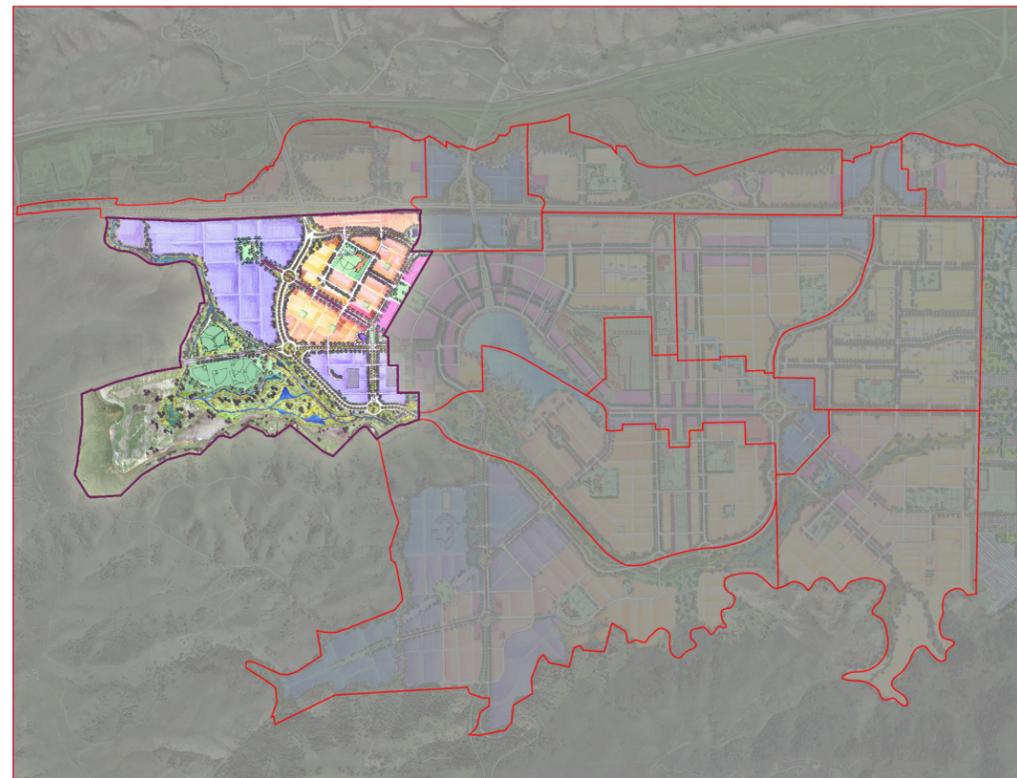




Planning Area F

Overview and Contents

Notes



Planning Area F will ultimately establish the northern gateway from U.S.101 on the westerly side of Monterey Road. This neighborhood is predominantly workplace, mixed-use and higher density residential. It incorporates; an elementary school, parks, fixed guideway transit spoke, and is adjacent to a large playfield complex developed within the Laguna Seca detention basin.

| | |
|--|------------------|
| Overall Development Program | |
| Expected Industry Driving jobs | 11,681 |
| Required Minimum Workspace for Industry | |
| Driving Jobs | 3,250,683 sq.ft. |
| Required Minimum Residential Units | 3,246 |
| Required Minimum Ground Floor Retail and Commercial Space..... | 33,282 sq.ft. |

| | |
|---|-----|
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Planning Area F

Urban Design Overview





Planning Area F

Urban Design Overview

Notes

Relation to Coyote Core District – CVSP’s Community Core

A strong axial composition that incorporates a five-acre neighborhood park, flanking mid-rise residential structures and terminates at the civic façade of an elementary school ties Planning Area F’s main residential neighborhood visually to the Lake through the Coyote Core.

Collector Linking, East to West, Coyote Valley Boulevard to Coyote Valley Parkway

A fairly large volume of traffic is expected to traverse from U.S. 101 to workplace areas southwest of Santa Teresa Boulevard. CVSP’s mobility strategy is to route this traffic to Coyote Valley Boulevard and then north to the four-lane divided collector street that extends to Coyote Valley Parkway, thus going around the Coyote Core protecting its unique pedestrian urban character.

Fixed Guideway Transit Line

The northern reach of the fixed guideway transit line runs northwesterly along Santa Teresa Boulevard to a triangular transit stop park that provides easy walking proximity to the major workplace area southwest of Santa Teresa Boulevard. From here it heads north through a neighborhood “main street” with an axial view back to the top of Spreckels Hill. This “main street” is entered through a mixed-use block where ground floor commercial can house small neighborhood shops and services. The fixed guideway transit continues through a residential area then crosses Coyote Valley Parkway and terminates at an “end of the line” transit park within a 1,500-foot walk of all but the very furthest north workplaces.

Elementary School

Elementary schools are considered uniquely important public land use components of CVSP. Their civic stature is celebrated here by this nine-acre school’s position terminating a formal axial view all the way from the Lake, 2,400 feet away. It is located in the center of the main residential neighborhood. Sports fields will be shared with the City for public park purposes. Adjacent to the school will be a dedicated one-acre public park.

Railroad to Coyote Valley Boulevard

This residential area employs a design strategy that screens residents from the railroad by placing a linear parking structure between residents and the railroad tracks. Two pedestrian crossings link residents to the nearby elementary school, the fixed guideway transit line, the neighborhood park, and the Coyote Core District.

Coyote Valley Parkway

Coyote Valley Parkway provides major vehicular access to CVSP’s northern workplace areas. It also coincides with a residential development limit line to provide adequate buffering between the Metcalf Energy Center and neighboring residents.

Workplace North of Coyote Valley Parkway

North of Coyote Valley Parkway structured parking for higher density workplace is clustered around a transit stop park. Further out from the transit stop park a network of streets and pedestrian ways lead to lower density corporate workplaces. This environment contains much of CVSP’s lower density surface parked workplace typologies.

Far North Manufacturing, Light Industrial, R&D District

A pocket of land adjacent to Metcalf Energy Center and the railroad tracks, and east of Tulare Hill’s southern slope is planned as CVSP’s warehouse, light industrial, service industrial, manufacturing, and R&D district. This area will also include CVSP’s transit vehicle storage and service yard plus other CVSP necessary municipal service yards.

Workplace Southwest of Santa Teresa Boulevard

South of Santa Teresa Boulevard is a large workplace district where structured parking is clustered around the transit stop park and adjacent to the transitional mixed-use in Planning Area A. Lower density surface parked workplace fan further out and are ultimately bounded by Coyote Valley Parkway.

Laguna Seca, Fisher Creek

Laguna Seca includes both year round and seasonal wetlands. Outside the boundaries of these wetlands, but still within the detention area are some 30 acres of sports fields. These fields are elevated so that periodic flooding, less frequent than once in 25 years, will inundate them. Fisher Creek’s existing channel along Santa Teresa Boulevard will be abandoned and its natural course realigned along the base of the Western Hills and through the Laguna Seca.

CVSP’s Northern Gateway from Santa Teresa Boulevard

North of Coyote Valley Parkway, Santa Teresa Boulevard has an informal character, emphasizing the one-mile open space break between CVSP and existing southern San Jose urban neighborhoods. From the north one crests the saddle at Tulare Hill and first experiences Coyote Valley. Upon arriving at the Santa Teresa Boulevard’s roundabout intersection with Coyote Valley Parkway it marks an important CVSP gateway.

