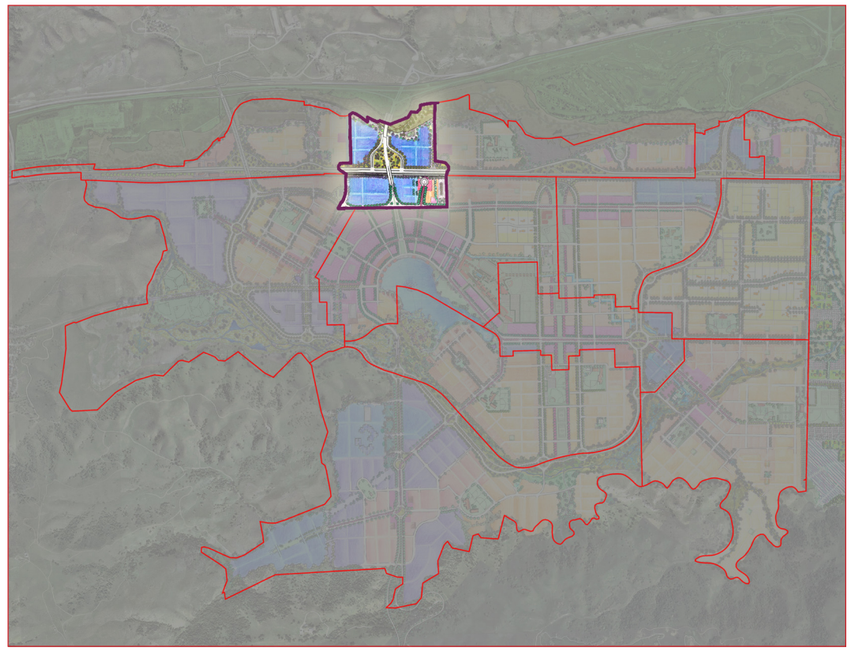
Planning Area **B**

Contents and Overview

Notes



Bailey Gateway
Coyote Station, the Bailey Road/Monterey Road over-crossing 800 feet to the north, and the Bailey Road/U.S.101 interchange, make up the primary gateway to Coyote Valley. As one arrives via Caltrain at the multi-modal Coyote Station the first gateway experience is that of a uniquely landscaped bustling composition of urban mobility in all its forms. Here Coyote Valley's local fixed guideway transit system links to Caltrain and other HOV vehicles.

This gateway location provides the highest identity corporate sites in the Valley. These companies' forward facing leadership will be obviously expressed by their locational commitment to urban integration, as well as pedestrian and transit access. This will be complimented by their emphasis on green building in their construction and architectural expression.

Overall Development Program
Expected Industry Driving jobs 6,550
Required Minimum Workspace for Industry
Driving Jobs ..... 1,878,500 sq.ft.
Required Minimum Residentia Units 155
Required Minimum Ground Floor Retail and Commercial Space ..... 22,000 sq.ft.

Notes

Planning Area **B**

Urban Design Overview

Planning Area **B**

Urban Design Overview

Notes

Coyote Station
As one arrives via Caltrain at Coyote Station the experience is that of a bustling composition of urban mobility in all its forms.

At grade, Coyote Station's monumental landscape links to the identity landscaping of Monterey Road's southern signalized junction. Overhead is an outstanding sculptural form supporting and sheltering stairs and elevators lifting passengers up to a pedestrian bridge that crosses rail lines and Monterey Road. From this bridge, 30 foot aloft, the view opens up, providing a sweep north and east across a landscape of urban corporate offices of recognized global enterprises. To the west the pedestrian bridge begins a shallow descent that points exactly to the water jet in the center of the Lake.

Coyote Station itself is busy with train and HOV express shuttles to the regions airports; carpool commuters parking in the "park and ride" facilities; and curbside drop-off. Most of these converging regional travelers are arriving from or going to Coyote Valley neighborhoods and workplaces via the CVSP's fixed guideway transit system. Its partially open-air cars may deposit and pick up some 4,000 travelers at peak hour at Coyote Station.

It is a four-block (2,000 feet) walk from Coyote Station to the Lake, and within that same walking distance one can arrive at the center of Coyote Valley's central shopping district and reach the centers of mixed-use and corporate workplace areas supporting some 14,000 jobs.

Monterey Road
A half-mile stretch of Monterey Road and the adjacent rail line is over-crossed by Bailey Avenue and the long graceful arches of two pedestrian bridges. Flanking this corridor, densely planted tree screens soften numerous parking structures, and two signalized junctions on Monterey Road provide CVSP identity landscaping.

Corporate Centers
Corporate Centers east and west of Monterey Road provide the highest identity corporate sites in the Valley. These companies' forward facing leadership will be obviously expressed by their locational commitment to urban integration, as well as pedestrian and transit access. This will be complimented by their emphasis on green building in their construction and architectural expression.

Bailey Avenue
U.S.101 to Monterey Road
U.S.101's perch on the lower slopes of the Mount Hamilton Range provides broad panoramic views across Coyote Creek's open space, of the whole Valley. The U.S.101/ Bailey Avenue interchange previews the Coyote Valley experience with its identity landscaping that transitions to the natural grasses and trees of the Coyote Creek County Park.

Bailey Avenue crosses over the Coyote Creek about 18 feet above the grade of flanking prominent corporate sites, providing motorist's and HOV passengers their first encounter with Coyote Valley's dramatic 21st century global center of technology and innovation.

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

Coyote Valley Boulevard
Most vehicles arriving from U.S.101 via Bailey Avenue will distribute north and south at Coyote Valley Boulevard. For about 1,300 feet either way, this boulevard will be very vehicle dominated. A grade separated pedestrian bridge north of Bailey Avenue is a continuation of the northern pedestrian bridge over Monterey Road and the rail lines. This links pedestrians from the corporate centers east of Monterey Road to the Coyote Core District 1,400 feet (three blocks) west. South of Bailey Avenue, Coyote Valley Boulevard travels under the pedestrian/fixed guideway transit bridge that ties Coyote Station to the Coyote Core District.

Notes

Planning Area **B**

Response to Existing Environmental Footprint

Keesling's Shade Trees

Morgan Hill Charter School

Coyote Creek

Architectural Cultural Resources

Monterey Road

Planning Area B

Response to Existing Environmental Footprint

Notes

Coyote Creek
Coyote Creek is located within the Coyote Creek County Park as identified by the Santa Clara County Parks and Recreation Department. The Coyote Creek County Park runs south to north along the eastern edge of the urban development area of the CVSP. This corridor contains riparian habitat adjacent to the creek and recreational opportunities.

