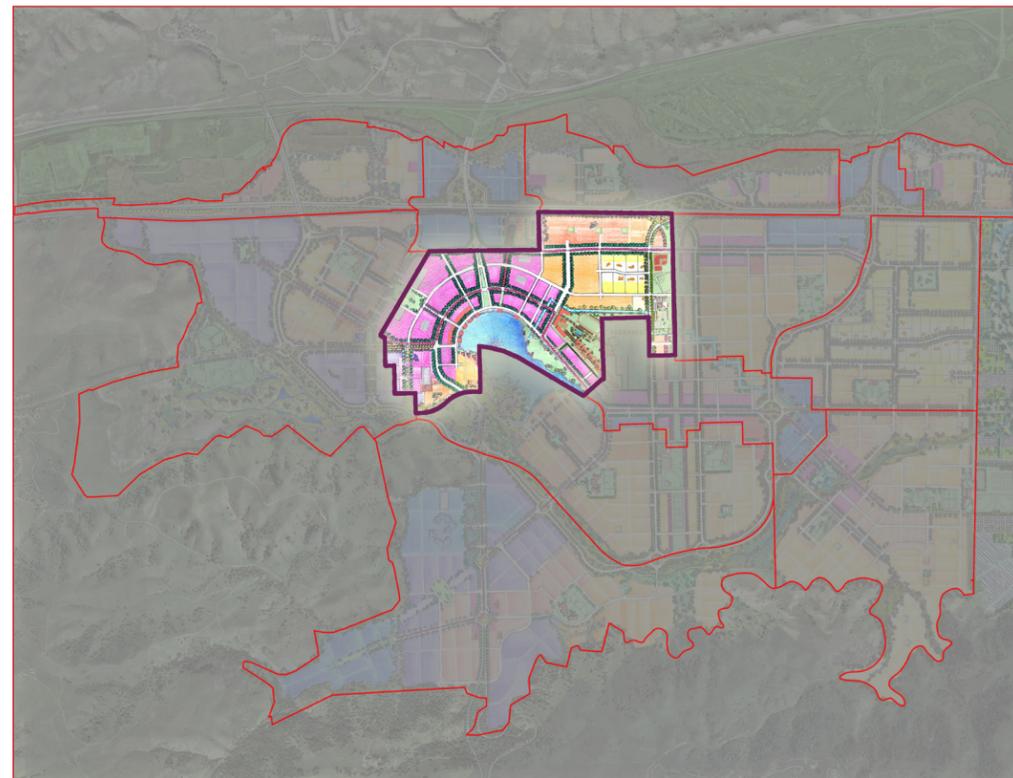




Planning Area A

Overview and Contents

Notes



Coyote Core

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

Overlooking the 55-acre lake and incorporating the Valley's highest densities and most eclectic mix of uses, Planning Area A is intended to be the focal gathering place and center of commerce for the whole Valley. The Lake supports a strategy of creating a spectacular amenity early on to spawn a market for urban density living from the start, and to establish a powerful expression of commitment to integrated urban living and working that will attract residents, visitors, workers and employers.

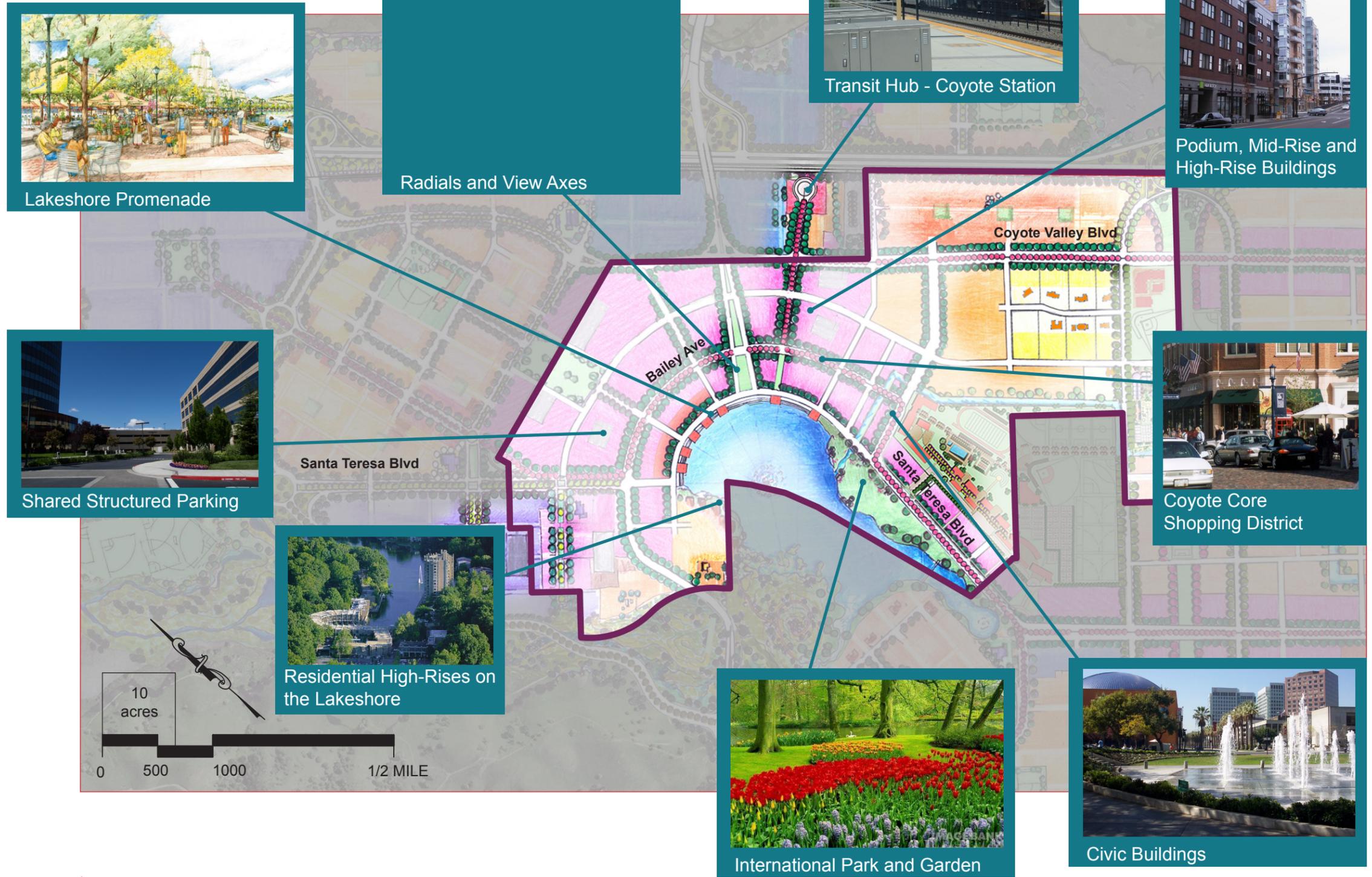
Overall Development Program

Expected Industry-Driving Jobs.....	7500
Required Minimum Workspace for Industry Driving Jobs	2,200,00 sq.ft.
Required Minimum Residential Units	3950
Required Minimum Ground Floor Retail and Commercial Space.....	900,000 sq.ft.

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Planning Area A

Urban Design Overview





Planning Area A

Urban Design Overview

Notes

Lakeshore Promenade

The nearly half-circle crescent of urban lakeshore promenade is the heart and soul of the Coyote Valley community. Around the Lake, Santa Teresa Boulevard becomes a narrow promenade with its enhanced pavement accommodating a busy mix of pedestrians and bicyclists as well as automobiles. It will be the first area to develop true mixed-use, where residences and offices over restaurants and retail overlook the Lake. A hard edge lakeside terraced quay forms casual amphitheater seating as it links restaurants, recreational boat docks, and sidewalk dining patios served by kiosks supplied from restaurants across Santa Teresa Boulevard promenade, and will animate and populate this 1,800 ft urban waterfront.

Radials and View Axes

Off of this ring radiates key community core streets. From Bailey Avenue at the Monterey Road overpass, a perfect axial vista is formed where buildings flanking Bailey Avenue frame a view of the Lake's central water fountain aligned with the top of the landmark Spreckels Hill. Similarly, a radial street ties the Lake to the fixed guideway transit/Caltrain/HOV multi-mode Coyote Station. The northern elementary school, and neighborhood park also align to the center of the Lake, as does Northern Santa Teresa Boulevard, while Southern Santa Teresa Boulevard aligns with Spreckels Hill.

International Park and Garden

Continuing south from the Lakeshore Promenade, the Lake is flanked by a nearly half mile long international park and garden. Here residents enjoy a green, quiet retreat from Coyote Core's urban bustle. They can stroll, picnic along the lakeshore, and appreciate sculptural public art from around the world. Here too is the recreational boat-house where children and adults can rent non-motorized paddle and sail boats.

Transit Hub

Circulation through the Coyote Core will be highlighted by the fixed guideway transit system. All four spokes of this system bring Coyote Valley residents to or through the Coyote Core, and cross a pedestrian/transit only bridge over Coyote Valley Boulevard to Coyote Station. Here transit users can also have a sandwich, cup of coffee or do quick shopping in the transit village setting.

Shared Structured Parking

With more than 7,000 workers and 3,900 residences, as well as about 900,000 square feet of Coyote Core/Regional Commercial uses and bustling retail activity, parking will be one of this Planning Area's major challenges. Common shared parking structures are planned two blocks from the Lake near Coyote Valley Boulevard.

Coyote Core Shopping District

The radial street network's second ring road combines with Bailey Avenue (between the Lake and the third ring road) to form the primary shopping district of Coyote Valley. An urban, pedestrian, event plaza is formed along the axis between the Lake and Coyote Station linking the Lakeshore Promenade with the central shopping district.

Podium, Mid-Rise and High-Rise Buildings

Building types within Coyote Core are dominated by three and four story residential and office space over an 18-foot high podium where parking occupies the internal core and flanking commercial space lines the urban streets. Interspersed with this are mid-rise and high-rise workplace, residential, and mixed-use towers. Hotel tower(s), health club(s), and faith-based facilities that use off-peak shared parking are encouraged in Coyote Core as well.

Civic Buildings

Besides the event pavilion in the International Park and Garden, important civic buildings in Coyote Core include a 60,000 square foot Community Center, a 20,000 square foot library, as well as the principal civic façade of Coyote Valley High School campus.

Residential High-Rises on the Lakeshore

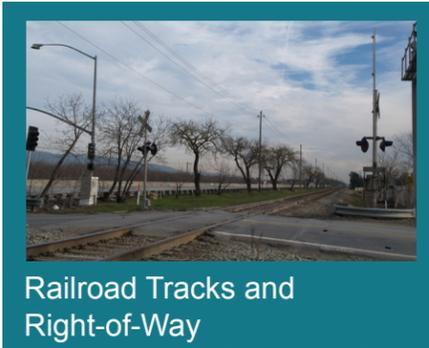
Just removed from the urban core, a lakeshore residential high-rise site is planned immediately west of Santa Teresa Boulevard. This site offers a spectacular venue for a luxury "empty nester" high-rise lifestyle. With its own private social and luxury recreational club facilities, this building typology does not need an urban environment with accompanying community facilities to be marketable. Rather, with the Lake amenity, it can be successful early on and itself spur and support the early development of Coyote Core.