Notes

Planning Area F

Response to Existing Environmental Footprint





Planning Area F

Response to Existing Environmental Footprint

Notes

Fisher Creek

The existing Fisher Creek traverses through Planning Area F in a channelized configuration, along the westerly side Santa Teresa Boulevard, to a point where it crosses under Santa Teresa Boulevard on the southerly side of a triangular portion of the Laguna Seca, bounded on the westerly side by Santa Teresa Boulevard, Tulare Hill on the north. From this point Fisher Creek is a naturalized channel until it reaches the confluence with Coyote Creek.

In conjunction with the approvals granted for the Coyote Valley Research Park (CVRP), the location and configuration of Fisher Creek was “permitted” through the resource agencies to be realigned through the Laguna Seca.

Objective O-1

Retain the alignment and configuration of Fisher Creek, through the Laguna Seca, in conformance with the plans “permitted” in conjunction with the CVRP approvals.

Objective O-2

Preserve and protect Fisher Creek between Santa Teresa Boulevard and Coyote Creek.

Objective O-3

Protect existing riparian habitat environment of Fisher Creek between Santa Teresa Boulevard and Coyote Creek.

Policy P-1

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

Policy P-2

Require appropriate mitigation for encroachments into the Fisher Creek Riparian Corridor (See Chapters 7 and 9).

Policy P-3

Limit non-urban encroachments into the Fisher Creek Riparian Corridor for bio-filtration, flood control access and trails.

Policy P-4

Encourage expansion of the riparian habitat and aesthetics of the Fisher Creek Riparian Corridor area through forestation with a tree and plant palette already present in the Riparian Corridor.

Policy P-5

Require abandonment of the existing channelized alignment of Fisher Creek adjacent to Santa Teresa Boulevard.

Depiction D-1

Survey of existing Fisher Creek alignment.

Laguna Seca

Within Planning Area F a fresh-water marsh formerly occupied the area west of Santa Teresa Boulevard, and a historically low-lying area known, as Laguna Seca. This area is located between the Western Hills and Tulare Hill. This area has been subject to inundation, particularly during wet winters when the groundwater table is high. A large portion of the historic Laguna Seca lakebed is an existing seasonal wetland, and tributary waters are located in an existing creek (Fisher Creek) leading to the seasonal wetlands.

Objective O-1

Retain the Laguna Seca as a flood detention facility.

Policy P-1

Prohibit encroachment or destruction of existing seasonal wetlands within the Laguna Seca.

Policy P-2

Require conformance with approved permits received in conjunction with CVRP from appropriate regulatory agencies.

Depiction D-1

Engineered survey of Laguna Seca flood detention basin.

POLICIES

Planning Area F



Response to Existing Environmental Footprint

Lowland Triangle

A triangular piece of land between Tulare Hill, Fisher Creek and Santa Teresa Boulevard is a lowland area that is a flood basin that receives waters from Laguna Seca and then spills into Fisher Creek. It is an important part of the Laguna Seca flood basin system.

Objective O-1

Preserve the flood basin capacity of the lowland triangular area.

Policy P-1

Prohibit urban encroachment into area unless flood detention capacity is maintained.

Western Hills and Tulare Hill

Planning Area F is surrounded by hills on both the west and north sides. The westerly range of hills in this area extends from the north of Coyote Valley to Bailey Avenue and Spreckels Hill. There is an extension of these hills that run eastward on the northern edge of this planning area to a saddle where Santa Teresa Boulevard enters Coyote Valley from the north. The range of hills that extend easterly of Santa Teresa Boulevard is known as Tulare Hill and runs east and then north along the westerly side of Monterey Road.

Both the Western and Northern Hills, along with Tulare Hill provide important visual backdrops for the Valley. Either Laguna Seca or Fisher Creek generally separates these hills from the planned urban area.

Objective O-1

Preserve and protect the hills and ridgelines as a valuable visual and environmental resource.

Policy P-1

Prohibit development on slopes greater than 15 percent to ensure permanent open space within the hills.

Policy P-2

Protect grasslands and other vegetation by preventing motorized vehicle uses in the hills (i.e. control gates may be located to prevent access).

Policy P-3

Encourage grazing of the hills to control grasslands and minimize fire risk.

Depiction D-1

15 percent slope analysis diagram.

Depiction D-2

Topographic map of hillside boundaries.

Existing Specimen Trees

In addition to oaks, there are other mature trees that exist within this Planning Area in locations where development either exists, or has existed in the past. These trees should be retained to provide a sense of maturity to landscape areas that cannot be found when all new landscaping is provided.

Objective O-1

Preserve existing mature trees.

Policy P-1

Require existing specimen trees 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 specimen trees within Planning Area F by analysis of aerial photos and preliminary site visit.

POLICIES



Planning Area F

Response to Existing Environmental Footprint

Notes

Existing Trees within Laguna Seca

Within the Laguna Seca, there are two rows of existing trees and vegetation. These trees should be preserved if feasible.

Objective O-1

Preserve existing trees that exist within the Laguna Seca.

Policy P-1

Encourage the preservation of the existing trees within the Laguna Seca.

Policy P-2

If trees cannot be saved, then encourage the transplanting of significant trees and vegetation within the riparian corridor established with the realignment of Fisher Creek.

Policy P-2

Require conformance with City of San Jose Tree Ordinance.

Delineated Wetlands

Planning Area F contains a small area of delineated wetlands outside of the Laguna Seca.

Objective O-1

Preserve or mitigate wetland habitats.

Policy P-1

Require wetland habitat areas to be protected from urban encroachment.

Policy P-2

If wetland habitat areas cannot be preserved in place, appropriate mitigation replacement wetland habitat areas shall be created.

Railroad Right-of-Way

The entire easterly edge of Planning Area F is adjacent to the Union Pacific rail line. Currently, there is double tracking from the north to a point approximately 800 feet north of the proposed 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 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.

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.

Metcalf Energy Center

Planning Area F contains the Metcalf Energy Center (MEC), a state-of-the-art power generation facility, that is located at the base of Tulare Hill, off Monterey Road near Blanchard Road, across from the existing PG&E Metcalf Substation and the existing natural gas lines that run along U.S.101.

Objective O-1

Include the Metcalf Energy Center in the infrastructure of Coyote Valley.

Policy P-1

Prohibit residential development within 1,000 feet of the MEC.

POLICIES

Planning Area F



Response to Existing Environmental Footprint

Architectural Cultural Resources

Planning Area F contains several historic architectural resources that are not considered to be significant or potentially eligible for the California Register or National Register. While not considered to be eligible for the registers, they represent a part of the historic character of Coyote Valley.

Objective O-1

Preserve historical architectural resources, to the extent possible.

Policy P-1

Based on the Cultural Resources report by Basin Research (February 2006), any construction work within any designated site of an architectural resource that is not considered to be significant or potentially eligible for the California Register or National Register shall require preparation of an architectural resource impact mitigation program. Such program may include: photo survey, restoration or preservation, historic review and documentation.

Depiction D-1

Location of potential historic architectural resources.

Cultural Resources

Planning Area F contains numerous 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.

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 resources 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.

POLICIES



Planning Area F

**Response to Existing
Environmental Footprint**

Notes

POLICIES

Planning Area F



Public Realm
Community Facilities

Notes



Elementary School



Transit Park



Neighborhood Park



Sports Fields



Planning Area F

Public Realm Community Facilities

Notes

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

Elementary School and Public Park

This Planning Area contains one of the community's nine elementary schools. The school will serve students in the northern portion of Coyote Core as well as Planning Area F. The school will be on a nine-acre school site and will include joint use of its playfields for public park uses during non-school hours. Since the school fields will not be available during school hours, a one-acre public park will be developed adjacent to but separate from the school.