Objective O-1
Preserve and protect Coyote Creek.

Objective O-2
Protect existing riparian habitat environment of Coyote Creek.

Policy P-1
Prohibit workplace encroachment into the Coyote Creek County Park ownership boundary.

Policy P-2
Require a minimum 100-foot setback from the Coyote Creek Riparian Corridor (defined by both top of bank and edge of any continuous riparian tree canopy).

Policy P-3
Prohibit urban encroachment, other than for transportation and infrastructure facilities, into the Coyote Creek Riparian Corridor.

Policy P-4
Require appropriate mitigation for encroachments into the Coyote Creek Riparian Corridor (See Chapters 7 and 9).

Policy P-5
Limit non-urban encroachments into the Coyote Creek Riparian Corridor for bio-filtration, additional Coyote Creek County Park trails, flood control access, and recreational access and facility development in cooperation with Santa Clara County Parks and Recreation Department and Santa Clara Valley Water District.

Policy P-6
Encourage expansion of the riparian habitat and aesthetics of the Coyote Creek Riparian Corridor area through forestation with a tree and plant palette already present in the Riparian Corridor.

Policy P-7
Require a frontage road outside of the riparian setback to separate the workplace development from Coyote Creek County Park.

Depiction D-1
Top of Bank and Edge of Riparian Corridor Delineation; 100-foot setback delineation.

Depiction D-2
Limits of Urban Encroachment for transportation and infrastructure facilities.

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

Objective O-1
Maintain Keesling's Shade Trees along Monterey Road as much as is feasible.

Policy P-1
Require the alignment and improvements of Monterey Road necessitated by CVSP to maintain a landscape buffer between the road and the railroad right-of-way of at least 15 feet and incorporate the existing Keesling's Shade Trees.

Policy P-2
Require the landscaped buffer to be installed in conjunction with adjacent Monterey Road improvements.

Policy P-3
Require the removal of the overhead utility lines above the Keesling's Shade Trees.

Policy P-4
Require an analysis of the health of the existing trees, remedial maintenance of existing trees, including appropriate trimming, and replacement of dead or dying trees with trees of the same species.

POLICIES

Notes

Planning Area **B**

Response to Existing Environmental Footprint

Depiction D-1
Plan, detailed 3D plan, section, and example photo of Keesling's Shade Trees and landscape corridor.

Morgan Hill Charter School
The Morgan Hill Charter School is part of the Morgan Hill Unified School facilities. The school is a K-6 elementary school. The school is named after the original school in Coyote Valley; however, the present school is not in the location of the original school. The current school was built in 1949. The school property contains numerous large trees. The school is located in an area of the CVSP planned for workplace and structured parking related to both the workplace area east of Monterey Road and Coyote Station.

Objective O-1
Respect the existence of the existing school.

Objective O-2
Retain the existing trees on the Morgan Hill Charter School property within any future urban redevelopment of the property.

Policy P-1
Encourage the Morgan Hill Unified School District to relocate the existing school to an area outside of the high-intensity workplace district surrounding the Bailey Avenue intersection with Monterey Road.

Policy P-2
Encourage any future development of the property to preserve and protect existing trees on the property.

Policy P-3
Require, at such time as development of the property occurs, an analysis of the health of the existing trees, remedial maintenance of existing trees, including appropriate trimming, and replacement of dead or dying trees.

Architectural Cultural Resources
This Planning Area has one site containing a structure that could potentially be eligible for designation as a Historic Architectural Resource, based upon further research and evaluation.

Objective O-1
Preserve historical architectural resources, to the extent possible.

Policy P-1
Require additional studies be prepared prior to demolition or removal of the one-story wood-frame bungalow, circa 1915, located near the southwest corner of Bailey Avenue and Monterey Road.

Policy P-2
If determined to be of architectural significance, the bungalow near the southwest corner of Bailey Avenue and Monterey Road should be protected in place or relocated to the Hamlet or other appropriate location.

Depiction D-1
Location of potential historic architectural resource.

Railroad Right-of-Way
The Union Pacific rail line runs parallel to Monterey Road through this Planning Area. Currently, there is double tracking from the north to a point approximately 800 feet north of the proposed northern Coyote Valley Parkway over-crossing of the tracks. From this point south there is currently only a single track.

Objective O-1
Retain railroad tracks and right-of-way.

Policy P-1
Prohibit urban development from encroaching into the future right-of-way necessary for expansion of rail service through Coyote Valley.

Policy P-2
Prohibit sensitive uses from locating proximate to the rail line to reduce potential impacts from noise and vibration associated with rail service.

POLICIES

Notes

Policy P-3
Require fencing or walls between the rail line right-of-way and adjacent uses.

Policy P-4
Require the installation of trees and landscaping as screening along the rail line right-of-way.

Monterey Road
Monterey Road currently consists of two-lanes of traffic in both the north and south-bound directions. As a result of traffic accidents in the past a concrete barrier runs down the middle of the road to protect opposing traffic. Monterey Road carries large volumes of traffic between South Santa Clara County and San Jose. Heaviest traffic is found during peak hours, with traffic generally flowing north in the morning and south in the evening. There currently are no street improvements, other than paving for the section of Monterey Road through Coyote Valley.

Objective O-1
Maintain Monterey Road as a major north south arterial.

Objective O-2
Create a pleasant and safe driving experience for motorist traveling on Monterey Road.

Policy P-1
Require Monterey Road to be widened to three lanes in each direction to accommodate anticipated traffic needs.

Policy P-2
Prohibit expansion of Monterey Road on the west side to protect the Keesling's Shade Trees.

Policy P-3
Encourage limited access points onto Monterey Road from properties to the east to reduce traffic conflicts.

POLICIES

Notes

Planning Area **B**

Public Realm
Community Facilities

Pedestrain Bridges

Coyote Station

Shared Parking Structure

Planning Area **B**

Public Realm
Community Facilities

The following transportation and circulation elements of the CVSP will comprise the Public Realm Community Facilities Infrastructure within Planning Area B.

Coyote Station
The Coyote Station combines a Caltrain platform with a busy hub for the fixed guideway transit system as well as pedestrian and vehicular commuters. At grade, the Caltrain station is a center platform accommodating both northbound and southbound transit riders. A stairway and elevator structure is used to rise to a pedestrian structure that spans across Monterey Road to the east to connect with the workplaces and parking garages. The pedestrian bridge extends west across the southbound Caltrans tracks to the top of a three-level architectural stairway and elevator structure that creates an outstanding visual element. The second level connects to the transit spine structure that brings the fixed guideway transit passengers and pedestrians from the Coyote Core. Ground level provides access to parking and businesses in the transit center vicinity.

