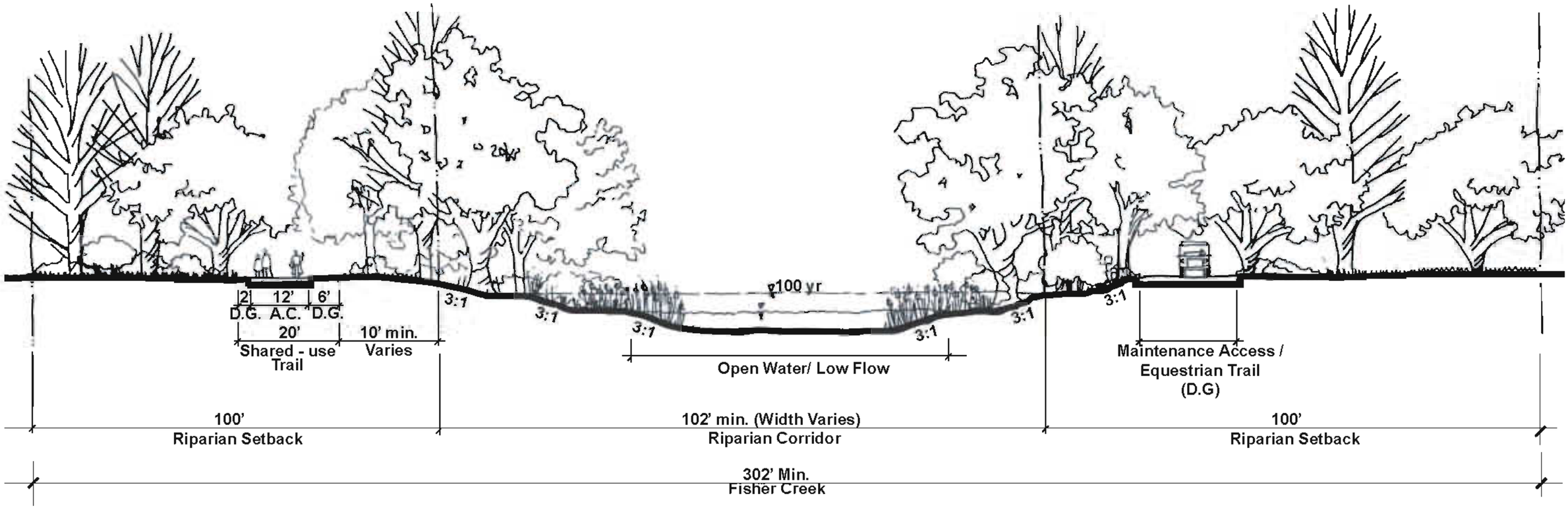
Segment 3: The existing Fisher Creek channel between Bailey Avenue and Richmond Avenue would be filled and replaced by a new channel constructed further to the west, returning the channel to the lowest-lying areas of the valley at the base of the Santa Cruz Mountains, as shown on Figure 2.0-10. This channel would also be closer to the historic location of Fisher Creek. The new channel would be excavated eight to ten feet deep and constructed in a 300-foot wide riparian corridor. The 100-year storm would be conveyed within the corridor. Major components of the corridor would include a low-flow channel within the main channel, maintenance road, trail, riparian bench to accommodate flood storage, and native riparian vegetation habitat, as shown on Figure 2.0-11. The 100-year storm flow would be contained within the banks in accordance with NFIP regulations and SCVWD design criteria. The segment of Fisher Creek from Richmond Avenue to Palm Avenue would be improved in-place and riparian habitat would be enhanced.

Upstream of Richmond Avenue to at least Palm Avenue (within the Greenbelt), Fisher Creek would be improved in its existing location, including improvements to minimize flooding and allow in-stream groundwater recharge.