Notes

Planning Area A



Response to Existing Environmental Footprint



Railroad Tracks and Right-of-Way



Bailey Ave. / Monterey Rd. Overcrossing



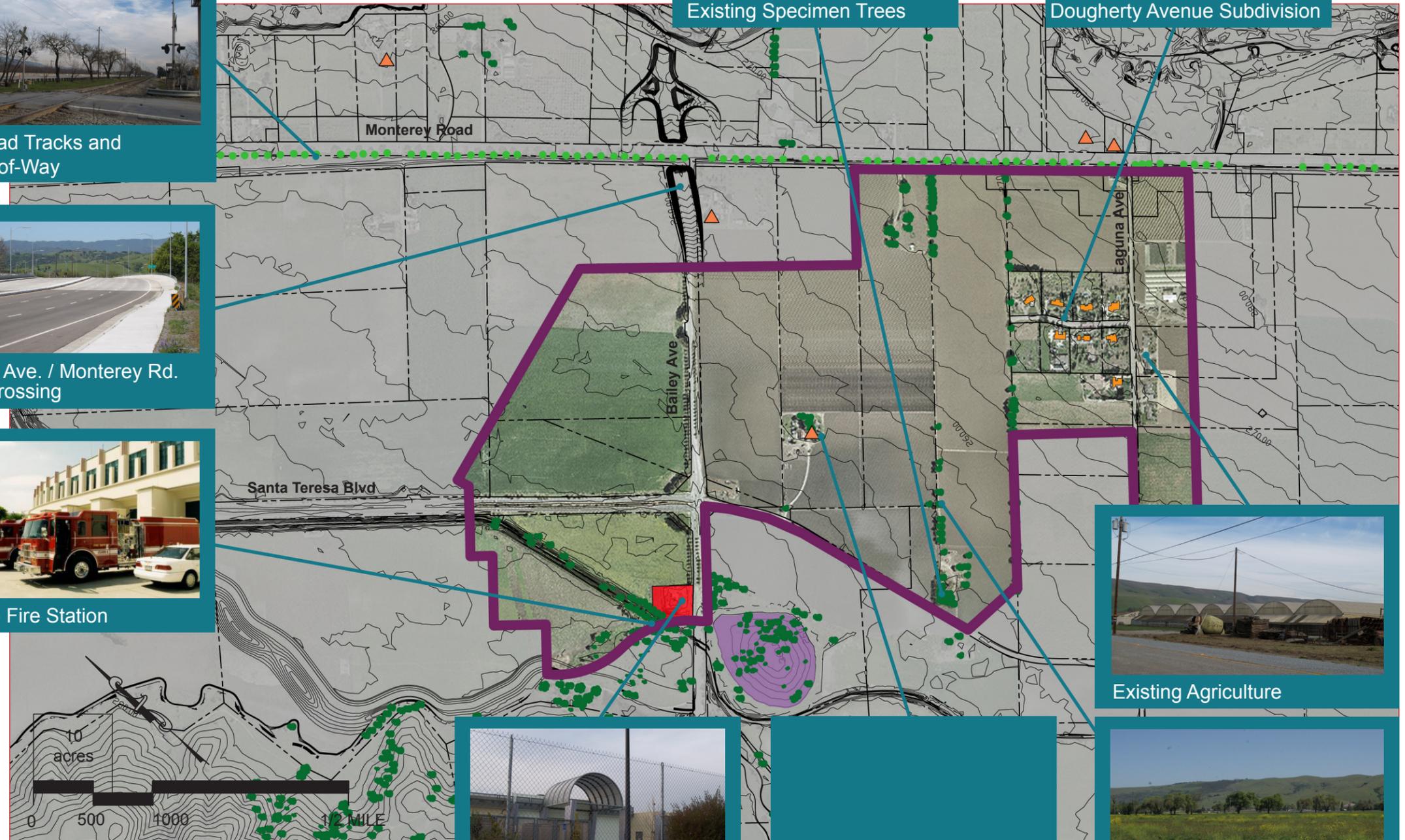
Future Fire Station



Existing Specimen Trees



Dougherty Avenue Subdivision



Existing Agriculture



SBC Facility



Architectural Cultural Resources



Oaks



Planning Area A

Response to Existing Environmental Footprint

Notes

Bailey Avenue / Monterey Road Over-Crossing Alignment

As part of the previously approved Coyote Valley Research Park (CVRP), phase one of a new Bailey Avenue / U.S.101 interchange and bridge over Coyote Creek, and the Monterey Road and railroad over-crossing were completed in 2005. For purposes of construction sequencing, the over-crossing of Monterey Road was done north of the existing Bailey Avenue alignment and angled back to join existing Bailey Avenue right-of-way. This skewed alignment had the fortuitous coincidence of aligning almost perfectly with the top of Spreckels Hill, creating a major form and character defining opportunity for this primary gateway into Coyote Valley.

Objective O-1

Maximize opportunities to provide unique "place defining" views from areas of the public realm, including roads, trails and parks.

Policy P-1

Realign Bailey Avenue to form a straight axial vista aligned to the top of Spreckels Hill. At the intersection of this Bailey Avenue alignment and the axial alignment of Santa Teresa Boulevard will be the center point of the Lake's semi-circular shore edge and urban promenade.

Policy P-2

Encourage property owners on both the north and south sides of existing Bailey Avenue to adjust and swap properties to eliminate odd remnants and parcel shapes that are difficult to build upon.

Depiction D-1

Alignment of Bailey Avenue and Santa Teresa Boulevard to provide an axial view corridor and center point and radius of eastern lakeshore.

Depiction D-2

Example of property adjustments and swaps to assure that parcels are appropriately sized and easily buildable after Bailey Avenue realignment (see diagram on page XX.)

Railroad Tracks and Right-of-Way

Existing Union Pacific Railroad (UPRR) runs just west of Monterey Road. This rail line will be double tracked by about the end of 2008. Expansion of Caltrain service is a core element of the CVSP transportation infrastructure. High Speed rail service is expected along this corridor to be provided by _____.

Objective O-1

Provide noise buffers such as buildings and/or attractive soundwalls.

Objective O-2

Maximize public safety by securing the UPRR right-of-way. Provide safe and secure fencing to eliminate access to railroad tracks by the public except as necessary at stations.

Policy P-1

Provide a common Coyote Valley standard fence along both sides of the rail line.

Policy P-2

Eliminate access to railroad tracks by the public except as necessary at stations.

Policy P-3

Encourage individual site design, site specific land use distribution, and architectural design solutions that reduce the noise impact of adjacent or nearby railroad activity.

POLICIES

Planning Area A

Response to Existing Environmental Footprint



Architectural and Cultural Resources

Planning Area A contains several locations that have been identified as sites of potential historical archeological or Native American resources. The extent and nature of these sites have not been determined. The area also contains a structure

Objective O-1

Understand, preserve and protect Coyote Valley's archaeological and particularly Native American cultural resources as appropriate.

Policy P-1

Based on the Cultural Resources report by Basin Research (February 2006), any construction work within any designated site of significant archaeological resource shall require an approved archaeological resource impact mitigation program. Such program may include: excavation and preservation in an appropriate facility and or interment.

Policy P-2

Require preparation of an archaeological resource impact mitigation program if archaeological resources are identified outside of known designated sites. Such program may include: excavation and preservation in an appropriate facility and or interment.

Depiction D-1

Archaeological mapping is available to appropriately credentialed individuals through the City of San Jose Planning, Building and Code Enforcement Department.

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

Objective O-1

Protect the historic significance of mature oak trees.

Policy P-1

Require existing mature oak specimens to be included in the landscape of urban development.

Policy P-2

Require conformance with City of San Jose Tree Ordinance.

Depiction D-1

Location of individual oaks and oaks along property lines within Planning Area A by analysis of aerial photos and preliminary site visit.

SBC Facility

Northerly of Bailey Avenue and approximately 750 feet westerly of Santa Teresa Boulevard SBC has an existing phone switching facility. This facility was built in anticipation of the development associated with the approvals of the Coyote Valley Research Park (CVRP). It is anticipated to remain and become part of the CVSP infrastructure.

Objective O-1

Incorporate SBC's existing facility into the infrastructure of the CVSP.

Policy P-1

Require the realignment of Bailey Avenue to avoid impacting SBC's facility.

Policy P-2

Require urban development in proximity to the SBC facility to provide adequate buffers to the facility.

Depiction D-1

Site development plan for SBC facility.

Oaks

POLICIES



Planning Area A

Response to Existing Environmental Footprint

Notes

Future Fire Station

As part of the approval of CVRP a new fire station was required to be built in the general area of the intersection of Santa Teresa Boulevard and Bailey Avenue. The requirement for the installation of the fire station is still valid. The proposed location, based on the new CVSP land use plan is in the same approximate location.

Dougherty Avenue Subdivision

There is an existing eight lot residential subdivision on Dougherty Avenue north of Laguna Avenue that has been developed with seven estate homes. One additional estate home is located immediately to the west of this subdivision and faces Laguna Avenue. The lots generally range from 1.75 to 2.48 acres with the exception of the lot west of the subdivision, which is 10 acres. The existing residences are currently not served by public utilities, i.e. water and sewer.

Objective O-1

Preserve the existing character of the subdivision.

Policy P-1

Prohibit the creation of additional lots fronting onto existing Dougherty Avenue, north of Laguna Avenue for a period of 25 years to protect the character of the area.

Policy P-2

Encourage existing properties to tie into City services when services have been made available.

Policy P-3

Encourage this existing low density residential neighborhood to transition to the higher new urban densities through the subdivision of the rear portions of the lots.

Depiction D-1

Recorded subdivision map.

Existing Agriculture and Residences

On the southerly side of Laguna Avenue, opposite the Dougherty Avenue subdivision, the area has been developed with four homes fronting onto Laguna Avenue. The property also contains several structures related to farming activities, plus numerous greenhouses, all these structures are located generally off Laguna Avenue, easterly of the single family homes.

Objective O-1

Retain the agricultural activities until such time as the property is required for school uses.

Policy P-1

Discourage the expansion of non-agricultural uses thereby preventing the ultimate development of the property for educational and open space uses.

Depiction D-1

Aerial survey

Existing Specimen Trees

In addition to oaks and the Keesling's Shade Trees, there are other mature trees that exist within this Planning Area.

Objective O-1

Preserve existing mature trees.

Policy P-1

Require existing specimen trees to be included within the urban landscape.

Policy P-2

Require conformance with City of San Jose Tree Ordinance.

Depiction D-1

Location of individual specimen trees within Planning Area A by analysis of aerial photos and preliminary site visit.