Neighborhood Park

A portion of the five-acre neighborhood park that is located on the first axial street east of Santa Teresa Boulevard in Planning Area A is also found in Planning Area F. This five-acre park will be a visual link between the elementary school located in this Planning Area and the Lake. Park facilities may include basketball, tennis courts, volleyball, and picnic areas. The park may also include a public swimming pool.

Transit Park

At the northerly terminus of the fixed guideway transit corridor is a transit park. This park will provide an open space area for workplace users, as well as transit riders.

Laguna Seca and Lowland Triangle Sports Fields

The Laguna Seca Sports Fields will include active recreation areas. The area will potentially include ball fields, cricket and soccer. This area will also include parking and restroom facilities. These sports fields will be provided with night lighting to increase the adult usage of the facilities.

Fisher Creek Segment 1 and 2

Fisher Creek will be enhanced from its confluence with Coyote Creek to the Laguna Seca detention basin outfall at a point about 3,600 feet upstream (Segment 1) by widening the Creek upstream of the detention basin outlet and restoring the riparian habitat along its banks, as described in Section 9.1.3. Flood flows will be conveyed through the open water portion of the corridor, which will be maintained for flood flows, while the riparian areas will provide flood storage to help reduce downstream flows.

From the Laguna Seca outfall to Santa Teresa Boulevard (part of Segment 2), improvements include removal of an existing berm, construction of a new levee/dam, and

installation of mitigation to satisfy permit requirements. As part of the Fisher Creek improvements, a new reinforced concrete box culvert (12 feet by 12 feet) is added beneath Santa Teresa Boulevard adjacent to an existing box culvert of the same size, along with weirs at the culvert entrance west of Santa Teresa Boulevard to limit downstream flows in Fisher Creek.

Upstream of Santa Teresa Boulevard, Fisher Creek closely follows its historic alignment along the base of the Western Hills. The existing segment of Fisher Creek along the west side of Santa Teresa Boulevard to Bailey Avenue will be filled. The realigned Fisher Creek is approximately ten feet deep and constructed within a 300-foot wide corridor. The segment west of Santa Teresa Boulevard includes a levee/dam embankment and a series of weirs to divert flows greater than the downstream constraint into Laguna Seca.

Laguna Seca and Stormwater Detention Areas

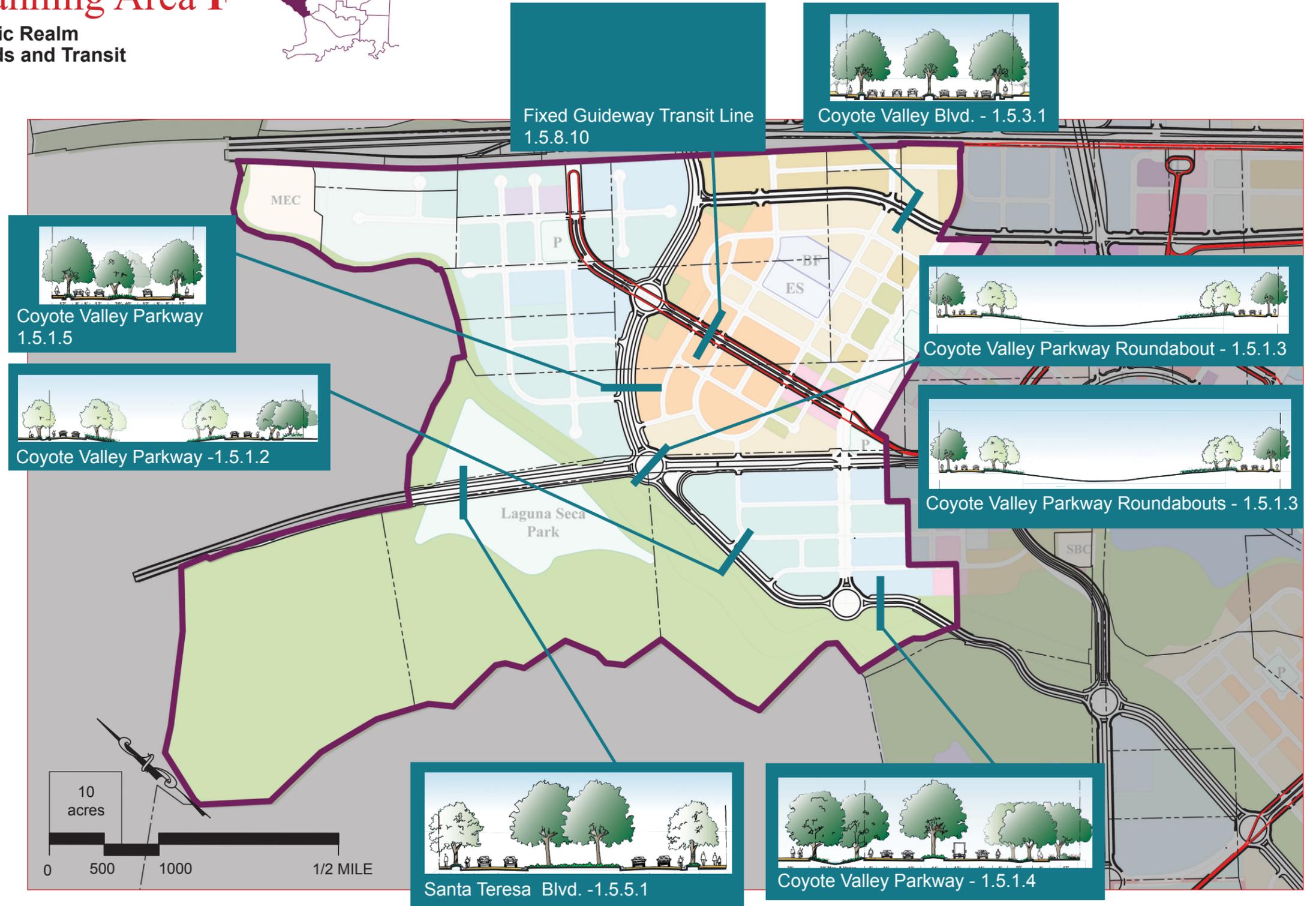
As part of the master flood control plan for the Coyote Valley, two flood detention basins will be created within the historic Laguna Seca lakebed, and a large portion of it will be based on existing seasonal wetlands. The capacity of the basin will be increased by excavating the area to grades at or slightly above the lakebed's current lowest elevation. The excavation will extend to a maximum depth of nine feet, but most of the excavation will be no more than five feet below current grade and the excavation will not extend below the current low elevation of the seasonal wetland. Together, the two detention basins will provide 1,700 acre-feet of detention storage.

Planning Area F



Notes

Public Realm
Roads and Transit





Planning Area F

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 F.

Fixed Guideway Transit Line

The fixed guideway transit line runs from Santa Teresa Boulevard northerly through Planning Area F to an “end of the line” transit park. The transit line will run on the outer edges of a two-lane street that has both parking and bike lanes on each side (see typical section 1.3.1.14.)

Coyote Valley Parkway

Coyote Valley Parkway between Coyote Valley Boulevard and Santa Teresa Boulevard will be a four-lane divided roadway with wide landscaped buffers on each side. The Parkway will include a minimum 40-foot center median providing biofiltration functions. The Parkway will also include a bike lane in each direction. No parking will be allowed on the Parkway (see typical section 1.5.1.5.)

Coyote Valley Parkway (Adjacent to Fisher Creek)

Coyote Valley Parkway from Santa Teresa Boulevard southerly to Bailey Avenue will be adjacent to the realigned Fisher Creek. In this section, the Parkway will be four-lanes with bike lanes in each direction and will have a reduced median width. The landscape buffer will be eliminated on the Fisher Creek side since it will be adjacent to bioswales and vegetative buffers located between the Parkway and Fisher Creek (see typical section 1.5.1.4.)