2.1.9.2 *Urban Canal*

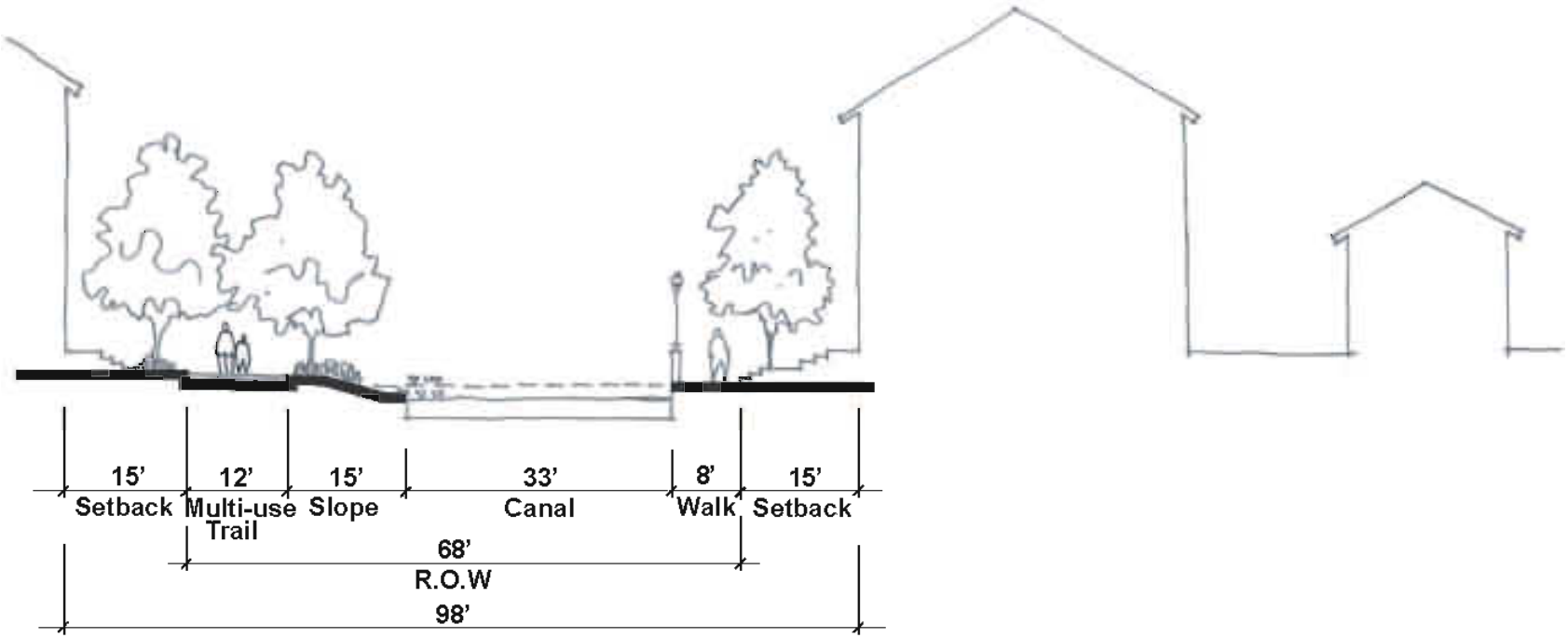
An urban canal would be excavated from the lake to a point along the newly relocated Fisher Creek channel approximately 1,500 feet north of Richmond Avenue (refer to Figure 2.0-1). The urban canal would be approximately 10,000 feet long and include a shallow linear channel with both soft and hard edges. A typical cross-section of the urban canal is shown on Figure 2.0-12. The urban canal would be lined, separating it from groundwater. It would serve to circulate and aerate lake water. During the dry months, water from the lake would be pumped and released at the upper end of the canal so that there would be a year-round flow in the canal. During the rainy season, the canal would convey stormwater from developed areas and is designed to contain the 100-year storm flow of 500 to 600 cubic feet per second within a minimum corridor width of 100 feet. The urban canal will also provide recreational, water quality and hydrograph modification functions through such features as a parallel linear park, weirs, and drop structures to create elevation changes for small waterfalls. Maintenance and operation will be paid for by the CVSP financing strategy. The urban canal is described as two segments, below.

Segment 1: This segment of the urban canal would begin at a high point proposed at the Parkway and would continue northward through the flatlands of the CVSP Development Area to its eventual connection with the central focal lake. It would serve to circulate and aerate lake water. During the dry months, water from the lake would be pumped and released at the upper end of the canal so that there would be a year-round flow in the canal. A majority of this segment would be a hard canal characterized by gradual slopes and straight segments that would experience a series of drops and 90 degree turns through weirs and drop structures. It would then transition to a soft canal with minimal slope prior to entering the focal lake.



BAILEY AVENUE TO RICHMOND AVENUE - FISHER CREEK CROSS-SECTION

FIGURE 2.0-11



URBAN CANAL CROSS-SECTION

FIGURE 2.0-12

Segment 2: The second segment would start at the same location along the Parkway and would run in a southwesterly direction to a confluence point with the relocated Fisher Creek. This segment would be a much shorter channel, consisting of both hard and soft canals that could be constructed at minimal slopes and empty into a pool feature at Fisher Creek.