Shared Parking Structure
The Coyote Station will be served by a shared parking structure that will serve the needs of commuters as well as adjacent workplace users. This four level parking structure will provide approximately 2,000 parking spaces.

Pedestrian Bridges
To provide pedestrian access over Monterey Road and the adjacent rail line, two long graceful arched bridges will be provided. These bridges will meet accessibility requirements. These bridges will connect the corporate workplaces on the east side of Monterey Road with the corporate workplace areas on the westerly side of Monterey Road along with the multi-use Coyote Core and the Lake. To span the rail line, these bridges will be approximately 30 feet high. The bridges will be located to the north and south of the Bailey Avenue overcrossing of Monterey Road and the rail line. The bridge on the southerly side of Bailey Avenue will tie into the Caltrain platform.

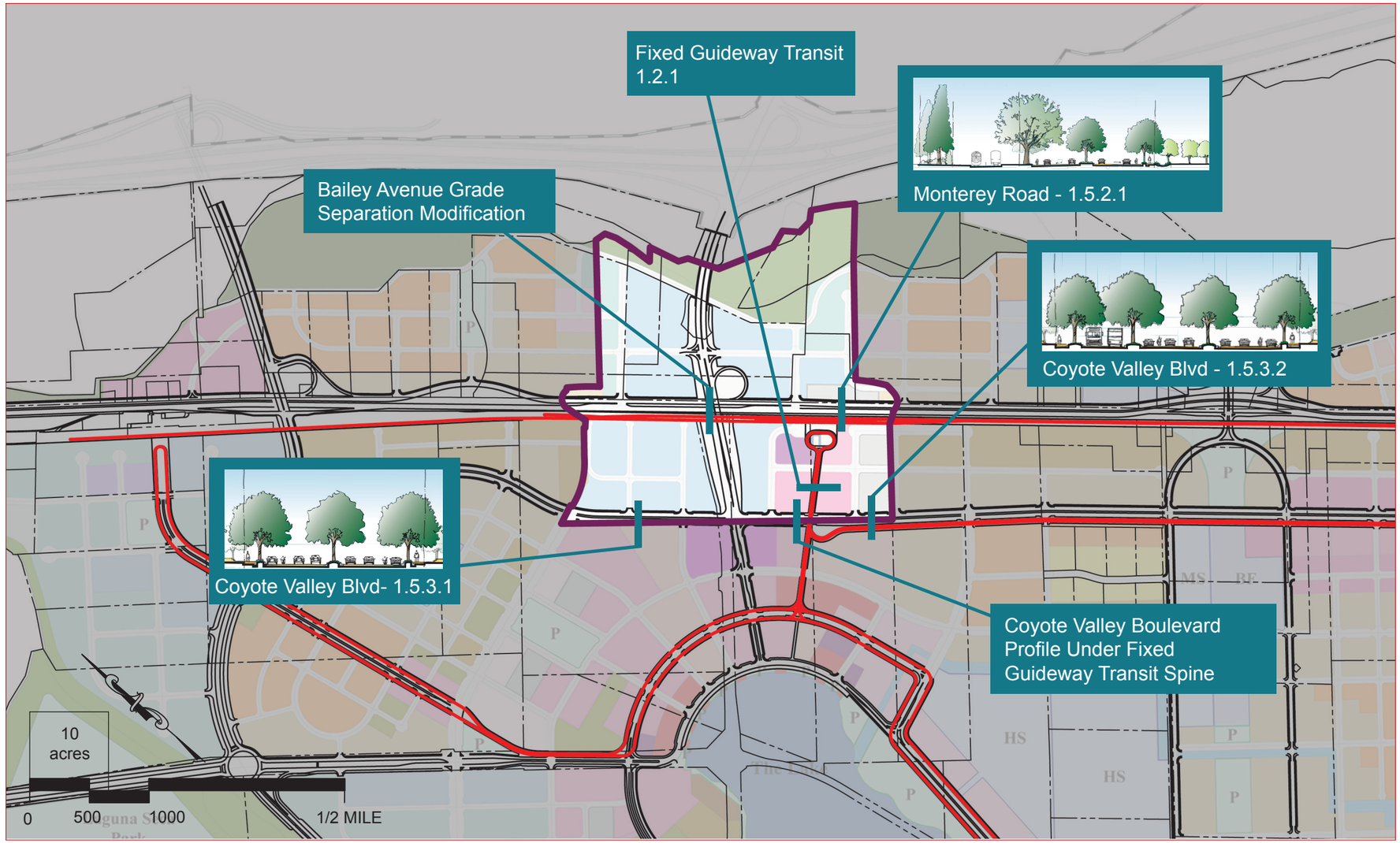
Fixed Guideway Transit Spine
The Coyote Core is connected to the multi-modal transit station (Coyote Station) through a dedicated pedestrian/transit spine that forms a spoke of the radial street grid. It rises on an elevated structure over Coyote Valley Boulevard to a second level transit station adjacent 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 58)

Notes

Notes

Planning Area **B**

Public Realm
Roads and Transit



Planning Area **B**

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 B.

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 circular 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 high-volume separate pedestrian way (12 to 16 feet wide) from the community core to the transit station.

Coyote Valley Boulevard Profile Under Fixed Guideway Transit Spine
To accommodate the elevated fixed guideway transit spine, Coyote Valley Boulevard is depressed a few feet below existing grade. This four-lane section of Coyote Valley Boulevard includes a 14-foot median and bike lanes on each side and widens out to include parking on either side of the transit structure crossing.

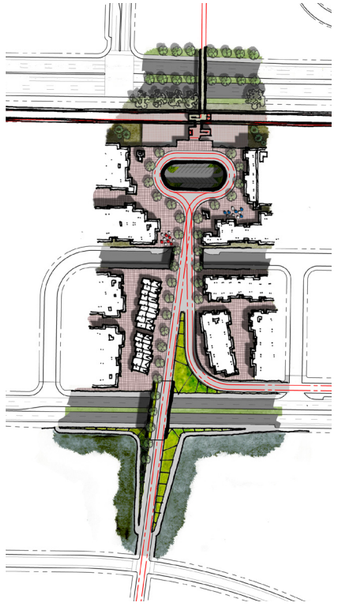
Coyote Valley Boulevard (North of Bailey Avenue)
Coyote Valley Boulevard north of Bailey Avenue will include four-lanes of traffic, with parking and bike lanes on each side of the street. The street will include a 14-foot median to accommodate left-turn movements (see typical section 1.5.3.2.)