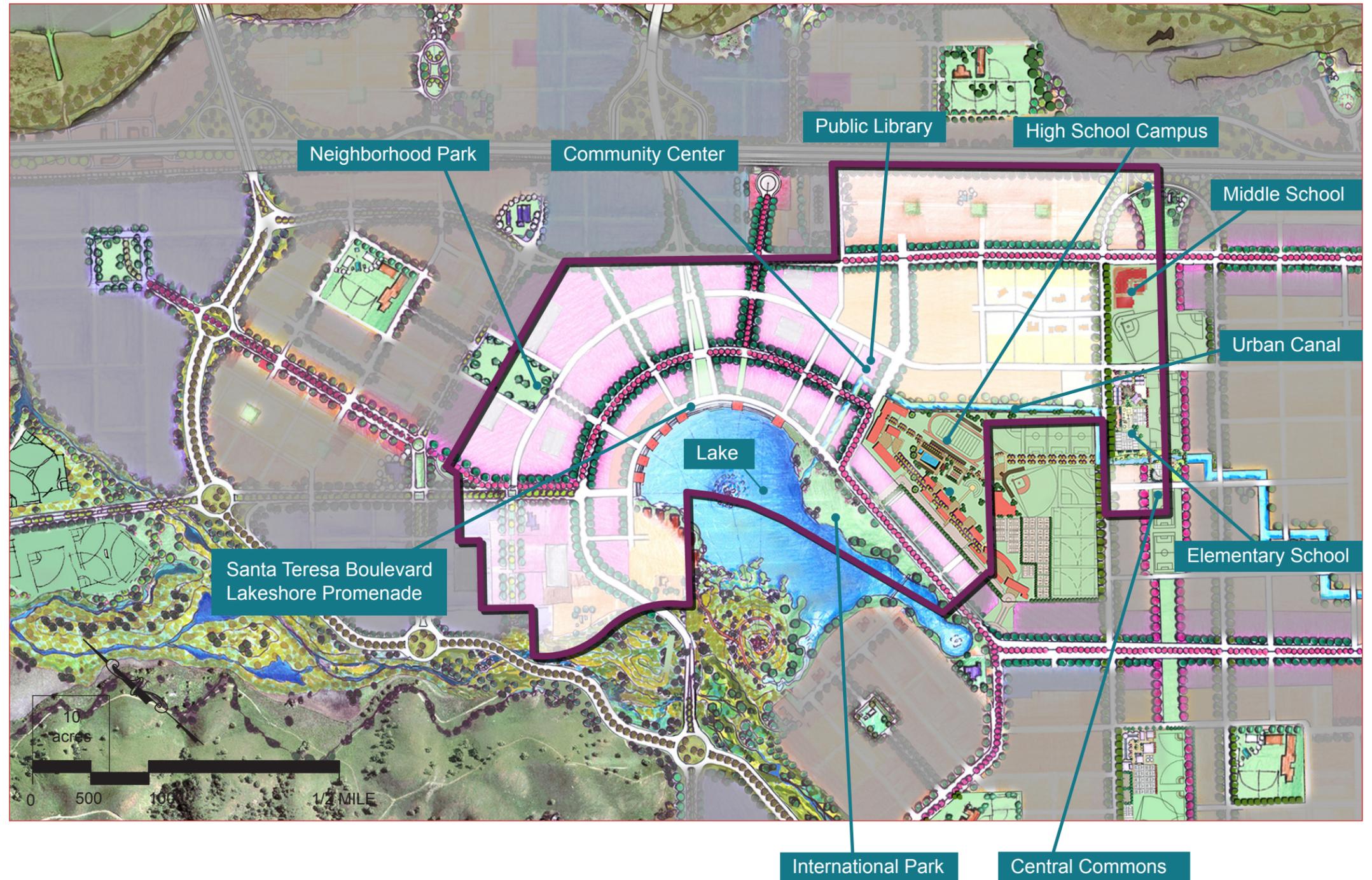
POLICIES

Planning Area A



Public Realm
Community Facilities

Notes





Planning Area A

Public Realm Community Facilities

Notes

The following elements of the CVSP will form the fixed elements that comprise the Public Realm Community Facilities Infrastructure within Planning Area A.

Lake

The Lake, to be excavated where Santa Teresa Boulevard and Bailey Avenue currently intersect, will be the focal point of the CVSP community. The Lake will have a surface area of roughly 55 acres and will serve as a vital component by providing flood storage detention, water quality benefit and irrigation storage. The Lake will provide early identification of Coyote Valley as a destination location and a major civic celebration and recreational component for the CVSP.

The Lake will be defined by urban, park, and natural surrounding shorelines totaling roughly 9,500 linear feet in length. The urban lake edge, planned adjacent to Coyote Core, will feature concrete benches in six-foot horizontal offsets to provide a casual seating area down to the lake edge. The natural and park edges of the Lake will be constructed as environmentally restored areas and parkland shorelines.

High School Campus

Coyote Valley's 60-acre collegiate high school campus is located in Planning Areas A and I. This site supports a uniquely important public land use component in the CVSP. It will have an important civic prominence and deliberate proximity to CVSP's Coyote Core. This location assures that the two high schools that share this site are a recognized part of Coyote Valley citizen's everyday life.

Community Center

The community center will also be an important public land use component in the CVSP. Its proximity to the high school, the Coyote Core and the Lake will strengthen the role that these uses play in creating a strong civic presence in the heart of Coyote Valley. The community center will be approximately 60,000 square feet and contain multiple functions and uses for all segments of the population.

Public Library

One of Coyote Valley's two libraries will be located in proximity to the community center and high school. This proximity will further strengthen the civic prominence that these uses bring to the heart of Coyote Valley.

Middle School

The CVSP educational component will include numerous schools to meet the needs of families in Coyote Valley. Within Planning Area A, besides the high school, a portion of one of Coyote Valley's two middle schools will be located within the Central Commons. This 15-acre campus will serve the needs of half of the seventh and eighth graders for the community. The Central Commons is planned as a green connection between the east and west sides of the Valley. Therefore, it will be necessary that all buildings on the middle school campus be prohibited from being located within the 300-foot open space element of the Central Commons. The middle school will include joint-use of its playfields for public park uses during non-school hours. The middle school fields will be sized to provide for two Little League fields and one Babe Ruth League field. Since these fields will be used for league play, night lighting will be provided for the middle school fields.

Elementary School

This Planning Area contains one of the community's nine elementary schools. The school is located within the Central Commons and will serve students in the southern portion of this Planning Area, as well as students in Planning Area H. This will be a nine-acre school site and will include joint use of its playfields for public park uses during non-school hours.

Urban Canal

The Urban Canal in this Planning Area runs between the elementary school and the adjacent Central Commons park and then runs along the easterly edge of the high school campus. The Urban Canal is a shallow linear channel with both hard and soft edges within Planning Area A as described in Section 9.1.3. It will have a minimum structural width of 40 feet and maximum right-of-way width of 100 feet with a low-flow channel carrying summer flows of water pumped from the Lake to circulate and aerate the Lake. The main channel will be designed to contain the 100-year storm flow. The Urban Canal will have a more natural soft edge when adjacent to either the high school or the elementary school. Northerly of the high school, in the Coyote Core area, the Urban Canal will change character to that of a hard-edged urban water feature, until it goes under Santa Teresa Boulevard. Between Santa Teresa Boulevard and the Lake, the Urban Canal will have soft edges and be designed to function more as a stream or river entering the Lake.

Planning Area A



Public Realm Community Facilities

International Park

The International Park is located between Santa Teresa Boulevard and the easterly side of the Lake. This park will be a major amenity for the community, providing a gathering place for celebrating the multi-cultural diversity of Coyote Valley. The International Park is also envisioned to include specialty gardens representing the heritage of Coyote Valley and the heritage of its residents.

Santa Teresa Boulevard Lakeshore Promenade

This 30-foot promenade will be situated between Santa Teresa Boulevard and the Lake within the Coyote Core. The promenade will provide the major focal connection of the Coyote Core to the Lake and will include generous areas for strolling, seating areas, cafes and outdoor events.

Neighborhood Park

A five-acre neighborhood park will be located on the first axial street east of Santa Teresa Boulevard that leads into Planning Area F. This park will be in Planning Areas A and F. The park will be a visual link between the elementary school in Planning Area F and the Lake.

Central Commons

A portion of the Central Commons park area is located in this Planning Area. This park area will include a one-acre neighborhood park adjacent to the elementary school, which will provide opportunities for use during the school day. Also, in this area of the Central Commons is a portion of the adult soccer fields. These fields will be provided with lighting for night time usage.

Central Commons Neighborhood Park

At the eastern end of the Central Commons the area bounded by Coyote Valley Boulevard and the Central Commons perimeter street one-way loop will be a portion of one of the five-acre neighborhood parks within Coyote Valley. This park will be the eastern terminus of the Central Commons open space corridor. The park is partially located within Planning Area H.



Planning Area A

**Public Realm
Community Facilities**

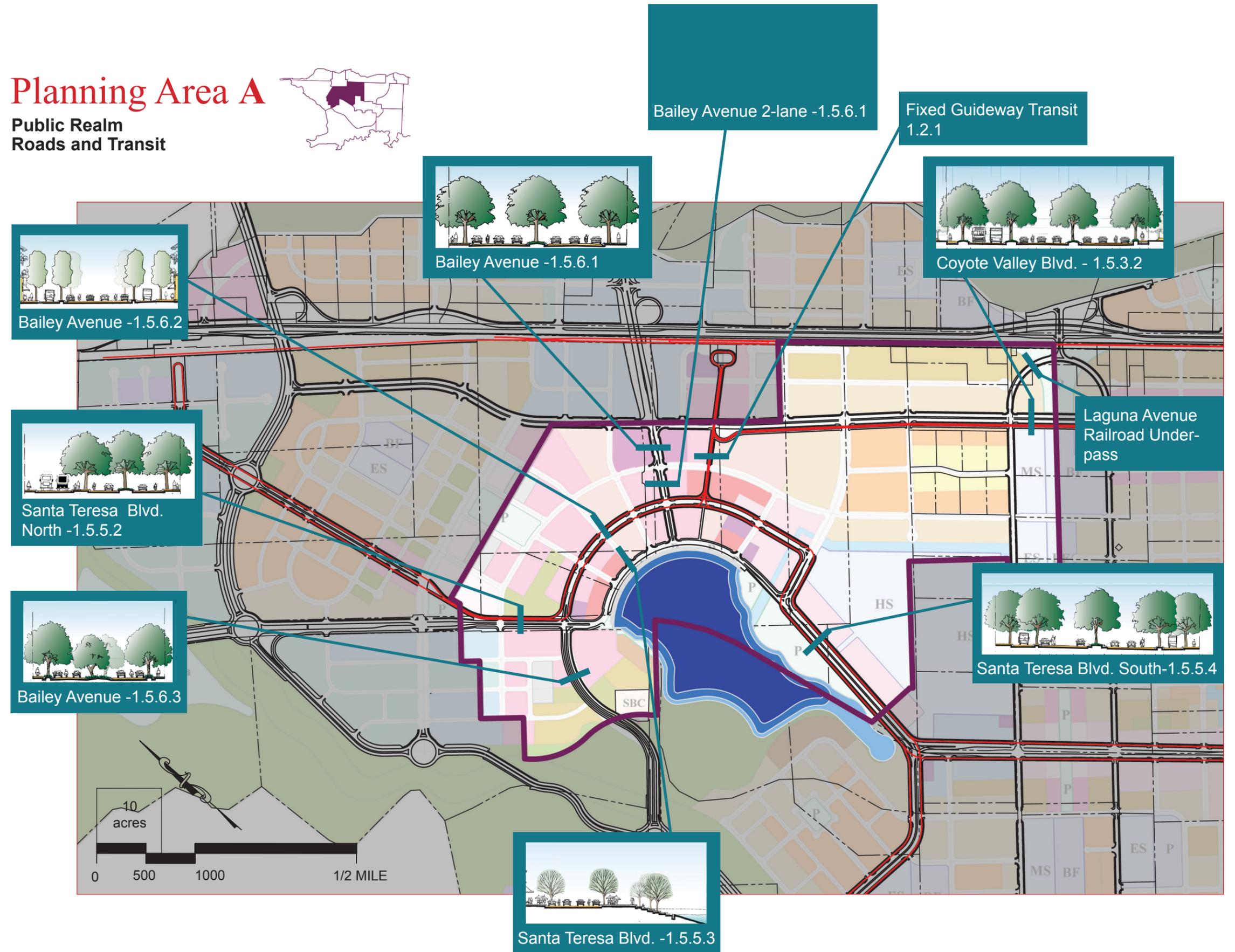
Notes

Notes

Planning Area A



Public Realm
Roads and Transit





Planning Area A

Public Realm Roads and Transit

Notes

The following transportation and circulation elements of the CVSP will comprise the Public Realm Roads and Transit within Planning Area A.