2.1.9.3 *Lake*

A central focal lake would be excavated in the vicinity of the present intersection of Santa Teresa Boulevard and Bailey Avenue as shown on Figure 2.0-1. The lake would occupy approximately 50-acres and would serve flood control/flood storage purposes as well as irrigation storage, and afford a visual and open space focal point within Coyote Valley. The lake would have a volume of 1,400 acre feet (normal season level) with a maximum depth of 30 feet and an overall average depth of 15 feet. The lake would provide flood attenuation for up to 250 acre-feet in a 100-year storm event.

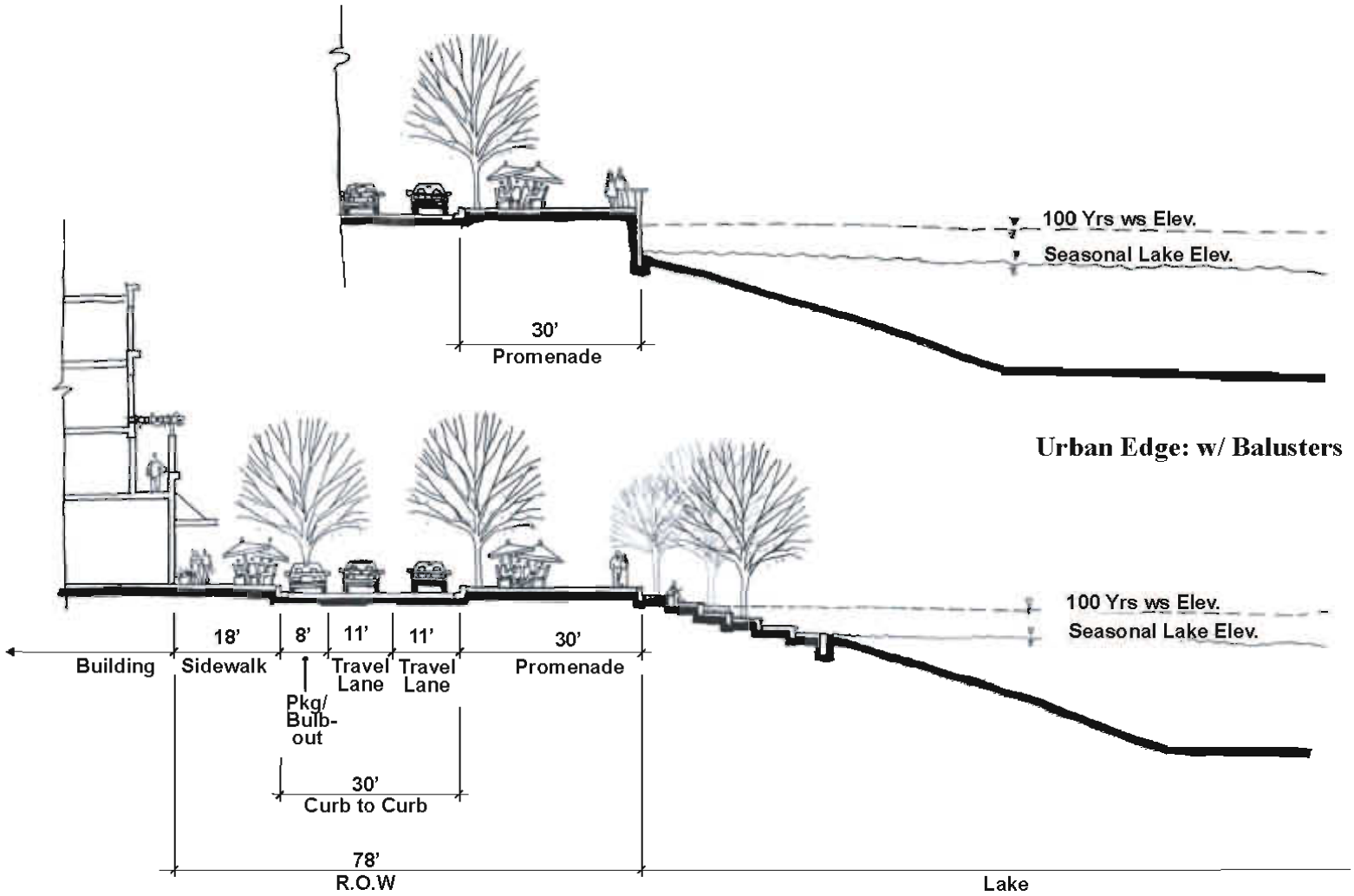
The lake would be designed in accordance with current standards for man-made water quality lakes. The lake would function as a retention basin trapping and settling residual pollutants from stormwater, thereby improving the quality of water discharged to Fisher Creek. The lake would discharge to Fisher Creek downstream and would be lined and separated from the groundwater table. The material excavated in order to construct the lake would be utilized in other areas of the CVSP. To control algae, the water would be aerated naturally by the wind, surface fountain jets, and sub-surface bubblers, as necessary. The lake would have segments of an urban edge, a park edge, and natural surrounding shorelines adjacent to existing Spreckels Hill, as shown on Figure 2.0-13. The natural and park edges of the lake would be constructed as environmentally restored areas and parkland shorelines, and would also serve as flood control storage areas.