Coyote Valley Boulevard (South of Bailey Avenue)
South of the fixed guideway transit spine, Coyote Valley Boulevard will continue as a four-lane street with parking and bike lanes on each side. This section of Coyote Valley Boulevard will include a 28-foot side-running two-way fixed guideway transit corridor on the easterly side of the street (see typical section 1.5.3.1.)

Bailey Avenue Grade Separation Modification
The existing Bailey Avenue is a four-lane arterial crossing over UPRR and Monterey Road to U.S.101. The Bailey Avenue Grade Separation will be widened to three lanes eastbound and four lanes westbound, with Class II bike lanes and sidewalks on each side for pedestrians. The connection ramps between Bailey Avenue and Monterey Road will be modified to connect to the local grid street system east of Monterey Road for circulation, with a loop ramp in the southeast quadrant. The proposed grade separation will connect Monterey Road to Coyote Valley Boulevard parallel to and west of Monterey Road.

Monterey Road
Monterey Road will continue to be a major transportation route through Coyote Valley. In place of the existing straight road alignment, Monterey Road will be realigned with graceful curves at a few locations to reduce traffic speeds and make the journey through Coyote Valley a more pleasant experience. Monterey Road will be widened to three-lanes in each direction. The current concrete center barrier will be removed and replaced with a minimum 14-foot landscaped median. The road will include bike lanes on both sides and a sidewalk on the easterly side of the road. (see typical section 1.5.2.1)

Railroad Right-of-Way
The current double tracking of the UPRR line ends approximately 800 feet north of Bailey Avenue. The double tracking of the rail line will be extended to the Coyote Station. To accommodate the future extension of the double tracking through Coyote Valley, additional right-of-way may be necessary through all of Planning Area B.

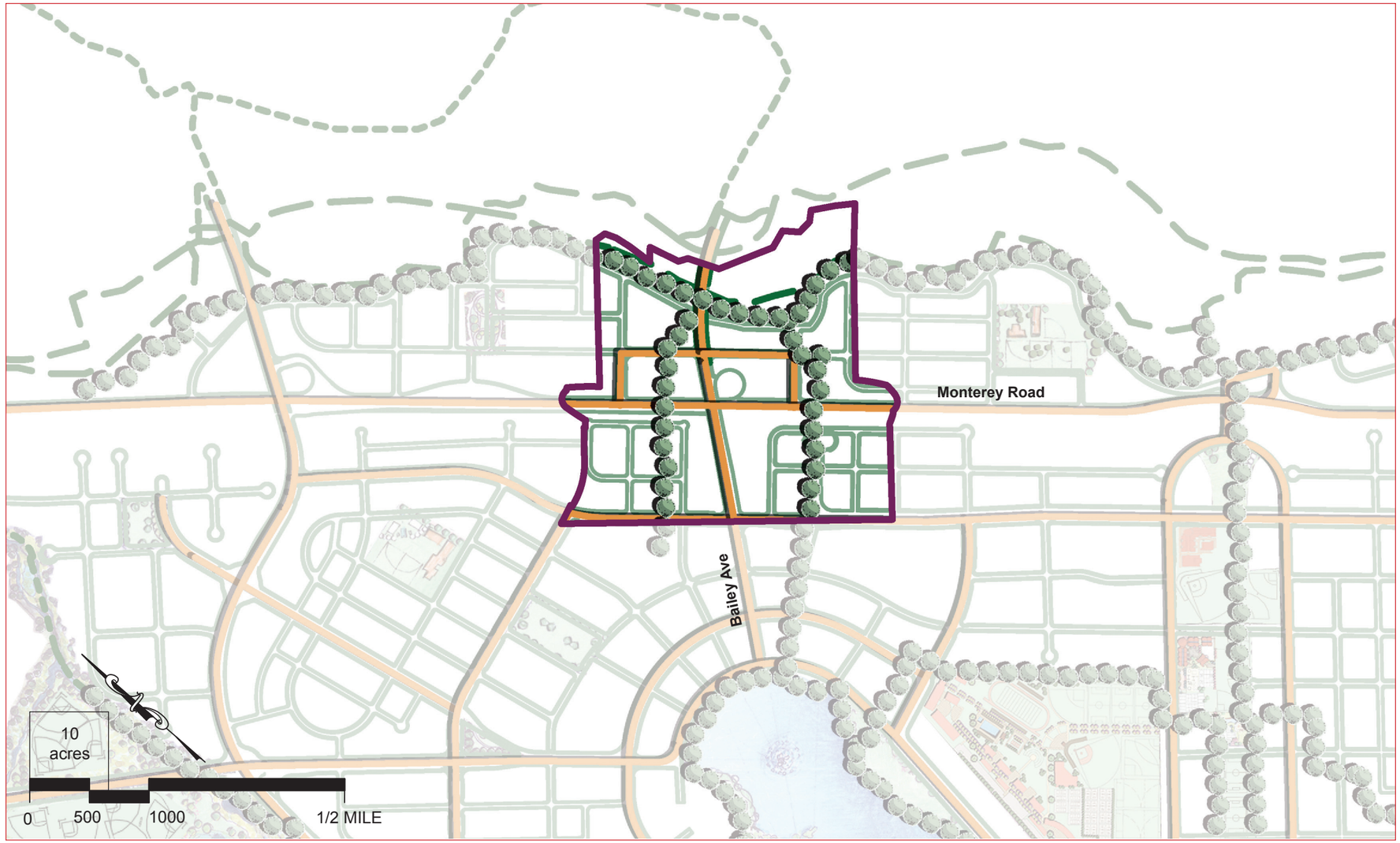


Section 1.2.1 Fixed Guideway Transit Spine

Planning Area **B**

Non-Vehicular Circulation

Notes



Planning Area **B**

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 equestians 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.