Coyote Valley Boulevard

This portion of Coyote Valley Boulevard will be a four-lane street with parking and bike lanes on each side. The center median will be able to accommodate double left-turns at strategic intersections (see typical section 1.5.3.1.)

Santa Teresa Boulevard

This section of Santa Teresa Boulevard, entering Coyote Valley from the north, will be a four-lane street with parking and bike lanes on each side. The median will be 40 feet to accommodate any future VTA light rail extension into Coyote Valley. Along the westerly side of the street, adjacent to the Laguna Seca, the right-of-way will include an urban-shared use trail that provides for pedestrians, bicyclists and equestrians (see typical detail 1.5.5.1.)

Coyote Valley Parkway Roundabouts

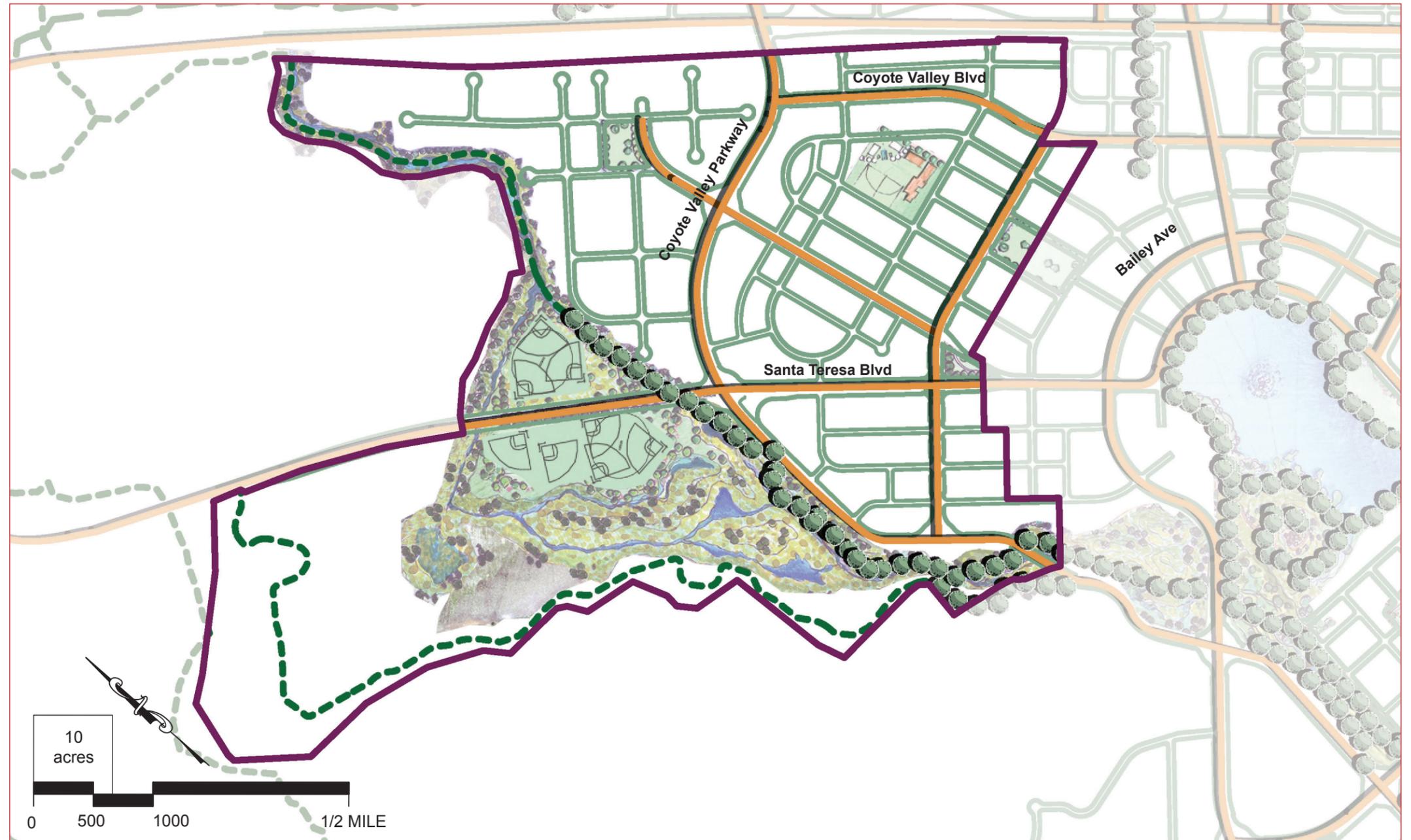
Coyote Valley Parkway will include roundabouts that will move traffic without the need for traffic signals. Three roundabouts are found in Planning Area F. They are located at the intersection with the fixed guideway transit corridor, Santa Teresa Boulevard and the collector coming from Coyote Valley Boulevard. These roundabouts will provide a continuous flow of traffic and will reduce the speed of travel as vehicles maneuver the roundabouts. The roundabouts will include two-lanes of traffic and bike lanes. The center of the roundabouts will accommodate stormwater detention and biofiltration areas. The typical inside diameter of the roundabouts will be 250 feet (see typical section 1.5.1.3.)

Planning Area F

Non-Vehicular Circulation



Notes





Planning Area F

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.

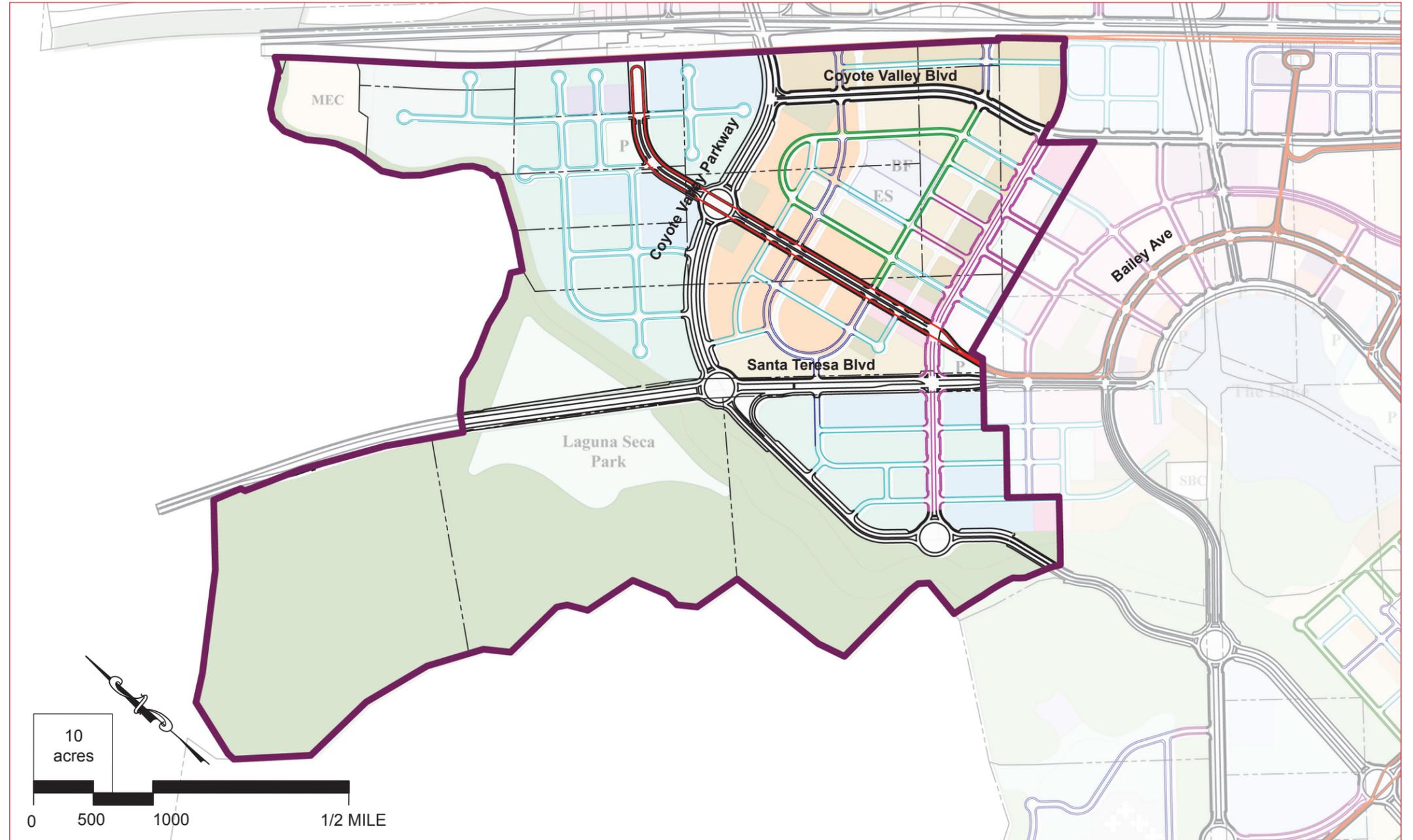
For a further discussion of the Non-Vehicular Circulation element of the CVSP, see Chapter 6, Section 6.1 of the CVSP.