2.1.9.4 *North Coyote Valley Detention Basins*

As previously described in Fisher Creek Segment 2, two detention basins would be constructed at the north end of Coyote Valley within the historical location of Laguna Seca as shown on Figure 2.0-10. These two detention basins would be located adjacent to and north of the relocated Fisher Creek Segment 2. They would be interconnected by an existing four-foot by eight-foot (in cross-section) box culvert extending beneath Santa Teresa Boulevard. The two detention basins would have a total storage volume of approximately 1,700 acre feet. The detention basins would fill with stormwater from a series of weirs located along the adjacent Fisher Creek channel that would spill off creek flows that exceed the 10-year storm event of between 1,800 and 1,900 cubic feet per second. The two detention basins would discharge through the "North Coyote Valley Flood Control Outfall" that is located at the northeast edge of Detention Basin 2 (refer to Figure 2.0-10). This outfall includes a 72-inch headwall and a 42-inch diameter pipe with a flap gate to limit flows to pre-project discharge rates and a slide gate or other flow control feature. The slide gate would be opened to release stormwater stored in the detention basins subsequent to the passage of peak flows in the downstream receiving channels of Fisher and Coyote Creeks. Operation and maintenance of these basins is expected to be paid for by a CVSP financing program.

2.1.9.5 *Storm Drain System*

A storm drain system would be constructed that conveys stormwater from the developed areas of Coyote Valley to relocated Fisher Creek, the Urban Canal and the central focal lake. This system would replace traditional hard pipe and storage facilities, where practical, with vegetated collection, conveyance, and storage facilities that also perform bio-filtration of stormwater prior to discharging it to receiving waters (i.e., Fisher and Coyote Creek, and ultimately the San Francisco Bay). Vegetative swales have been designed into the roadway system to capture and trap pollutants from



SANTA TERESA BOULEVARD - URBAN EDGE

FIGURE 2.0-13

roadways and paved areas before stormwater enters the storm system. Private development would also have grassy swales or other features to reduce the transport of pollutants to the storm drain system. Stormwater would be collected from vegetative swales in catch basins or drains that feed the storm drain system. The majority of storm lines would be located in public streets and would discharge to the Fisher Creek system via outfalls. Future urban development of the Coyote Valley would construct and utilize an 84-inch storm drain outfall into Fisher Creek located approximately 2,200 feet easterly of Santa Teresa Boulevard. This system would be more fully designed at the project implementation stage and details would be provided as to operation and maintenance (to be funded by CVSP financing program).

2.1.9.6 *Alternative Drainage and Flood Control System*

An Alternative Drainage and Flood Control System has been developed to minimize changes or disturbance of Fisher Creek to the maximum extent practicable. The alternative Drainage and Flood Control system would consist of concrete-lined storm drain channels and major storm drainage trunk lines that generally run in a north-south direction, parallel to existing Fisher Creek. This system of channels and trunk lines would connect to the focal lake, Laguna Seca, and other detention basins which would be located at key confluence points in the southern portion of the CVSP Development Area. These additional detention basins and the lake would need to be larger to offset the required flood storage volumes that the restored and widened Fisher Creek channel would provide in the preferred Drainage and Flood Control System. Similar to the Preferred Drainage and Flood Control System, the lake and Laguna Seca detention basins would discharge to Fisher Creek after peak flood flows had passed so that there would be no increase of the peak flood flows.