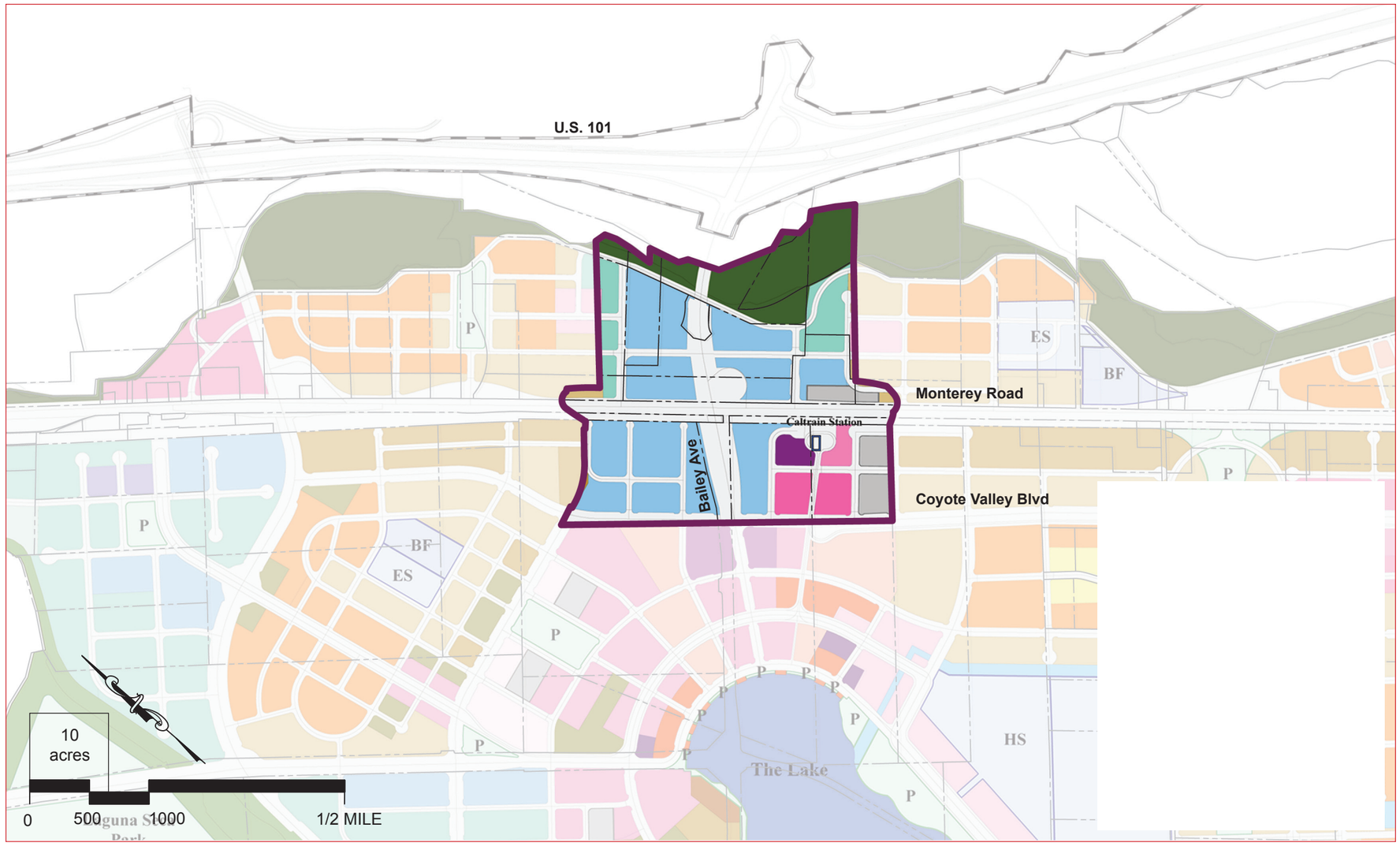
Bicycle Lanes
Class II bikeways (bike lanes) are provided on all major roads to provide connectivity thorughout Coyote Valley. These exclusive bike lanes are striped between the curb or on-street parking and driving lanes. In addition to these designated bikeways, Class I bikeway (bike paths) are included 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.

Notes

Planning Area **B**

Private Realm
Land Use



Planning Area **B**

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
- BF — Ballfields (Shared Facility)
- P — Public Parks (>=1 acre)

Public

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

Entering Coyote Valley on Bailey Avenue from U.S.101 will be the first gateway to be created. As one crosses over the Coyote Creek County Park open space corridor the experience will be that of entering a major workplace center with signature buildings creating an urban gateway into the Valley. Continuing on Bailey Avenue over Monterey Road and the railroad, the alignment of this road directs the focus on the Lake in the distance with a major water feature and Spreckels Hill in the background. This gateway into Coyote Valley will feature significant workplace mid-rise office buildings flanking Bailey Avenue west of Monterey Road. The area east of Monterey Road will provide four-story workplace structures that transition to both the adjacent mixed-use areas flanking this Planning Area and the open space created by the Coyote Creek County Park.

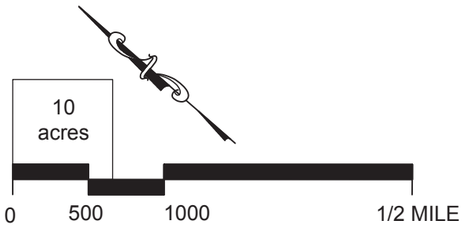
A major defining element of Planning Area B is Coyote Station that will serve as the transit hub for the Coyote Valley. Coyote Station will bring together Caltrain, Coyote Valley's fixed guideway transit system, commuter drop-offs and other transit services into a central hub. Between Coyote Station and Santa Teresa Boulevard a transit village will serve the needs of commuters and residents. This transit village will be located over first level parking structures, providing a transit spine location that is on the second level. This transit spine will allow the fixed guideway transit and pedestrians to access the Coyote Core and Lake without having to cross Santa Teresa Boulevard at grade. This area will also include large structures parking garages, serving both the transit commuter and adjacent workplace users.

The workplace areas on the east side of Monterey Road and the railroad will access Coyote Station and the Coyote Core by means of two long graceful arched pedestrian bridges that will take pedestrians and bicyclists over these barriers and deliver them into the Coyote Core or to the Coyote Station's Caltrain platform.

Notes

Planning Area **B**

Private Realm
Detailed Land Use



Planning Area **B**

Private Realm
Detailed Land Use

Notes

Notes

Planning Area **B**

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-2
Multi-family

5-9-story mid-rise apartments or condomiumuns

75 units per acre
Parking in building

R-3
Multi-family

4-story wood frame apartments or condominiums

45 units per acre
Parking below podium or wrapped within building

R-4
Multi-family

3-story wood frame apartments or condominiums

30 units per acre
Surface parking with carports

R-5
Single-family

3-story town homes or town home style condominiums

22 units per acre
Private garages

R-7
Single-family

3-story single-family detached cluster homes

14 units per acre
Private garages

R-8
Single-family

2-3-story detached cluster or patio homes

12 units per acre
Private garages

R-9
Single-family

2-story detached homes

10 units per acre
Private garages

R-6
Single-family

2-story single-family edge and transition detached estate homes

5 units per acre
Private garages

Planning Area **B**

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-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-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-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-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-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-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-8
Downtown Professional Service Office

7-story off-site district parking (0.6 space per job)

285 square feet per job
FAR = 3

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-10
Manufacturing

1-story with all on-site surface parking (0.6 space per job)