Fixed Guideway Transit Spine

The Coyote Core is connected to the multi-modal transit station (Coyote Station) through a dedicated pedestrian/transit spine that forms a spoke of the radial street grid. It rises on an elevated structure over Coyote Valley Boulevard to a second level transit station adjacent the Caltrain platform. The fixed guideway transit spine will be designed to handle two-way transit operations (24-foot wide) and a separate pedestrian way (12 to 16 feet wide) from the Coyote Core to the transit station (see typical section 1.2.1 on page ____.)

Bailey Avenue (From U.S.101)

As Bailey Avenue crosses Coyote Valley Boulevard from U.S.101, it will transition from seven lanes to four lanes. This road section from Coyote Valley Boulevard to the first ring road will include parking and bike-lanes on each side (see typical section 1.5.6.1.)

As Bailey crosses the first ring road it will transition from four-lanes to two-lanes with parking and bike lanes with a median that includes a left-turn lane all the way to Santa Teresa Boulevard (see typical section 1.5.6.1.) The visual terminus of this street will be the water feature in the Lake and Spreckels Hill in the background.

Bailey Avenue / Fixed Guideway Transit Corridor

Designated to be Bailey Avenue, the middle ring of the concentric street grid in the Coyote Core is expected to be CVSP's "Main Street" shopping district as described in Section 7.5.3. This two-lane street has parking and bike-lanes on each side, along with a separate side-running transit guideway on each side along the sidewalk in front of adjoining storefronts (see typical section 1.5.6.2.)

Bailey Avenue (West of Santa Teresa Boulevard)

The section of Bailey Avenue, westerly of Santa Teresa Boulevard, will remain as a two-lane street with parking and bike-lanes on each side and a center median ranging from 20 to 40 feet in width (see typical section 1.5.6.3.)

Santa Teresa Boulevard (North) / Fixed Guideway Transit Corridor

A portion of Santa Teresa Boulevard north of Bailey Avenue, approximately 900 feet, will include a 28-foot two-way side-running fixed guideway transit corridor on the easterly side of the street. Santa Teresa Boulevard will be a two-lane road in this section with bike lanes and no parking (see typical section 1.5.5.2.)

Santa Teresa Boulevard (South) / Fixed Guideway Transit Corridor

The portion of Santa Teresa Boulevard, beginning at the four-lane collector that connects to Coyote Valley Boulevard on the southerly end of the Coyote Core will be a four-lane street with parking and bike-lanes on each side, along with a separate side-running transit guideway on each side (see typical section 1.5.5.4.)

Santa Teresa Boulevard (Without Transit)

Santa Teresa Boulevard along the Lake is a two-lane street with parking and bike-lanes on each side. This street is intended to be pedestrian friendly with easy connections between the retail frontage and the promenade around the Lake (see typical section 1.5.5.3.)

Coyote Valley Boulevard / Fixed Guideway Transit Corridor

Coyote Valley Boulevard is a major north south street that will distribute traffic loads coming into Coyote Valley from U.S.101. This street will be a four-lane street with parking and bike-lanes on each side. Starting at the transit spine that goes to Coyote Station and running south, Coyote Valley Boulevard will include a 28-foot two-way side-running fixed guideway transit corridor on the easterly side of the street (see typical section 1.5.3.2.)

Central Commons Perimeter Street

The portion of the Central Commons perimeter street east of Coyote Valley Boulevard will be a one-way street network. The direction of flow will be from the southern intersection with Coyote Valley Boulevard and will loop around to its northern intersection with the boulevard with connections to the Laguna Avenue Railroad Underpass at the center of the loop.

Planning Area A

Public Realm Roads and Transit



Laguna Avenue Railroad Underpass

The proposed Laguna Avenue Railroad Underpass under the UPRR tracks will interconnect developments east and west of Monterey Road near the former Laguna Avenue crossing as described in CVSP Chapter 6, Section 6.6.4. Monterey Road will be realigned to the east to allow room for southbound ramps to drop down to connect to Laguna Avenue at a signalized intersection. The northbound lanes connect to the underpass through hook ramps intersecting the frontage road on the east side. The proposed grade separation will include two lanes of traffic in each direction, as well as sidewalks and bike lanes. The multi-use underpass beneath the UPRR tracks and Monterey Road will allow vehicles to connect to Monterey Road and pedestrians, bicyclists to access Coyote Creek County Park (see typical section 1.4.3. on page ____.)

Railroad Right-of-Way

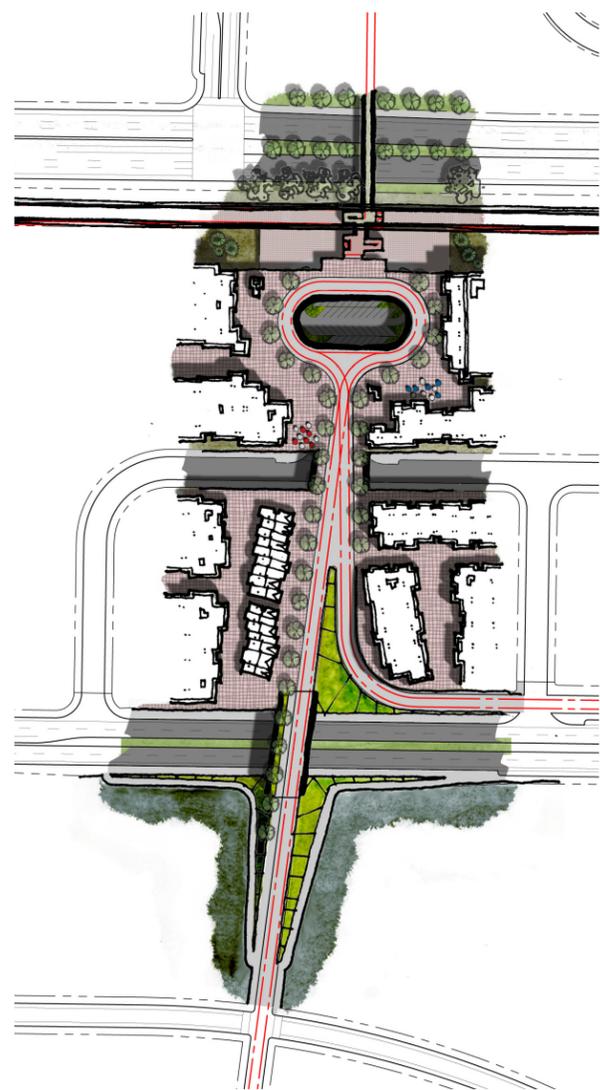
The double tracking of the Caltrain line beyond the Coyote Station is not part of the improvements anticipated with the CVSP. However, the reservation of land for future widening of the right-of-way through Coyote Valley, beyond the Coyote Station will need to be provided.



Planning Area A

Public Realm
Roads and Transit

Notes



Section 1.2.1 Fixed Guideway Transit Hub



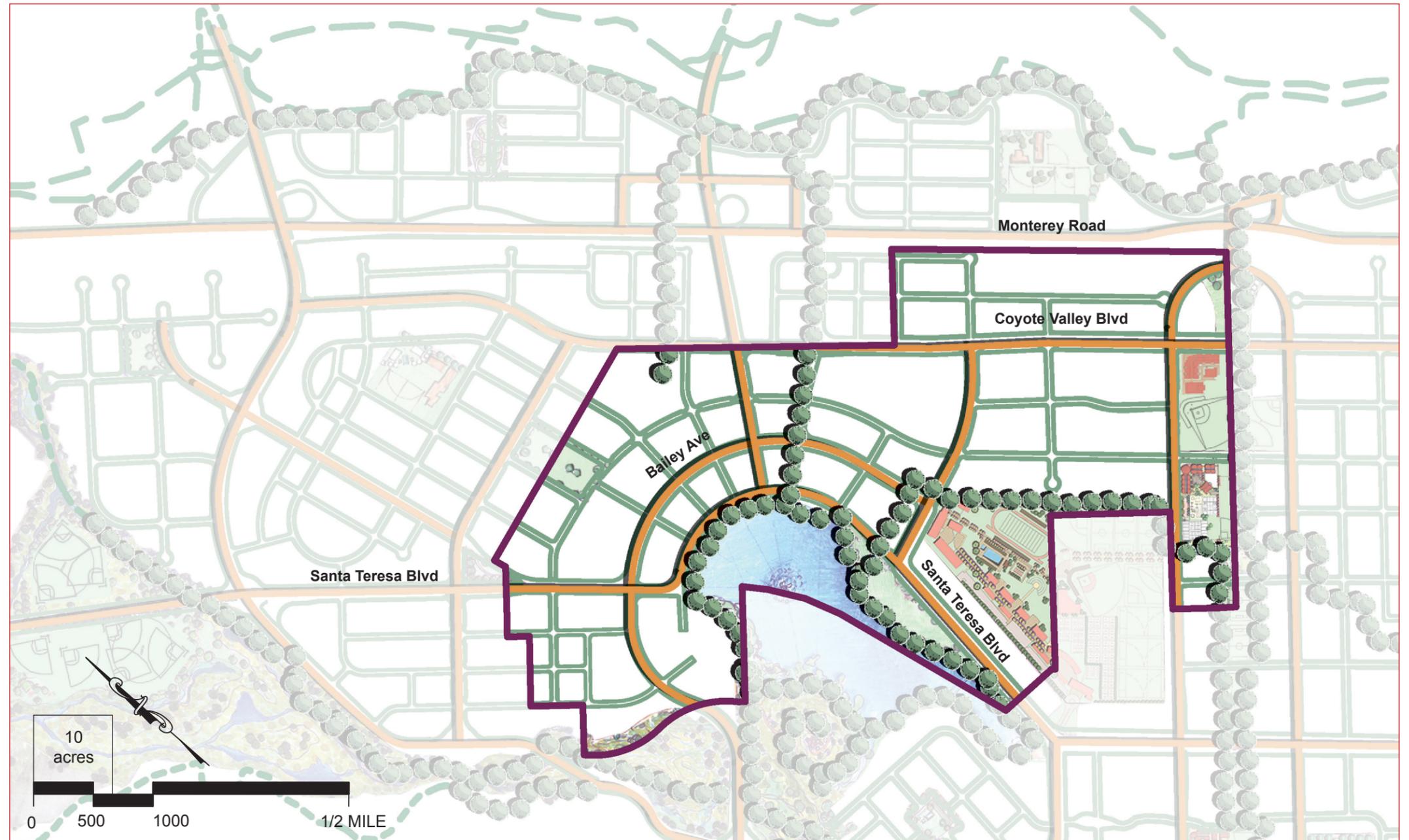
Section 1.4.3 Laguna Avenue Railroad underpass

Planning Area A

Non-Vehicular Circulation



Notes





Planning Area A

Non-Vehicular Circulation

Notes

Legend

-  In-Valley Multi-Use Trail
-  Sidewalks
-  Street with Striped Bike Lanes
-  Proposed Multi-Use Open Space Trail
-  Existing Open Space Trail

The CVSP Urban Model conceptually starts addressing mobility from the smallest, most urban and pedestrian friendly component and works up. It concentrates activities and densities within an easy walk to transit. It prioritizes pedestrian safety and friendliness in intersection design. It creates a highly connected neighborhood network and it enhances neighborhood-to-neighborhood connectivity.