2.1.10 Grading

Grading for construction of the drainage and flood control system would generate between four and five and a half million cubic yards of earth, with the largest volumes being derived from excavating the new Fisher Creek channel, the lake, the urban canal and the detention basins. The earth material generated from excavation would be used to elevate roadways, and fill low-lying areas and the existing Fisher Creek channel. It is believed that construction of the Drainage and Flood Control System for CVSP would generally balance the excavated material with fill material and there would not be a substantial import or export of earth material into or out of Coyote Valley. Soils would be tested for hazardous materials prior to excavation, and removed or remediated in accordance with all local, state, and federal requirements.

Other grading and excavation would also be required to achieve positive drainage within the CVSP Development Area.

2.1.11 Utilities

Implementation of the CVSP would require extension of electrical, sewer, potable and advanced treated recycled water, natural gas, and communications and solid waste collection and disposal (see sub-section 2.11.1) services to the development area of Coyote Valley, north of Palm Avenue. Advanced treated recycled water would also be extended to the Greenbelt area for irrigation and groundwater recharge purposes (the location and design of the utility systems and any necessary right-of-way will be specified at the project implementation stage). These utilities would most likely be installed within the public streets as they are constructed.

2.1.11.1 *Solid Waste Services*

The unique combination of land uses and urban design in the CVSP may require the creation of a separate collection district which would allow the City to enter into an exclusive agreement with one solid waste hauler to provide integrated solid waste services to ensure maximum efficiency. This system would allow one hauler the ability to collect residential, commercial and industrial garbage, recyclables, and yard trimmings in an efficient manner. The hauler would be responsible for street sweeping and the processing of the recyclables collected within the CVSP boundaries. As part of these Integrated Waste Management (IWM) activities, a joint use maintenance and vehicle storage facility would be located within the CVSP Development Area. This type of facility would require additional environmental review. Solid waste facility permits may be required if any processing would take place or if any materials would be stored at such a facility. An amendment to the County Integrated Waste Management Plan may also be required. The CVSP would be responsible for the construction and operation costs of providing service to recipients in the Coyote Valley.

Collection efficiency is affected by street layout, size and design. Fully-automated vehicles optimize collection safety and efficiency. Safety and efficiency is diminished in service areas such as small cul-de-sacs, roads with tight-radius turns and service roads, and drives without adequate length and width for vehicle access, turning and multiple service vehicles. Street sweeping efficiency is affected by curbs. Straight curbs and curbs with a smooth radius are more suitable to street sweeping than curbs with sharp curves.

Streets in Coyote Valley would be designed to promote efficiencies and minimize the difficulty of solid waste collection and street sweeping. State law requires adequate space for collecting and loading of recyclable materials. Storage and location of waste and recyclable containers, and how they would be serviced would be considered early in the design of public facilities, residential, commercial and mixed use buildings in Coyote Valley.

2.1.12 South Coyote Valley Greenbelt Strategy

The Coyote Valley Greenbelt, as shown on Figures 1.0-3 and 1.0-4 (between Palm Avenue and Morgan Hill and on the east side of Coyote Creek, extending to Highway 101 between Metcalf Road in the north and Morgan Hill), will remain as a permanent non-urban buffer between San José and Morgan Hill.

The Greenbelt Strategy would establish a framework to create and sustain a rural environment that supports rural residential home sites, active open space and related recreation, conservation and various forms of small scale agriculture. It would involve the creation of a non-profit organization or quasi-public entity to facilitate and coordinate small scale agriculture, and conserve open space and environmental resources, and to provide operation and funding. They would work with existing property owners and potential small scale farmers, and recreational and open space entities to provide on-going funding, and coordinate mitigation for North and Mid-Coyote development.

The implementation of a Greenbelt Strategy would be done in accordance with existing City, County, and City of Morgan Hill General Plan land use policies and zoning regulations. The strategy would include the protection of riparian corridors, and the planning of trails and other recreational facilities, including ballfields. Other uses within the Greenbelt could include agricultural, open space, groundwater recharge, and wetland and habitat mitigation areas. Residential uses would include those currently allowed by the County of Santa Clara's general plan and zoning ordinance. The Strategy would include design guidelines, landscaping standards, roadway design, and other elements that enhance the quality of the rural non-urban landscape.