125 square feet per job
FAR = 0.2

Notes

Planning Area **B**

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-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-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-4
4-story

3 floors office over regional commercial
300 square feet per job

All district parking
FAR = 1.73

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

M-6
4-story

3 floors residential over regional commercial

District parking for commercial,
residential parking in building
FAR = 1.72

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-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-7
4-story

3 floors residential over local commercial

Surface and street parking for commercial
Residential parking in building
FAR = 1.38

Planning Area **B**

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 **B**

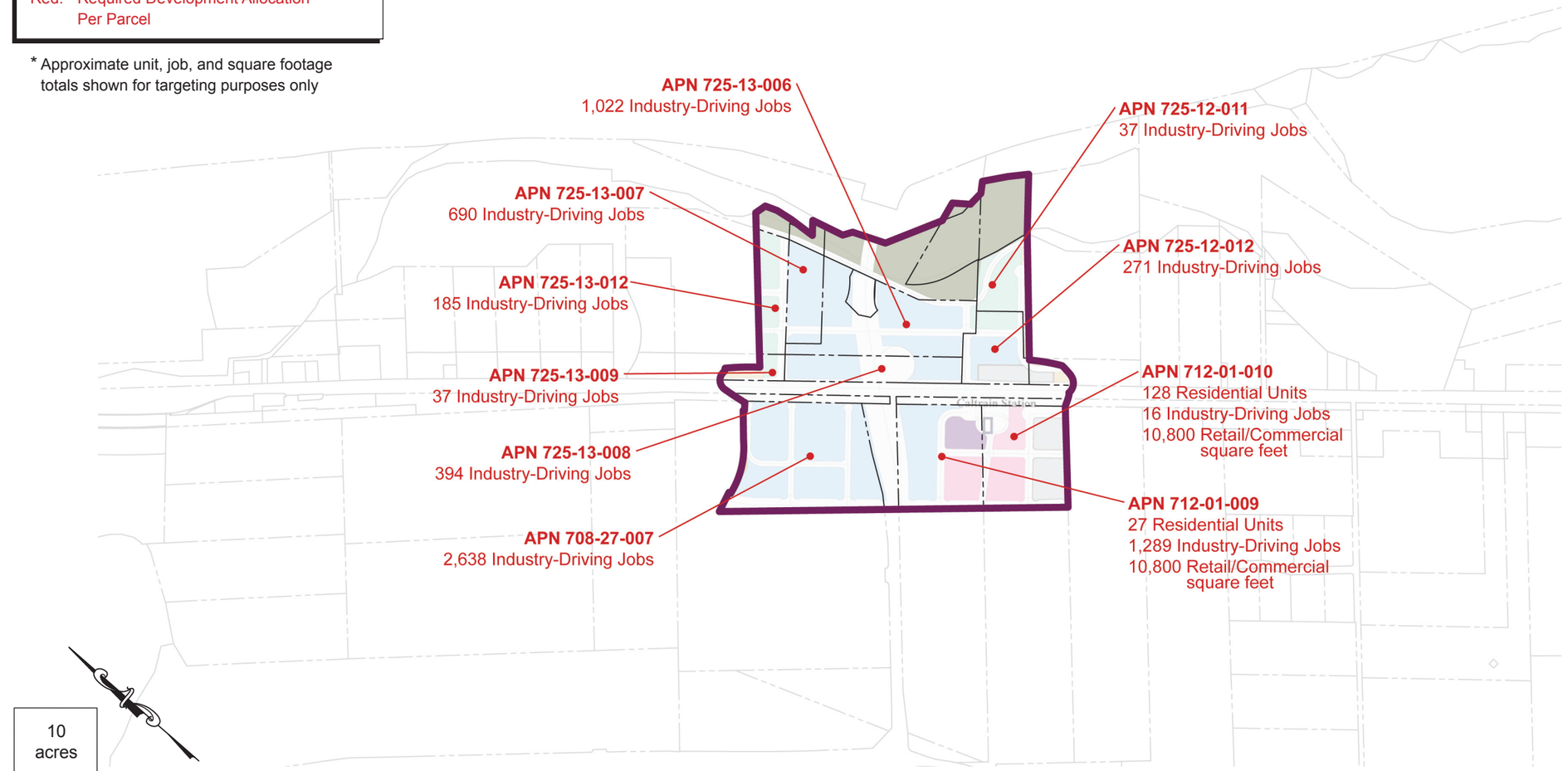
Private Realm
Minimum Development Target

Area B Totals*

155 Residential Units
6,579 Industry-Driving Jobs
21,600 Retail/Commercial square feet

Black: Required Development Minimum
Red: Required Development Allocation Per Parcel

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



Planning Area **B**

Private Realm
Minimum Development Target

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.