Planning Area F



Private Realm Connections

Notes





Planning Area F

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:

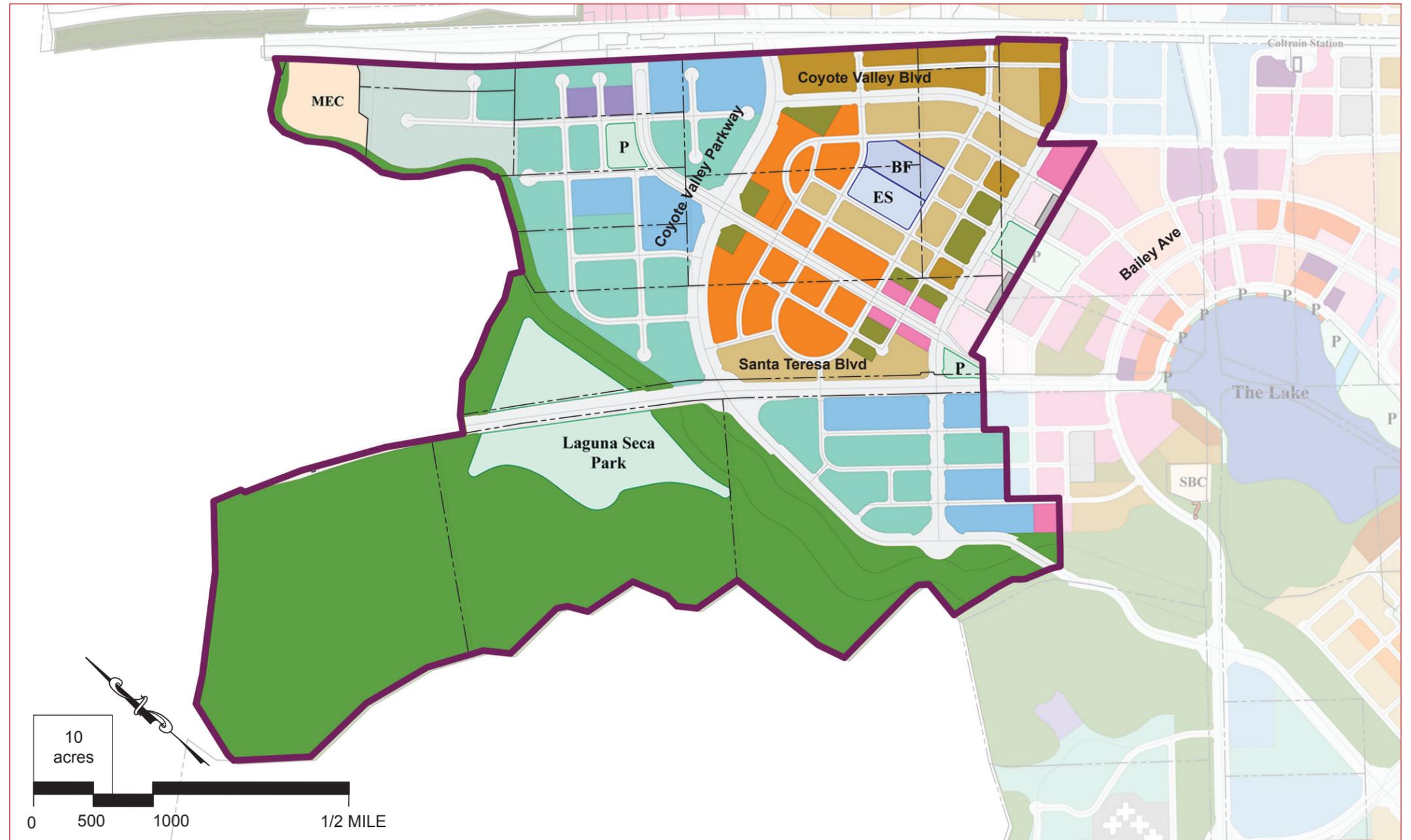
- Provide a neighborhood network of through streets;
- Provide streets encompassing blocks generally not exceeding four-acres in residential and mixed-use areas.

Planning Area F



Private Realm
Land Use

Notes





Planning Area F

Private Realm Land Use

Notes

Legend

Land Use Designation

Residential

- R1 (100+ DU/AC)
- R2 (65-100 DU/AC)
- R3 (45-65 DU/AC)
- R4 (30-45 DU/AC)
- R5 (22-30 DU/AC)
- R6 (5-10 DU/AC)
- R7 (14-20 DU/AC)
- R8 (12-14 DU/AC)
- R9 (10-12 DU/AC)

Commercial

- Neighborhood Commercial
- Core/Regional Commercial

Industrial/Workplace

- W1 Corporate/Tech Office (0.39 FAR)
- W2 Corporate/Tech Office (1.4 FAR)
- W3 Corporate/Tech Office (0.32 FAR)
- W4 R&D Lab (0.24 FAR)
- W5 Corporate/Tech Office (1.04 FAR)
- W6 Downtown Professional Services Office (8.5 FAR)
- W7 Downtown Professional Services Office (1.75 FAR)
- W8 Downtown Professional Services Office (3.0 FAR)
- W9 Light Industrial (0.3 FAR)
- W10 Manufacturing (0.2 FAR)

Mixed-Use

- M1 Live work loft/townhome (1.4 FAR)
- M2 High Rise (3.6 FAR)
- M3 Live work loft/townhome (1.75 FAR)
- M4 Office over Regional Commercial (1.75 FAR)
- M5 Office over Local Commercial (0.4 FAR)
- M6 Residential over Regional Commercial (1.72 FAR)
- M7 Residential over Local Commercial (1.38 FAR)
- M8 Residential over Optional Office (1.38 FAR)
- M9 Residential over Optional Office (1.02 FAR)

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

On the northern end of Planning Area F is the Metcalf Energy Center. Support Industrial uses will buffer this facility. These include small upholstery shops, cabinet shops and other service type businesses. This area will include corporation and storage yards for fixed guideway transit vehicles, school buses, parks and road maintenance facilities.