2.1.13 General Plan Land Use/Transportation Diagram and Text Amendments

The following amendments to the San José 2020 General Plan Land Use/Transportation Diagram and text are proposed to allow for the adoption of the Coyote Valley Specific Plan:

- Add General Plan text language to create and incorporate the Coyote Valley Planned Community (CVPC) into the General Plan. The CVPC would incorporate all components and provisions of the Coyote Valley Specific Plan (CVSP) including goals, objectives, policies, land use designations and implementation strategies.

- Add text to the General Plan to indicate that the CVSP is a separate policy document to the General Plan, providing the background, vision and community character of the CVPC, and a level of detail beyond the General Plan. The CVSP will provide detailed direction for the review of rezoning and development permit applications for property within the CVPC, and include special accommodations and requirements for existing uses and "transitional" land use activities.

- Revise the General Plan Land Use Transportation Diagram and text to remove the existing North Coyote Valley Campus Industrial and Coyote Valley Urban Reserve designations, add the Coyote Valley Planned Community (CVPC) land use map and land use designation, and change the base land use designation from Agriculture to Public Park/Open Space on the proposed ballfield site in the Greenbelt area southerly of Palm Avenue.

- Revise the General Plan Land Use/Transportation Diagram and text to incorporate the new CVSP roadway designations and diagrams in the CVPC, including the deletion of The Metcalf Interchange.

- Add text to the General Plan to allow for a future expansion of the Urban Service Area (USA) to reflect the boundaries of the Coyote Valley Specific Plan/Planned Community after the City Council's adoption of the CVSP.

- Revise the General Plan text to include all of the existing base land use designations in the Greenbelt, in addition to Agriculture. Add the following base land use designations that are already shown on the General Plan Land Use Transportation Diagram in the Greenbelt: Public Park/Open Space, Private Recreation and Public/Quasi-Public.

- Revise the Pedestrian Priority Areas Diagram, the Scenic Routes and Trails Diagram, the Trails and Pathways, Bicycle Network Diagram, Rail Transit Diagram and any other diagrams to incorporate the elements of the Coyote Valley Planned Community.

- Revise the Prerequisite Condition (or "Triggers") regarding the timing of adoption of the Specific Plan. The San José 2020 General Plan states that identified Coyote Valley Urban Reserve Prerequisite Conditions Triggers must be met before the City Council can adopt a CVSP, a Planned Community designation, and any residential zoning approvals for property in North and Mid-Coyote Valley. The Prerequisite Conditions include a requirement that 5,000 new jobs are added in North Coyote Valley and the determination that the City's fiscal condition is stable, predictable and adequate in the long term based on a five-year economic forecast, service levels, and the City's fiscal relationship with the State. The General Plan also states that these Prerequisite Conditions should be modified only during a

comprehensive update of the General Plan involving a community task force similar to the San José 2020 General Plan update process.

The project description for this EIR includes a General Plan text amendment to modify the purpose of the triggers and their timing to allow the City Council to adopt a CVSP and Planned Community designation without having to first meet the Prerequisite Conditions, as well as approving residential zonings for property in North and Mid-Coyote. This text amendment does not change the Prerequisite Conditions themselves, but rather when those Prerequisite Conditions are to be met. The text amendment retains the requirement that residential development permits can be issued only after the Prerequisite Conditions have first been met. This EIR does not include analysis to adequately assess the potential environmental impacts of broader changes to the triggers outside of a comprehensive update of the San José 2020 General Plan.

Five different jobs/housing phasing scenarios were analyzed as a part of the Draft Coyote Valley Specific Plan Fiscal Analysis (April 2006). However, the project description assumes the existing General Plan triggers will remain essentially the same due to existing General Plan policy of modifying the Coyote Valley Urban Reserve Prerequisite Conditions only during a comprehensive update of the General Plan involving a community task force similar to the San José 2020 General Plan update process. Some phasing scenarios, such as allowing housing before any jobs, may require subsequent environmental review. The five phasing scenarios included in the Draft CVSP Fiscal Analysis are:

- Scenario I: Two jobs to one housing unit from first day of CVSP development;
- Scenario II: Up to 5,000 housing units, then no additional housing until 10,000 jobs are in place;
- Scenario III: 5,000 jobs first, then market-based development (the existing trigger condition);
- Scenario IV: Market-based absorption until major infrastructure is in place, then two jobs to one housing unit until build-out of CVSP;
- Scenario V: 3,000 jobs and 3,000 housing units; with cap at 10,000 housing units until 15,000 jobs are in place, then market-based to build-out.