As illustrated on the Non-Vehicular Connections Map, the CVSP provides a multitude of opportunities for moving about the community without the need for the private automobile. The non-vehicular network includes: sidewalks, multi-use trails and designated bicycle lanes. At a smaller scale than is shown on this map, a network of paths, paseos, mid-block public walks and plazas will be provided in private developments. These smaller pedestrian connections, in conjunction with those connections shown on the Non-Vehicular Connections Map, will facilitate pedestrian and bicycle accessibility throughout Coyote Valley. This will create a permeable system of connections that provides grade separation for cars, transit, pedestrians, bikes and equestrians through the use of over-crossings, under-crossings, bridges and urban pedestrian-only spaces.

Sidewalks

With only a few exceptions, all street sections will include sidewalks on both sides. The exceptions include: the west side of Monterey Road; vehicular bridges over the Monterey Road/railroad corridor where exclusive pedestrian bridges are provided; residential stub streets serving less than ten homes; streets within parking fields; and rural streets.

Multi-Use Trails

The CVSP provides over 20 miles of multi-use trails. They are designed to provide a continuous trail network for pedestrians, bicyclists and equestrians in settings that are enjoyable and safe. These multi-use trails include: Fisher Creek, Coyote Creek County Park Trail (within Urban Area), Coyote Valley Parkway, Lake loop-trail, and Urban Canal Park trail.

Bicycle Lanes

Class II bikeways (bike lanes) are provided on all major roads to provide connectivity throughout Coyote Valley. These exclusive bike lanes are striped between the curb or on-street parking and driving lanes. In addition to these designated bikeways, Class I bikeway (bike paths) are included as part of the multi-use trail network. Class III bikeways (bike routes) are non-designated routes that are shared with pedestrian or motor vehicle traffic.

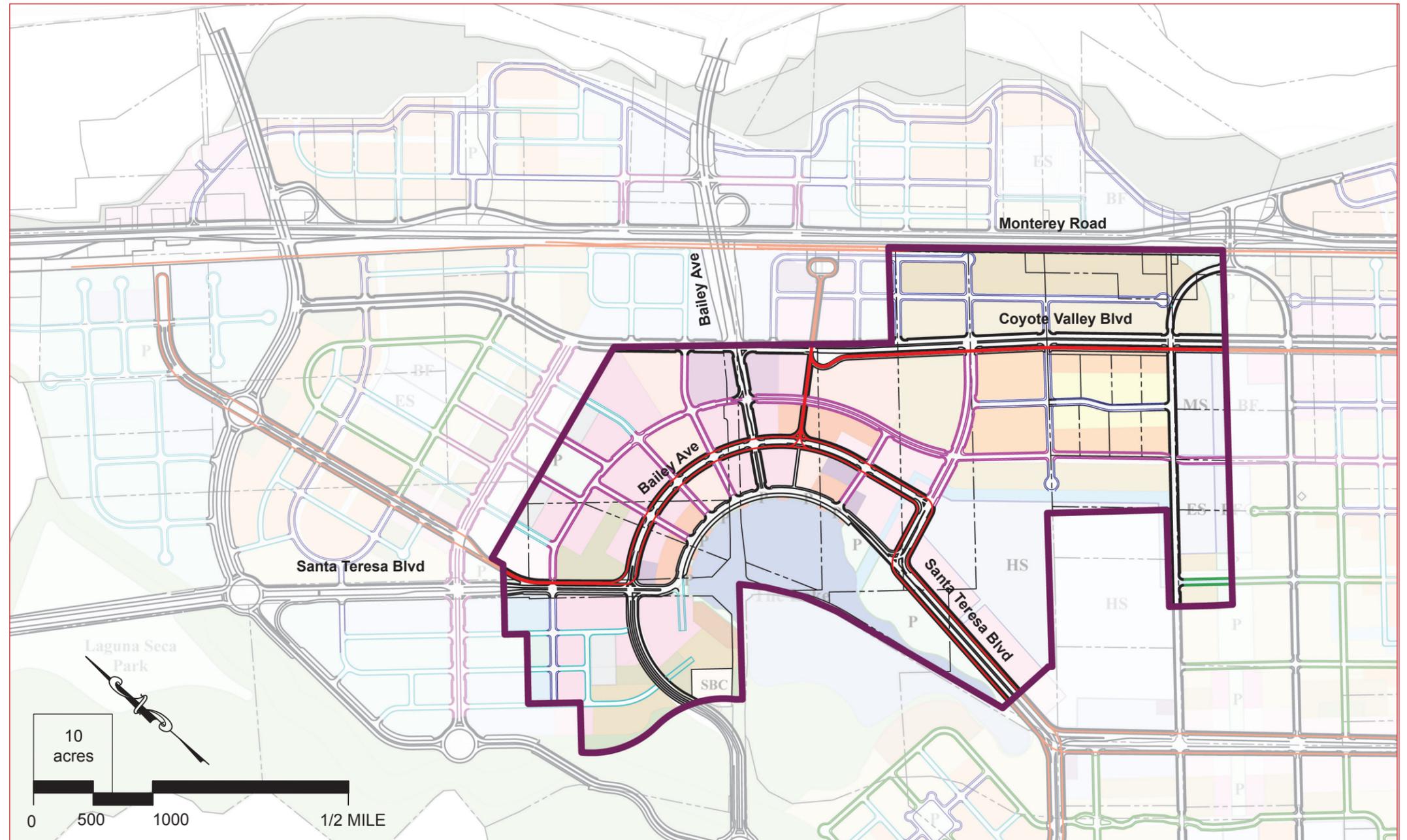
For a further discussion of the Non-Vehicular Circulation element of the CVSP, see Chapter 6, Section 6.1 of the CVSP.

Planning Area A



Private Realm Connections

Notes





Planning Area A

Private Realm Connections

Notes

Legend

Public Infrastructure Street Network

These streets create the underlying Infrastructure Road Network for Coyote Valley.

Transit

The transit network is formed through the use of fixed transit guideways. These fixed guideway transit corridors will include:

- Single-side running fixed guideways;
- Double-side running fixed guideways; and,
- Transit stops

Busy Urban Streets

These streets are fixed in their locations. They are designed to:

- Carry fairly high volumes of traffic;
- Provide alternative routes through Coyote Valley;
- Integrate with the urban pedestrian experience;
- Provide primary neighborhood to neighborhood connections; and
- Provide connections to and aligns on civic focal points and public facilities.

Neighborhood Through Streets

These streets are generally fixed in their locations, but may be modified.

They are designed to:

- Provide connectivity through neighborhoods and across Busy Urban Streets;
- Carry local neighborhood traffic; and
- Provides a through street network for in-Valley trips.

Destinations, Connections and Principles

These streets have fixed beginning, destination and property boundary points.

They are designed to:

- Provide routes serving neighborhood and community facilities and destinations.

Block Principles and Patterns

These streets are flexible in their locations. They are designed to:

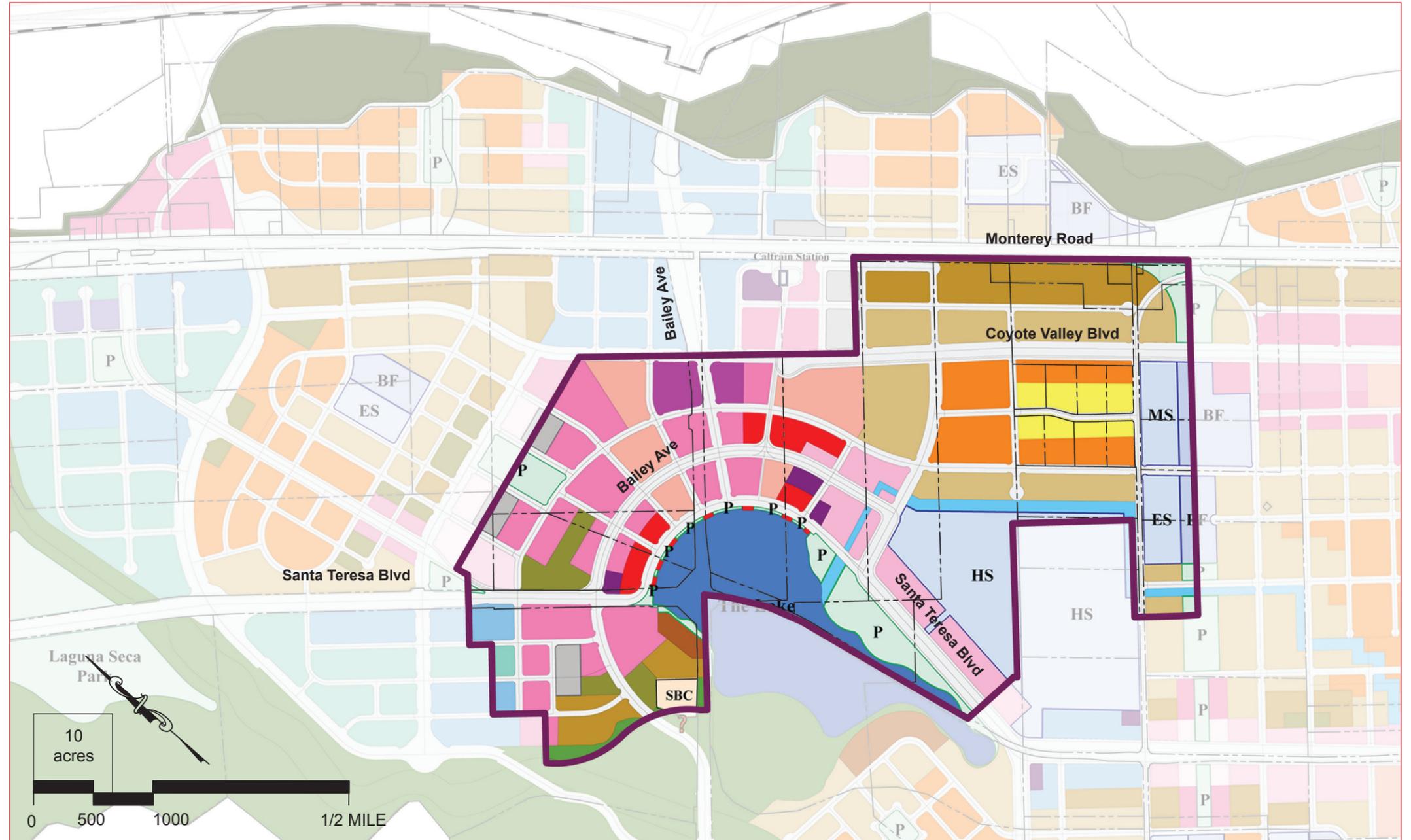
- Provide a neighborhood network of through streets;
- Provide streets encompassing blocks generally not exceeding four-acres in residential and mixed-use areas.

Planning Area A



Private Realm
Land Use

Notes





Planning Area A

Private Realm Land Use

Notes

Legend

Land Use Designation

Residential

- Low Density (5-10 DU/AC)
- Medium Density (10-20 DU/AC)
- Medium High Density (30-45 DU/AC)
- High Density (45-65 DU/AC)
- Mid-Rise (75-100 DU/AC)
- Hi-Rise (100+ DU/AC)

Commercial

- Neighborhood Commercial
- Core/Regional Commercial

Industrial/Workplace

- Research and Development (0.2 - 0.3 FAR)
- Support Industrial (0.2 - 0.3 FAR)
- Campus Industrial (0.3 - 0.4 FAR)
- Industrial Park/Office (1.0 -1.5 FAR)
- Professional/Administrative Office (1.75 - 9.0 FAR)
- Existing Workplace

Mixed-Use

- Live Work/Loft (MU1)
- Office over Commercial (MU2)
- Residential over Optional Office (MU3)
- Residential over Optional Commercial (MU4)
- Hi-Rise Residential over Office (MU5)

Open Space

- Open Space
- Coyote Valley Lake
- Urban Canal
- Coyote Creek Park Chain
- Ballfields (Shared Facility)
- Public Parks (>=1 acre)

Public

- Educational (Elementary, Middle, High School)
- District Parking
- Public Transit
- R.O.W.
- Public Quasi Public
- Fire Station Locations
- Gavilan Property
- Future Caltrain Station

With the exception of a planned large grocery, drug store and multiplex cinema, retail will occupy ground floor space in mixed-use buildings. The scale of the Coyote Core District office space assures that adequate day use parking structures here, and in connection with Coyote Station and corporate workplaces immediately across Coyote Valley Boulevard will have plenty of surplus space for evening entertainment uses. Cinema, high-rise office, high-rise mixed-use, and mid-rise residential will be disbursed in this district to form an attractive compositional massing while assuring exceptional views from within and not overshadowing adjacent lower buildings. The dominant urban form in this district will be vertical mixed-use four-story residential or office over perimeter ground floor retail/commercial.