North of Coyote Valley Parkway will have four-story corporate and technology campuses with surface parking and in several areas utilizing district structured parking facilities. This northern workplace center will be served by the fixed guideway transit network. West of Santa Teresa Boulevard is another major workplace center, with four-story corporate and technology campuses with both surface and district structured parking facilities.

The residential neighborhood south of Coyote Valley Parkway is characterized by a variety of residential densities and housing types. Bordering the northern edge of the Collector street is a combination of four-story residential apartments or condominiums over or wrapping parking structures and mid-rise residential towers. Mid-rise residential towers flank the mixed-use district on the fixed guideway transit street. The residential neighborhood is centered on an elementary school and adjacent neighborhood park. This school will be the visual civic terminus of the radial street that starts at the Lake and extends through the five-acre neighborhood park in Planning Areas A and F.

Fronting the southern side of the Collector street will be a live work/loft district near the fixed guideway transit corridor and neighborhood park.

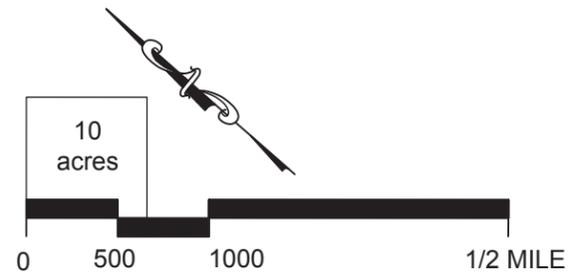
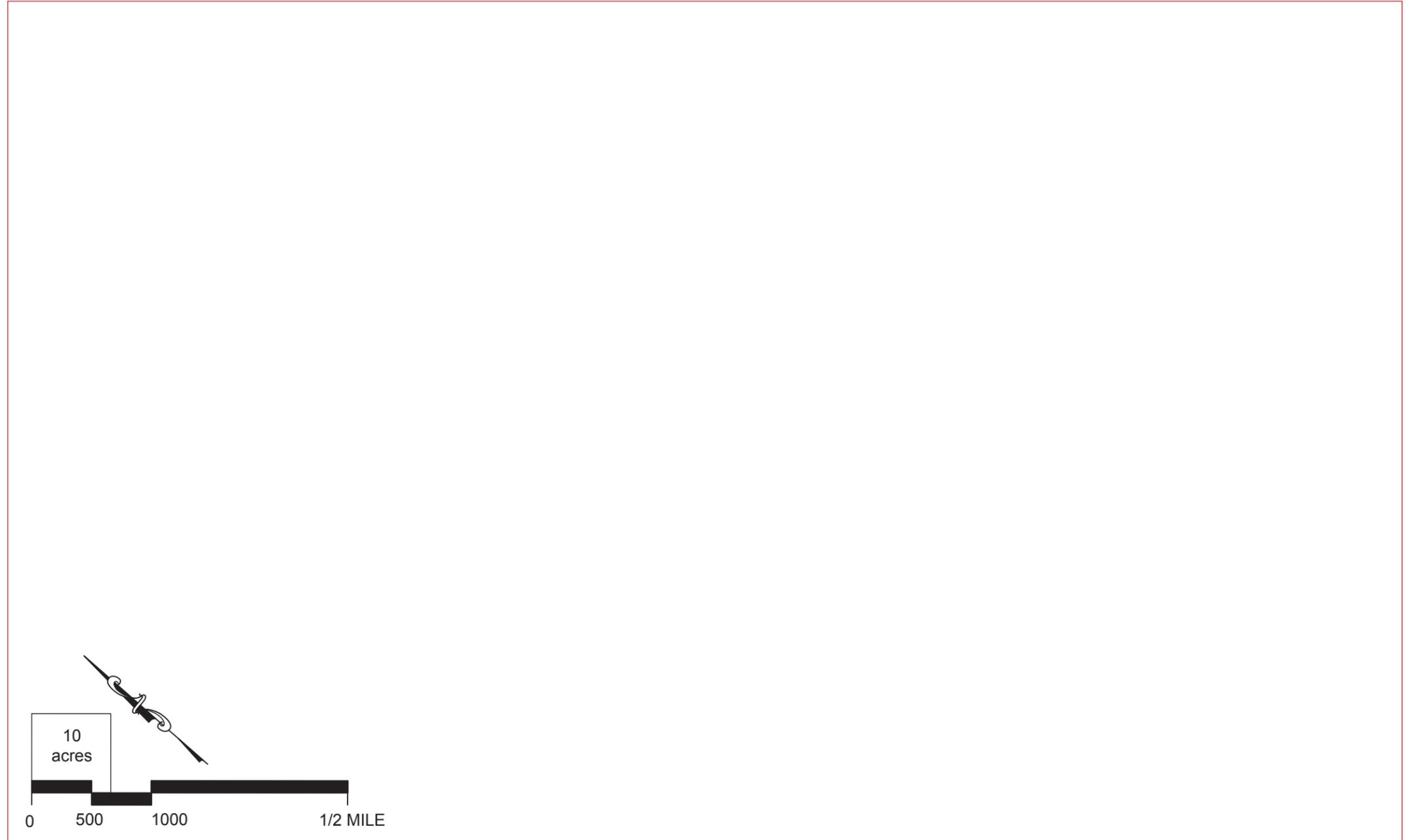
Where the fixed guideway transit street intersects Coyote Valley Parkway, mid-rise residential towers will frame this major intersection. Mid-rise residential will also anchor the corner of Coyote Valley Parkway and Coyote Valley Boulevard.

The area between Coyote Valley Boulevard and the URPP will be predominately a four-story residential area that employs a parking strategy that screens residents from the railroad.

Notes

Planning Area F

Private Realm
Detailed Land Use





Planning Area F

Private Realm
Detailed Land Use

Notes

Planning Area F



Private Realm Residential Building Types



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



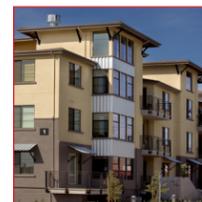
R-7
Single-family
**3-story single-family
detached cluster homes**
14 units per acre
Private garages



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 F

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



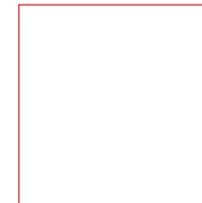
W-3
Corporate/Technology Office
2-story with all on-site surface parking (1 space per job)
285 square feet per job
FAR = 0.39



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



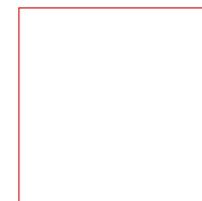
W-4
Research and Development Laboratory
1-story with all on-site surface parking (1 space per job)
285 square feet per job
FAR = 0.24