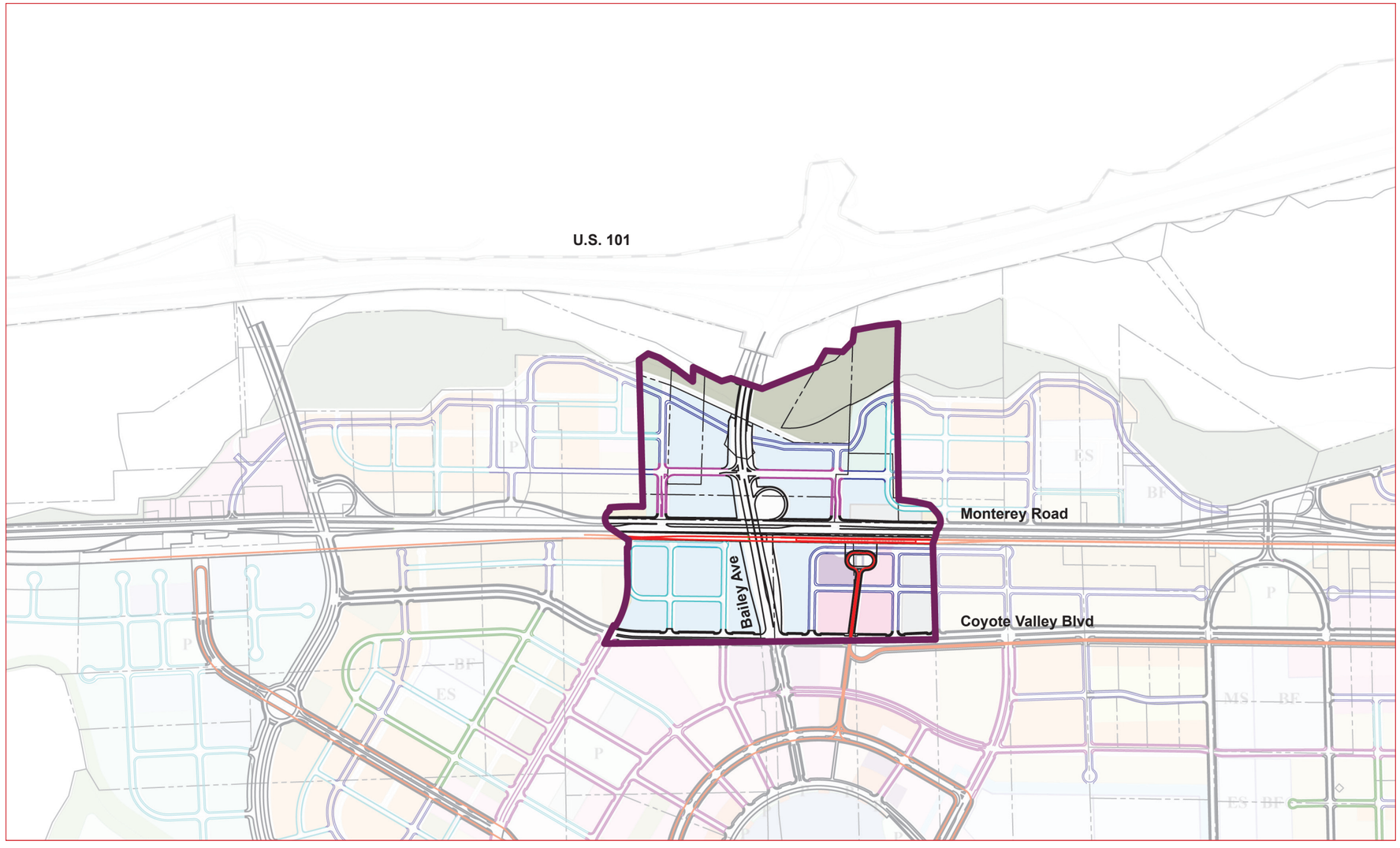
Minimum Development Target for Planning Area B
Planning Area B creates a workplace gateway at the origin of Coyote Valley's ceremonious Bailey Avenue approach. The majority of development in this area is therefore intended to strengthen its workplace identity, with development in the range of four to seven stories that provides appropriate transitions to Coyote Creek County Park and the transportation spine created by Monterey Road and the Caltrain line. Immediately surrounding the Coyote Station, located in the area's southern portion, is the area's one exception, housing a small concentration of local retail and residential uses that generates appropriate pedestrian scale and use around the transit hub.

Notes

Notes

Planning Area **B**

Private Realm Connections



Planning Area **B**

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.

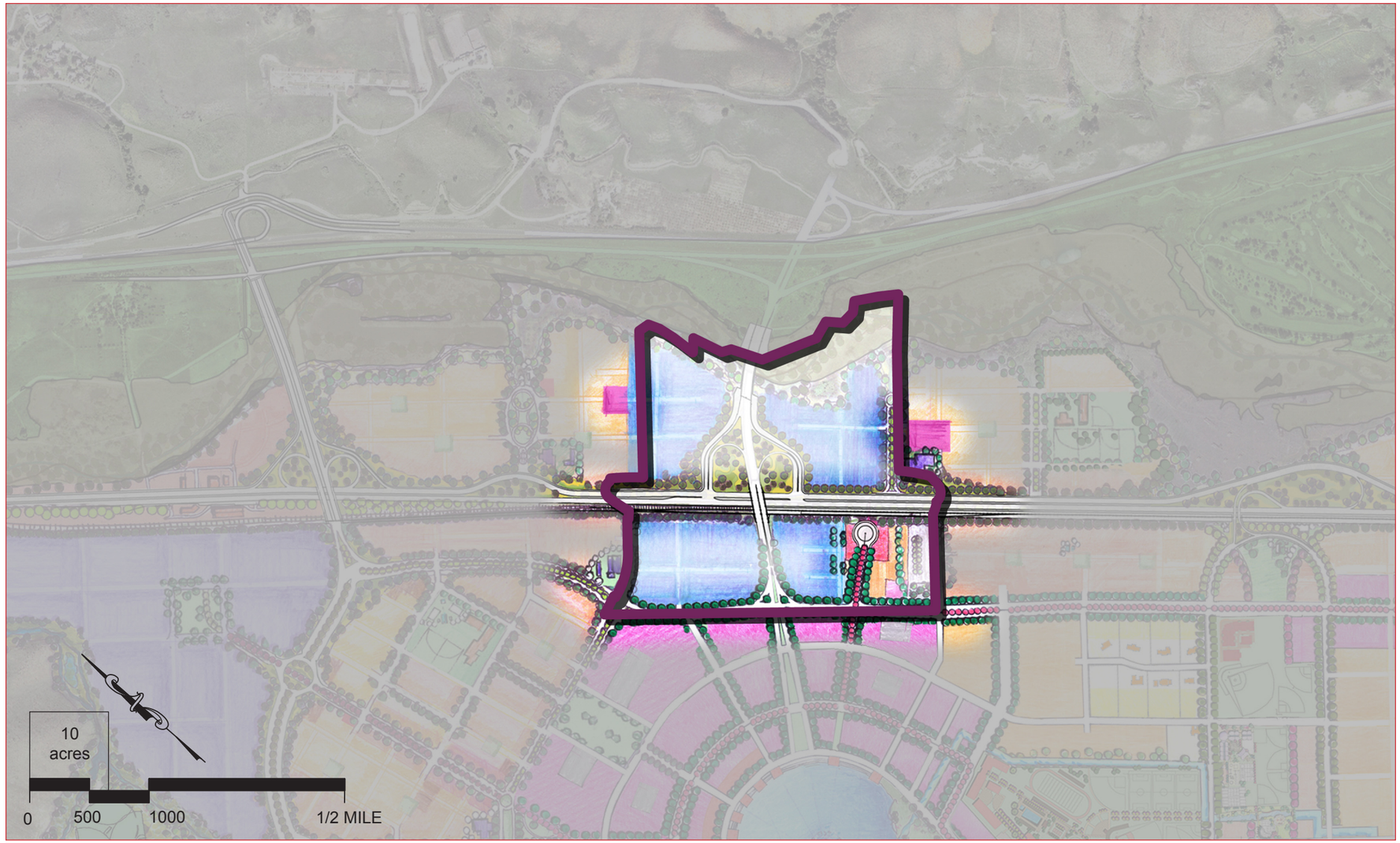
Destinations, Connections and Principles
These streets have fixed beginning, destination and property boundary points.
They are designed to:
- Provide routes serving neighborhood and community facilities and destinations.