Moving north from the Lake, a mixed-use live work loft district surrounds a five-acre community park and transitions to a residential neighborhood in Planning Area F beyond.

Southwest of Santa Teresa Boulevard, this mixed-use neighborhood enjoys a soft, non-commercial shoreline along the Lake. Four-story residential, and residential over commercial mixed-use, join with high amenity mid-rise and high-rise residential towers.

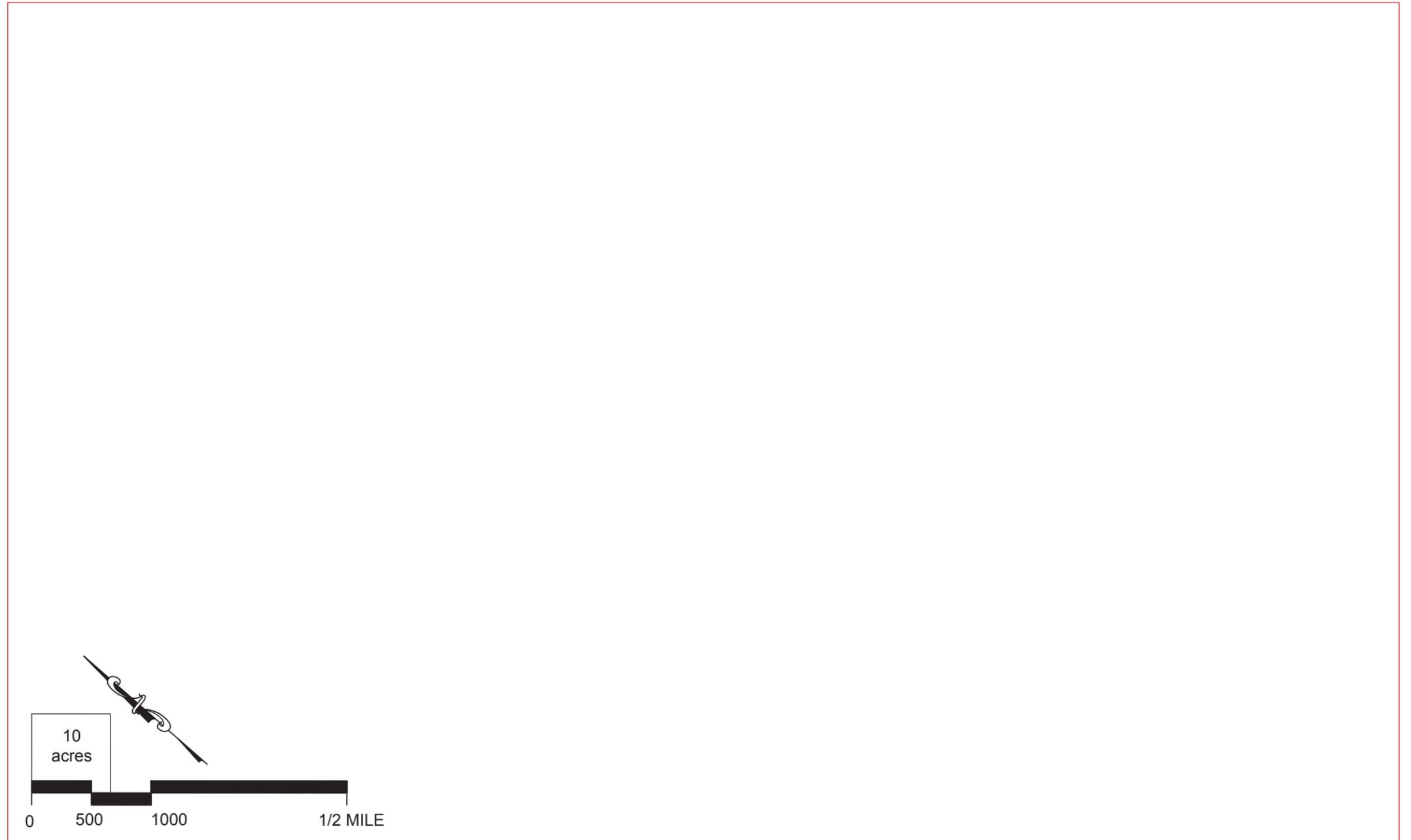
Existing estate residents at Dougherty Avenue and Laguna Avenue have the opportunity to develop the rear portion of their property with higher density residential as a transitional buffer to the surrounding urbanization.

Enjoying easy walking distance to Coyote Station, the residential area east of Coyote Valley Boulevard employs a parking strategy that screens residents from the railroad. It fronts a low volume landscaped side street and a fixed guideway transit line that protects it from through traffic on Coyote Valley Boulevard. Special design emphasis is placed on the two pedestrian crossings that link residents to nearby schools and the Central Commons and to the Coyote Core District

Notes

Planning Area A

Private Realm
Detailed Land Use





Planning Area A

**Private Realm
Detailed Land Use**

Notes

Planning Area A



Private Realm Residential Building Types



R-1
Multi-family
**Luxury 22-story high-rise
apartments or condominiums**
100 units per acre
Parking in building



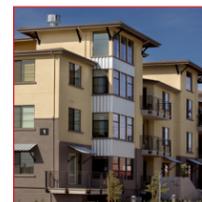
R-7
Single-family
**3-story single-family
detached cluster homes**
14 units per acre
Private garages



R-2
Multi-family
**5-9-story mid-rise
apartments or condominiums**
75 units per acre
Parking in building



R-8
Single-family
**2-3-story detached
cluster or patio homes**
12 units per acre
Private garages



R-3
Multi-family
**4-story wood frame
apartments or condominiums**
45 units per acre
Parking below podium or wrapped within building



R-9
Single-family
2-story detached homes
10 units per acre
Private garages



R-4
Multi-family
**3-story wood frame
apartments or condominiums**
30 units per acre
Surface parking with carports



R-6
Single-family
**2-story single-family edge
and transition detached estate homes**
5 units per acre
Private garages



R-5
Single-family
**3-story town homes or
town home style condominiums**
22 units per acre
Private garages



Planning Area A

Private Realm Workplace Building Types

Notes



W-1
Corporate/Technology Office
4-story with all onsite surface parking (1 space per job)
285 square feet per job
FAR = 0.39



W-6
Downtown Professional Service Office
20-story with off-site district parking (0.6 space per job)
285 square feet per job FAR = 8.5



W-2
Corporate/Technology Office
7-story with 4-story on-site structured parking (0.66 space per job)
285 square feet per job
FAR = 1.4



W-7
Downtown Professional Service Office
4-story with off-site district parking (0.6 space per job)
285 square feet per job
FAR = 1.75



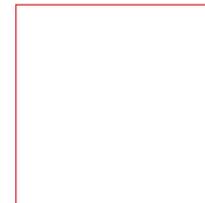
W-3
Corporate/Technology Office
2-story with all on-site surface parking (1 space per job)
285 square feet per job
FAR = 0.39



W-8
Downtown Professional Service Office
7-story off-site district parking (0.6 space per job)
285 square feet per job
FAR = 3



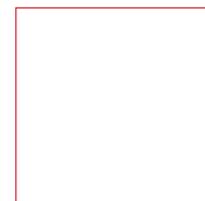
W-4
Research and Development Laboratory
1-story with all on-site surface parking (1 space per job)
285 square feet per job
FAR = 0.24



W-9
Light Industrial
1-story with all on-site surface parking (1 space per job)
500 square feet per job
FAR = 0.3



W-5
Corporate/Technology Office
4-story with 4-story on-site structured parking (0.66 space per job)
285 square feet per job
FAR = 1.04



W-10
Manufacturing
1-story with all on-site surface parking (0.6 space per job)
125 square feet per job
FAR = 0.2

Planning Area A



Private Realm Mixed-Use Building Types



M-1
6-story live work loft/town home
500 square feet per job
District parking for jobs, on-site residential parking
FAR = 1.4



M-6
4-story
3 floors residential over regional commercial
District parking for commercial, residential parking in building
FAR = 1.72



M-2
22-story high-rise
18 floors of residential over 4 floors of office
300 square feet per job
District parking for jobs, on-site structured parking for residential
FAR = 3.6



M-8
4-story
3 floors residential over optional office
1 job per 3 homes (approximately)
Street parking for office, residential parking in building
FAR = 1.38



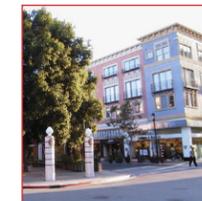
M-3
6-story live work loft/town home
500 square feet per job
Surface parking for jobs, residential parking in building
FAR = 1.75



M-9
3-story
2 floors residential over optional office
3 jobs per 5 homes
Street parking for office, residential parking in building
FAR = 1.02



M-4
4-story
3 floors office over regional commercial
300 square feet per job
All district parking
FAR = 1.73



M-7
4-story
3 floors residential over local commercial
Surface and street parking for commercial
Residential parking in building
FAR = 1.38



M-5
4-story
3 floors office over local commercial
300 square feet per job
On-site surface parking and street parking
FAR = 0.4