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 F



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 F

Private Realm Retail Building Types

Notes

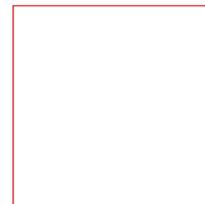
Local Retail



LR-1
Supermarket



LR-2
Service Station



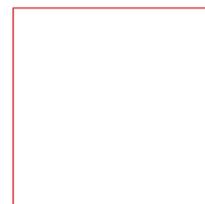
LR-3
Restaurant



LR-4
General Retail

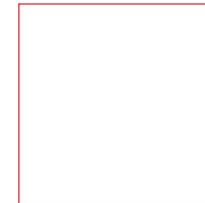


LR-5
Personal Services

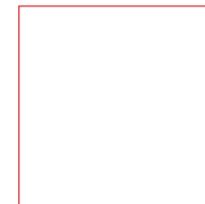


LR-6
Apparel

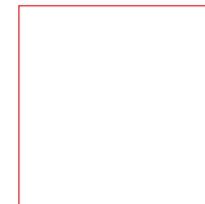
Regional Retail



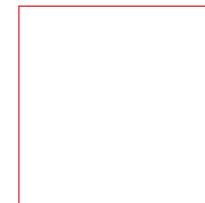
LR-7
Cinema



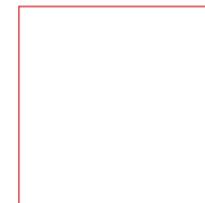
RR-1
Restaurant



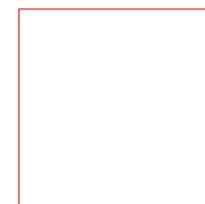
RR-2
General Retail



RR-3
Personal Services



RR-4
Apparel



RR-5
Cinema

Notes

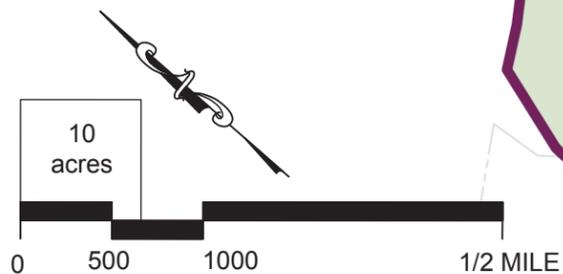
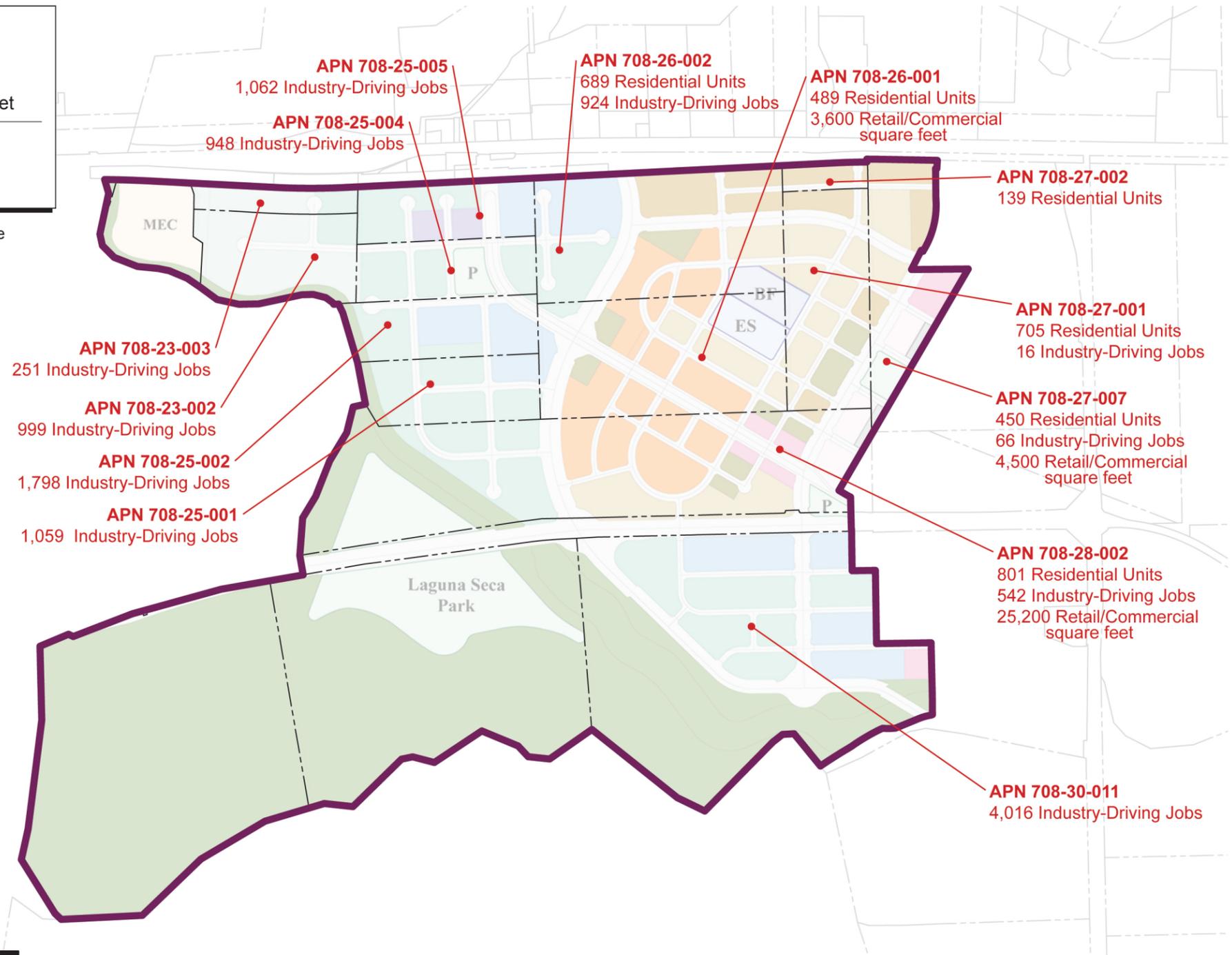
Planning Area F



Private Realm Minimum Development Target

| | |
|-----------------------|--|
| Area F Totals* | |
| 3,273 | Residential Units |
| 11,681 | Industry-Driving Jobs |
| 33,300 | Retail/Commercial square feet |
| <hr/> | |
| Black: | Required Development Minimum |
| Red: | Required Development Allocation Per Parcel |

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





Planning Area F

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.

Minimum Development Target for Planning Area F

At more than 600 acres, Planning Area F is the second largest in overall area, yet includes the undeveloped Laguna Seca Sports Park and stormwater detention area in that number. As such, the development target for Planning Area F is more in line with a planning area closer to half its size. Taking advantage of its nearby freeway access and the Coyote Valley Parkway connection, Planning Area F is home to one of the highest concentrations of industry-driving jobs. Workplace development is crucial to the overall development of Coyote Valley, making it very important to meet minimum development targets that will house these jobs. Moreover, with so much land area dedicated to industrial and office use, a diversity and range of building types must be used to allow for a range of employers and industries to make their home here.