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 **B**

Urban Form

Notes



Planning Area **B**

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 B, the Bailey Avenue Gateway.

Land Use

Objective 0-1
The Primary Gateway to Coyote Valley
The objective of the Bailey Avenue Gateway is to create the primary entry identity and arrival experience to Coyote Valley from both U.S.101 and Caltrain.

Policy P-1
Vertical Mixed-Use Building Types
Select buildings in the Bailey Avenue Gateway 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 Bailey Avenue and the fixed guideway transit system, with the highest densities located at transit stops.

Policy P-3
Visible Corporate Identity from U.S.101 and Caltrain
Seven-story mid-rise office buildings are permitted and are to be visible from U.S.101 and Caltrain as an identifiable landmark at the entry to the Coyote Core District of Coyote Valley.

Policy P-4
Arrival Experience
The arrival to Coyote Valley from U.S.101 and Caltrain is required to have the following landscape sequence:

From U.S.101. 1) Crossing the riparian habitat zone and plantings of the Coyote Creek County Park; 2) formal orchard plantings within the circulation system open space with a lanscape buffer on both sides of Bailey Avenue along the edge of the mid-rise corporate campuses; 3) at the crossing of Monterey Road and Caltrain, transitional landscaping to buffer four-story corporate offices; and 4) at the intersection of Bailey Avenue and Coyote Valley Boulevard, a formal street tree plantings along Bailey Avenue as the entrance to the Coyote Core District leading to the waterfront.

From Caltrain. The arrival to Coyote Valley from Caltrain is required to have the following landscape sequence: 1) descending down from the pedestrian overpass over the tracks to a hardscape square with formal plantings; 2) tree-lined transit and pedestrian street leading to the Coyote Core District; 3) crossing over the grade separated Coyote Valley Boulevard pedestrian and transit bridge; and 4) descent down the pedestrian and transit bridge to the at-grade transit promenade leading to the Town Square Park with a formal tree-lined landscape leading to the waterfront promenade.

Policy P-5
Shared Structured Parking
At the Coyote Station, public and private structured parking within Planning Area B is required to provide interconnected shared parking and shared parking access for commuter, employer, residential and mixed-uses.

Policy P-6
Transition in Building Massing and Height to Adjacent Residential Areas
East of Monterey Road
To the east of Monterey Road a transition from seven-stories to a three-story height and building massing is required from the corporate campus mid-rise towers to the adjacent residential areas. A fourth story step back is permitted at three story heights, with a minimum step back depth of five feet. Building height and massing is to transition in height to no greater than two to three-stories along Coyote Creek County Park.

West of Monterey Road
To the west of Monterey Road a transition in height and building massing from four-stories to three-stories is required from the corporate campus four-story buildings to the adjacent residential areas. A fourth story step back is permitted at three story heights, with a minimum step back depth of five feet.

Policy P-7
Buffering of Office and Residential Areas along Caltrain
To protect and reduce environmental impacts on office and residential uses immediately adjacent to Caltrain, a 15-foot setback is required along the Caltrain right-of-way to allow tree planting to screen parking and the back of buildings from public view along Monterey Road.

POLICIES

Notes

Planning Area **B**

Urban Form

Transit Accessible Street and Block Pattern

Objective O-2
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 and from Coyote Station to Planning Areas A, B, C, D and F destinations.

Policy P-1
Maximum Block Size
To create a highly interconnected street network, location of flexible streets that shape the size of development blocks are required to be no greater than three acres within Planning Area B. Sites adjacent to Bailey Avenue are permitted to have block sizes greater than three acres but not more than six acres. Within 1/4 mile of Coyote Station smaller blocks are encouraged.

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.

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
Connections to Pedestrian Overcrossings
For development adjacent to the pedestrian over-crossings, mid-block pedestrian connections are encouraged.

Policy P-5
Street Continuity
Flexible streets are required to align and connect to streets that extend to and from surrounding Planning Areas.

Orientation of Streets and Buildings to Views of Coyote Creek County Park

Objective 0-3
Reinforce public views to Coyote Creek County Park through the alignment and orientation of flexible streets and building frontages.

Policy P-1
Rectangular Street Pattern
Flexible streets located are required to form a pattern of rectangular streets and development blocks that are parallel and perpendicular to the Caltrain right-of-way.

Policy P-2
Coyote Creek County Park Frontage Road
A flexible street shall be located along the edge of Coyote Creek County Park, where development is required to face the creek and is not permitted to back on-to the creek.

Vibrant Streets and Public Spaces

Objective 0-4
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 B Urban Design Map, the Bailey Avenue Gateway is comprised of the street frontage types which describe the required building orientation, ground level use, entries and relationships to the adjacent public spaces and streets:

1. For Mid-Rise Office and Four-Story Office Buildings
To create an urban employment center, office buildings are to orient to public streets with facades, entry lobbies and ground floor building common spaces facing, accessible and visible from the street.

At flexible streets buildings are to be located at the build-to line at the back of sidewalk.

At busy urban streets, buildings are to be setback fifteen feet.

POLICIES

Notes

Where entries occur, either mid-block or at intersections, decorative pedestrian-paving treatments are required at the entry and across the sidewalk to the curb. Parking access is to be located away from public view. Curb cuts are to be minimized, with no more than two per block face.

2. Mid-Rise Office and Four-Story Office across from Residential Uses
To create a civic edge employment center office buildings across from residential uses have to orient to public streets with landscaping, facades, entry lobbies and ground floor building common spaces facing, accessible and visible from the street.

At flexible streets, buildings are to be setback fifteen feet from the back of sidewalk to provide for a formal row of trees within the setback.

At busy urban streets, buildings are to be setback fifteen feet.

Where entries occur, either mid-block or at intersections, decorative pedestrian-paving treatments are required at the entry and across the sidewalk to the curb. Parking access is to be located away from public view. Curb cuts are to be minimized, with no more than two per block face.

3. Fixed Guideway Transit Spine Promenade Frontage
To create an active, transit spine promenade and entry to the Bailey Avenue Gateway and the lakefront, the fixed guideway transit promenade is required to have at least 50 percent of the street 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. Coyote Creek County Park
Buildings located along the Coyote Creek County Park are required to orient facades to face the creek, with office access to the creek. The building massing and height of parking garages are to be oriented away from public view from Coyote Creek County Park. The minimum setback from the back of sidewalk is 20 feet.

5. Parking Garage Frontages
To create an urban environment, the building massing and height of parking garages are to be oriented away from public view, with parking entries accessible and visible from the street. Architectural façade treatments are required for parking structures visible from public streets.

POLICIES

Notes