Planning Area A

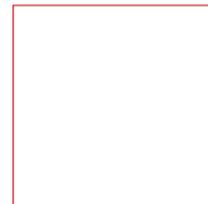
Private Realm Retail Building Types

Notes

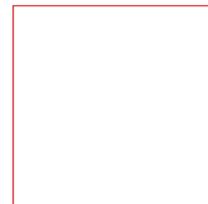
Local Retail



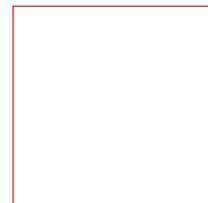
LR-1
Supermarket



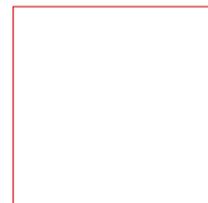
LR-2
Service Station



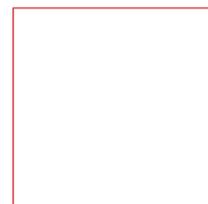
LR-3
Restaurant



LR-4
General Retail



LR-5
Personal Services

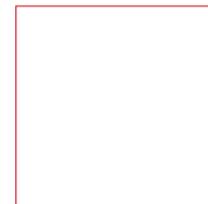


LR-6
Apparel

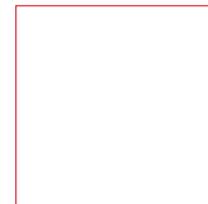
Regional Retail



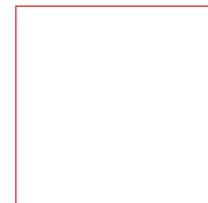
LR-7
Cinema



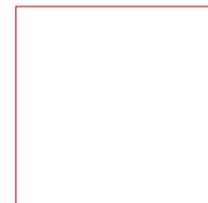
RR-1
Restaurant



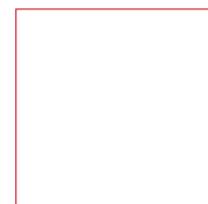
RR-2
General Retail



RR-3
Personal Services



RR-4
Apparel



RR-5
Cinema

Notes

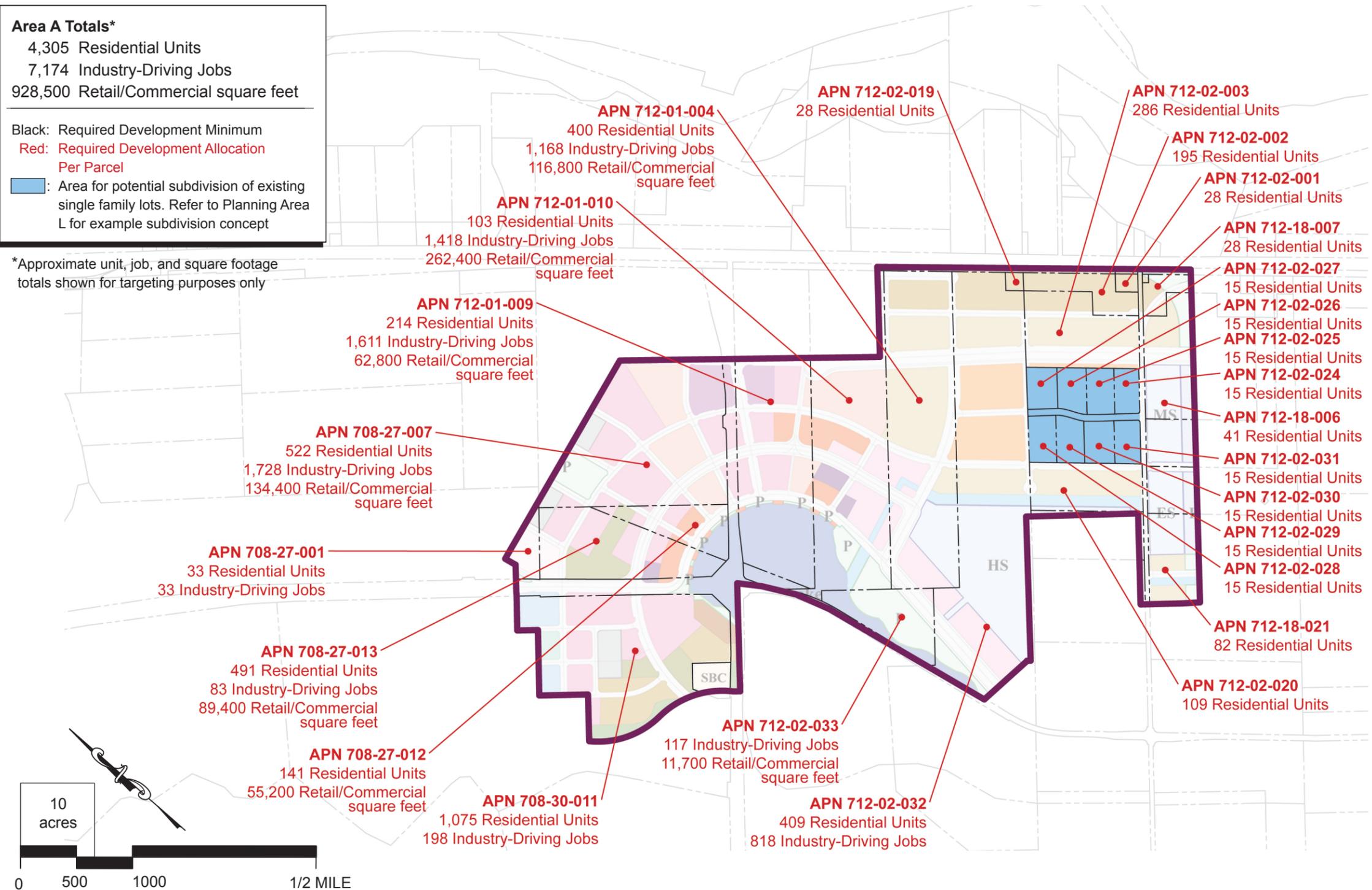
Planning Area A



Private Realm Minimum Development Target

Area A Totals*	
4,305	Residential Units
7,174	Industry-Driving Jobs
928,500	Retail/Commercial square feet
Black: Required Development Minimum	
Red: Required Development Allocation Per Parcel	
Blue: Area for potential subdivision of existing single family lots. Refer to Planning Area L for example subdivision concept	

*Approximate unit, job, and square footage totals shown for targeting purposes only





Planning Area A

Private Realm Minimum Development Target

Notes

Objective

Implementing the Coyote Valley Specific Plan's ultimate goal of 25,000 residential units and 50,000 jobs requires delicately balanced phasing and placement of these two major components. Based on phasing of its underlying infrastructure, the development of any one planning area will be closely monitored, ensuring that certain specific targets are met at a small scale on the way to developing the project's ultimate goals.

Breakdown and Distribution of Minimum Development

Residential units, industry-driving jobs and commercial space are distributed across planning areas to designate concentrations of workplace and varying densities of residential development on a neighborhood-by-neighborhood basis. The next step is to break these broad distributions down into a parcel-by-parcel minimum requirement to achieve the ultimate build out as envisioned. Based on a detailed study of building types and distribution of uses, this breakdown confirms that ultimate totals can be met, and also provides an initial suggestion of how much of each type of development must occur on each parcel.

Flexibility

Certain frameworks for development have been established and are fixed. Land uses and overall bulk are carefully regulated by the land use plan and form-based zoning code. However, specific implementation strategies are encouraged to seek a variety of densities, unit sizes, and building types. As such, only overall totals per parcel are provided, in hopes of stimulating creative solutions to meeting these targets. Within each parcel, residential units, industry-driving jobs, and commercial space may be arranged in any number of configurations that yield the required totals.

Infrastructure Dedication/Obligation

To ensure the necessary infrastructure improvements are accounted for in the development of the Coyote Valley Specific Plan, acreage and sites for these improvements has been identified. The infrastructure elements include sites for schools, parks, realigned Fisher Creek, affordable housing dedication sites, transit corridors and the major roads that make up the backbone elements of the transportation network. The total amount of land required for these infrastructure elements accounts for ___percent of the total land area within the Coyote Valley Specific Plan.

Based on the overall land dedication requirement for acquisition of the required Public Realm Infrastructure, a proportionate share of the overall dedication obligation is assigned to each parcel within the Urban Area of Coyote Valley. The amount of actual dedication per lot varies according to the location of the parcel and the location of the

required infrastructure elements. Therefore, the amount of dedication of a parcel may result in more or less than the overall project average. The

Minimum Development Target for Planning Area A

Planning Area A's dense urban core supports the highest number of residential units found in any one planning area. Additionally, nearly 60% of Coyote Valley's retail and commercial square footage is located in Planning Area A, more than 75% of which is regional serving. The uniqueness of this area is designed to create a specific sense of place and a destination for visitors from the entire Valley, and beyond. All of this adds up to an opportunity for the greatest degree of variety and flexibility of building types to realize these development targets, including: office and residential towers; three- and four-story mixed use; and single- and multi-family residences.

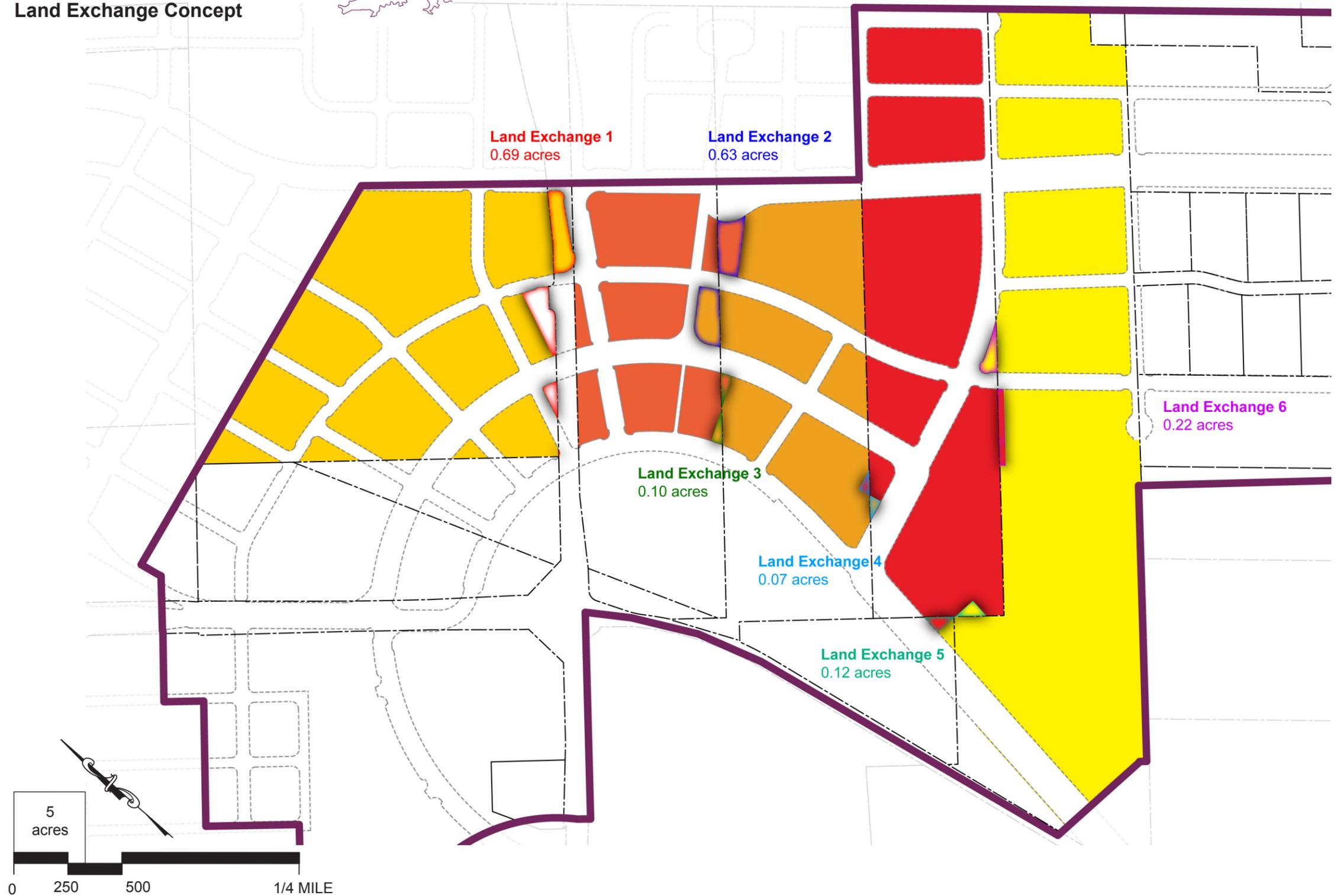
The Coyote Core's radial and concentric street pattern is unique among the other rectangular grids of Coyote Valley. Due to the alignment of these rights-of-way, property owners are encouraged to investigate the idea of land exchanges to avoid fragmentation of land into small, awkwardly shaped parcels that will be difficult to develop. Refer to the diagram on the following page for a more detailed depiction of this concept.

Planning Area A is also home to one of several neighborhoods of existing single-family estate residences. The Coyote Valley Specific Plan is sensitive to their presence, stepping down density accordingly and providing them with appropriate transitions and buffers. In addition to retaining their large lots, however, property owners also have the option of subdividing their lots to provide for additional compatible single-family development. Refer to the diagram found in the Planning Area L section of this chapter for a more detailed depiction of this concept.

Notes

Planning Area A

Private Realm
Land Exchange Concept





Planning Area A

**Private Realm
Land Exchange Concept**

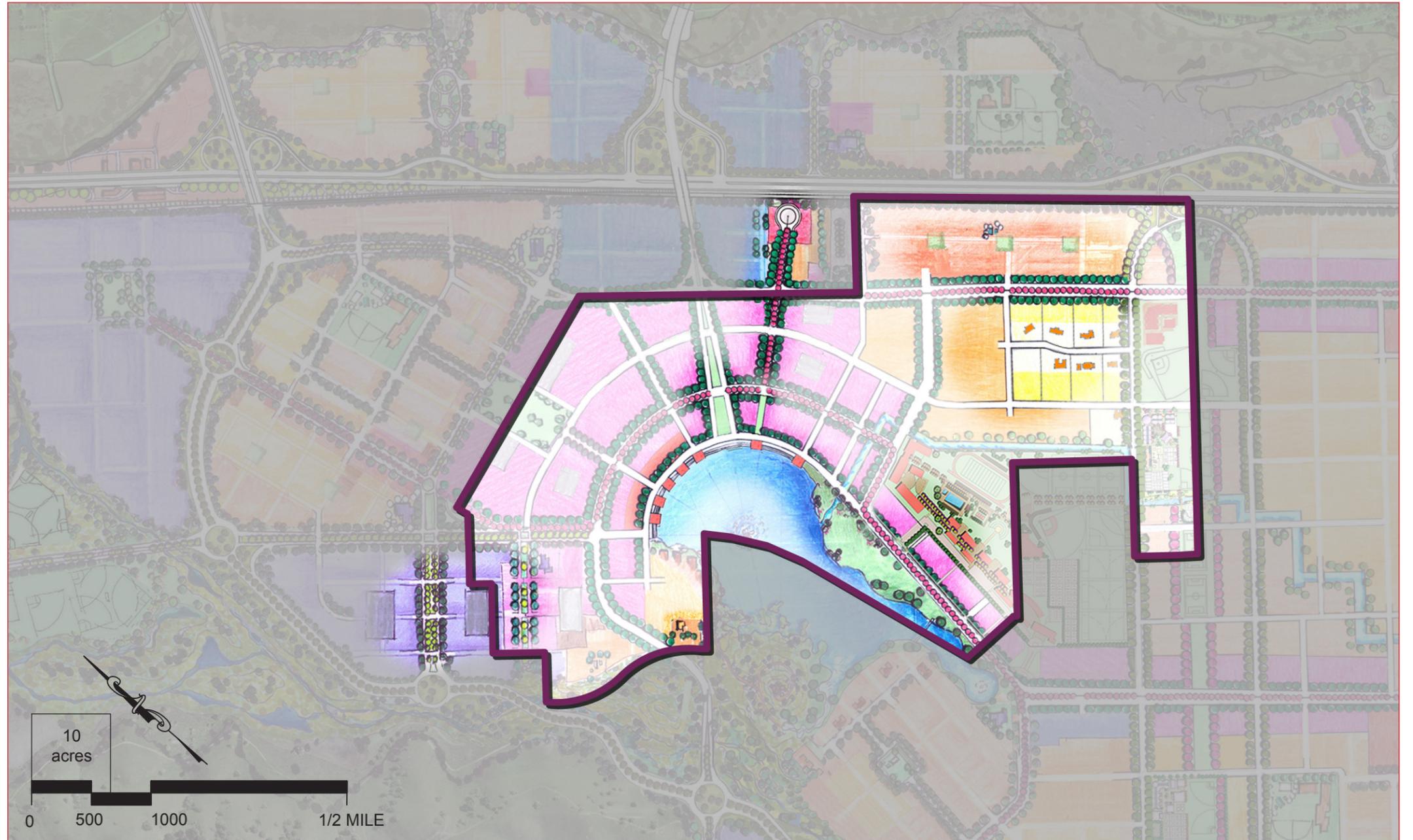
Notes

Planning Area A

Urban Form



Notes





Planning Area A

Urban Form

Notes

The following section describes the key land use and urban design objectives and policies that are to shape the pattern of development for Planning Area A.

Land Use

Objective O-1

Create the heart of Coyote Valley: a vibrant, livable, mixed-use, waterfront core district that concentrates residential, workplace, shopping, educational, civic and community facilities.

Policy P-1

Vertical Mixed-Use Building Types

Buildings throughout the Coyote Core District are required to be vertical mixed-use building types.

Policy P-2

Concentration of Density

To maximize transit ridership, locate and concentrate the highest density of jobs and housing along the waterfront, Bailey Avenue (the retail main street of the Coyote Core District) and the fixed guideway transit system, with the highest densities located at transit stops.

Policy P-3

High-Rise Tower Location

To shape a compact, urban skyline for the Coyote Core and to be a visible landmark identifying the heart of the Coyote Valley, high-rise towers are required to be located along the waterfront, the retail main street, and along the fixed-guideway system from the Coyote Station to the waterfront.

Policy P-4

Transition in Building Massing and Height to Neighboring Residential Areas

A transition in height and building massing is required from the high-rise tower, mid-rise and four-story building areas to the following areas: 1) the edge of the Coyote Core District along Coyote Valley Boulevard and Planning Area F; and 2) where adjacent to the existing estate residential.

Policy P-5

Buffering of Residential Areas along Caltrain

To protect and reduce environmental impacts on residential uses immediately adjacent to Caltrain, a 25-foot setback is required along the Caltrain right-of-way.

Transit Accessible Street and Block Pattern

Objective O-1

Maximize transit ridership and the ease of access to transit for pedestrians and bicyclists by creating a highly interconnected network of walkable city blocks that offers multiple routes to key waterfront, retail, entertainment, education and civic destinations.

Policy P-1

Maximum Block Size

To create a highly interconnected street network, development blocks are required to be no greater than three acres within one block of the waterfront east of Santa Teresa Boulevard. Development blocks no greater than three acres are encouraged in locations throughout the Coyote Core District.

Policy P-2

Maximum Block Length

To create a highly interconnected street network block lengths are required to be no greater than 600 feet in length. Block lengths are encouraged to be no greater than 300 feet in length in locations within two blocks of the waterfront.

Policy P-3

Alleys and Pedestrian Paths

For development blocks greater than three acres, alley access and mid-block pedestrian paseos are required.

Policy P-4

Street Continuity

Flexible streets are required to align and connect to streets that extend to and from surrounding planning areas.

POLICIES

Planning Area A

Urban Form



Orientation of Streets and Buildings to Views

Objective 0-1

Reinforce public views to the waterfront and Spreckels Hill through the alignment and orientation of streets and building frontages.

Policy P-1

Radial Street Pattern

Streets within the two blocks adjacent to the waterfront are required to form a radial pattern of streets that are either generally concentric or perpendicular to the waterfront. Radial streets are required to originate from a center point of the Lake as indicated.

Policy P-2

Minimum Number of Lakefront Blocks

To ensure a visually accessible lakefront, the minimum number of required lakefront blocks is seven along its length from Santa Teresa Boulevard to the International Park.

Vibrant Streets and Public Spaces

Objective 0-1

Create a rich pedestrian environment that enlivens streets and activates public spaces by providing ground floor uses and street frontages that relate to the unique spatial characteristics of the adjacent public space or street.

Policy P-1

Required Street Frontage Types

Planning Area A Urban Design Map, the Coyote Core District is comprised of the seven street frontage types which describe the required building orientation, ground level use, entries and relationships to the adjacent public spaces and streets:

1. Waterfront Promenade Frontage

To create a vibrant, attractive regional and local waterfront destination, at least 75 percent of the street frontage is required to have active pedestrian uses facing the waterfront such as restaurants, retail, civic, cultural and community uses. Residential, employment and hotel uses are required to face the waterfront, with an architecturally designed civic presence and main building entries designed to enhance the identity and sense of place of the waterfront. Curb cuts and vehicular access to parking is pro-

hibited. Along the promenade, the locating of kiosk retail and food vendors, outdoor dining and cafes is encouraged.

2. Retail “Main Street” Frontage

To create a vital, transit-accessible, retail main street, at least 75 percent of the street frontage on both sides of the street is required to locate regional and community serving retail, entertainment, nightclub, performing art, hotel, grocery, drugstore and other retail uses at the ground level. Encourage the activation of the wider pedestrian-oriented sidewalks and urban plazas along this “Main Street” with outdoor dining and sidewalk cafés. Curb cuts and vehicular access to parking is prohibited.

3. Fixed Guideway Transit Spine Promenade Frontage

To create an active, transit promenade and entry to the Coyote Core District and the waterfront, the transit promenade is required to have at least 50 percent of the frontage as active pedestrian uses such as retail, commercial or work/live street frontages with a direct orientation to the street or public space.

4. Lakeshore Residential Park Frontage

To ensure diversity of park environments, and to create an informal park and lake edge, a non-commercial shoreline is required along the mixed-use, mid- and high-rise residential locations adjacent to Spreckels Hill. Residential uses backing onto Spreckels Hill are required to have a transitional landscape buffer. Curb cuts and vehicular access to parking is prohibited.

5. Town Square Park

Buildings along the Town Square Park are required to orient building facades, entries and architectural treatments to the park. Town Square Park is required to have at least 50 percent of the park frontage as active pedestrian uses such as retail, commercial or work/live street frontages with a direct orientation to the park.

6. Central Commons Frontage

Buildings located along the Central Commons and streets fronting the Central Commons are required to orient building facades to face the park, with entries and porches providing access to the Central Commons. Frontages are to include residential lobbies with architectural entrances, building common areas, or ground level residential units that are elevated above grade of the adjacent sidewalk with direct access to the street. Parking is required to be located at the rear of lots.

7. Coyote Valley Boulevard Frontage

High density residential uses are required to provide an urban street frontage to Coyote Valley Boulevard. Buildings are required to orient facades to face the street. Frontages are to include residential lobbies with architectural entrances, building common areas,

POLICIES



Planning Area A

Urban Form

Notes

or ground level residential units that are elevated above grade of the adjacent sidewalk with direct access to the street. Parking is required to be located out of public view from Coyote Valley Boulevard and adjacent streets.

Preservation of Existing Residential Estates

Objective 0-1

Layout the pattern of new streets and blocks to preserve the existing estate residential uses.

Policy P-1

Existing street access to the existing residential estates lots is required to be preserved. A new street or alley along the shared rear lot line is permitted, as a new front address for new detached housing, or secondary address for a secondary unit with alley access.

Policy P-2

An increase in residential density is permitted for the estate residential units, with new street access to the rear of long narrow parcels.

Landscape Edges and Transitions

Objective 0-7

Landscape Character of the Urban Canal Park

The landscape character of the Urban Canal Park is to create a continuous landscape environment that changes in relationship to the adjacent to land use, density and open space character.

Policy P-1

Urban Canal Park Landscape Transect Zones

The Urban Canal Park shall have, at a minimum, three distinct landscape zones: 1) urban with emphasize on hardscape areas with canopy shade trees; 2) transitional which balances hardscape and softscape environments (lawns, shade trees, ground covers, edges); and 3) natural which is an informal, natural landscape environment, compatible with the native landscape character of Coyote Valley.

POLICIES

Notes