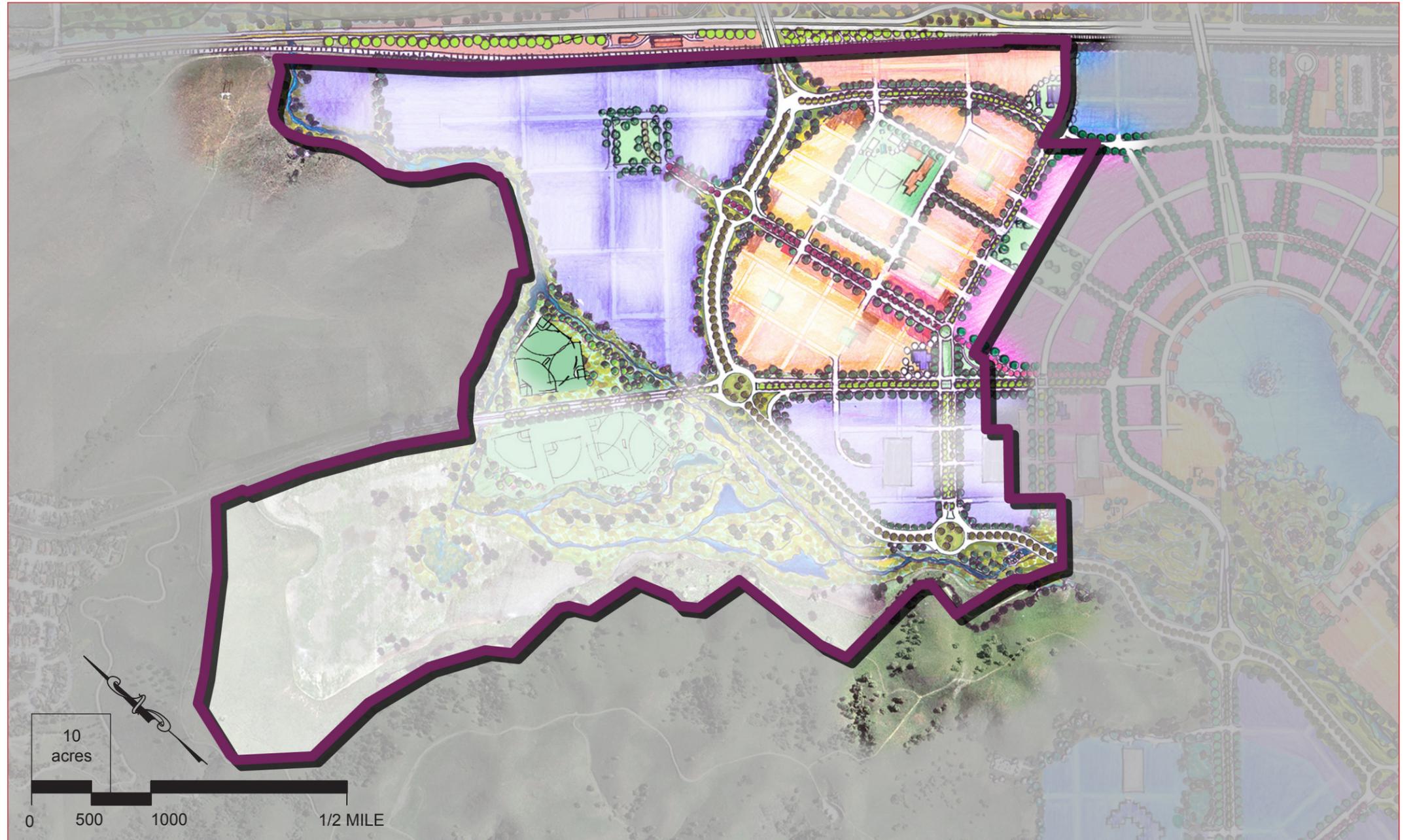
Development among the rotated grid in the southeastern part of Planning Area F, with views oriented toward the Lake and Spreckel's Hill, takes on a different character, with minimum targets requiring higher concentrations of residences and a mix of uses. This establishes a transition to the development types found in the urban core of Planning Area A, and should begin to step up overall height and bulk as well, with mid-rise building types that begin to breach the life-safety limit. The lower-densities found in the residential neighborhood surrounding parks and an elementary school also provide an edge that is comfortable for these community uses while remaining at appropriate minimum densities.

Planning Area F

Urban Form



Notes





Planning Area F

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 F.

Land Use

Objective O-1

Create an Integrated Mixed-Use Environment for Working and Living

The objective of Planning Area F is to create a vibrant, livable, mixed-use environment that brings high density mixed-use residential, shopping, educational, community and recreational facilities within walking distance to the workplace, connected and served by the fixed guideway transit system.

Policy P-1

Concentration of Density

To maximize transit ridership, locate and concentrate the highest density of jobs and housing along the fixed guideway transit system, with the highest densities located at transit stops.

Policy P-2

Urbanization of Existing Entitled Employment Areas

For the areas north of Coyote Valley Parkway and east of Santa Teresa Boulevard, create a walkable workplace environment, by requiring an urban pattern of development through the urban design, use of shared and structured parking facilities, reduced parking standards, higher floor area ratios per building types.

Policy P-3

Vertical Mixed-Use Building Types

To create an integrated living and working environment and to support the attraction, retention and increase intensity of employment, the mixed-use residential neighborhood south of Coyote Valley Parkway is required to have vertical mixed-use buildings.

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: Planning Area F employment and residential areas; Planning Area A retail, entertainment, education and civic destinations; and the Laguna Seca recreation area.

Policy P-1

Maximum Block Size

♦ Employment Areas

To create a highly interconnected street network, development blocks are required to be no greater than four gross acres (including streets) for the intensification of existing employment areas. Ideal development blocks of two and a half acres to two and three-quarter acres are encouraged.

♦ Residential Neighborhoods

Development blocks no greater than two and a half acres are required in mixed-use residential areas east and west of Coyote Valley Boulevard. Smaller development blocks of one and a half acres are encouraged.

Policy P-2

Maximum Block Length

♦ Employment Areas

To create a highly interconnected street network, maximum block length is required to be no greater than 600 feet. Shorter block lengths of 400 to 500 feet are encouraged.

♦ Residential Neighborhoods

To create a highly interconnected street network, maximum block length is required to be no greater than 500 feet.

Policy P-3

Interconnected Street Network

Flexible streets are required to form an interconnected street network, including connections directly to Coyote Valley Parkway, Santa Teresa Boulevard, Coyote Valley Boulevard, fixed guideway transit street and the Collector street connecting Coyote Valley Parkway to Coyote Valley Boulevard.

POLICIES

Planning Area F

Urban Form



Policy P-4

Street Continuity between Planning Areas

Flexible streets are required to align and connect to streets that extend to and from Planning Areas A and B.

Policy P-5

Rectangular Street and Block Pattern

Flexible streets are required to form a predominately rectangular, interconnected street and block pattern.

Workplace Area

The orientation of the street grid is encouraged to be parallel or perpendicular to the required street alignments and the Caltrain right-of-way.

Mixed-Use Residential Neighborhood

The orientation of the street grid is encouraged to be parallel or perpendicular to the required street alignments and the fixed guideway transit street.

Policy P-6

Alleys and Pedestrian Paths

♦ Workplace Areas

To create a highly interconnected pedestrian network, mid-block pedestrian routes are encouraged for development blocks adjacent to transit, parks, Laguna Seca and realigned Fisher Creek. Mid-block pedestrian routes are required to form an interconnected network of direct routes that link open space, park, school and transit stops together.

♦ Mixed-Use Residential Neighborhood

To create a highly interconnected pedestrian network, mid-block pedestrian routes are required for development blocks adjacent to transit, school and neighborhood parks. Mid-block pedestrian routes are required to form an interconnected network of direct routes that link open space, park, school and transit stops together.

Orientation of Streets and Buildings to Open Space

Objective 0-3

Reinforce public views and the orientation of building frontages to the Laguna Seca open space, realigned Fisher Creek, neighborhood parks, elementary school and to the waterfront along Santa Teresa Boulevard and the axial street through the Coyote Core District.

Policy P-1

Required Street Alignments

The following street alignments are required:

♦ Mixed-Use Residential Neighborhood

A street is required to be located and aligned to provide a direct view to the waterfront from the park and elementary school site through the Coyote Core District to the waterfront.

♦ Workplace Area North of Coyote Valley Parkway

A street is required to be located and provide direct views from the neighborhood park adjacent to transit to the Laguna Seca open space, terminating in a positively shaped park of no less than a half-acre adjacent to the open space. Streets are encouraged to be oriented to provide views to Tulare Hill.

Building Height and Massing

Objective 0-4

Building heights and building massing are required to shape a compact, urban skyline, ensure compatibility of scale between residential and employment areas, and create a civic architectural presence along public parks, open space and transit.

Policy P-1

Mid-Rise Tower Locations

To shape a compact, urban skyline for the Planning Area F and to not compete with the higher building heights distinguishing the Coyote Core District as the visible landmark identifying the heart of the Coyote Valley, mid-rise towers are required to be located in proximity to the fixed-guideway system, the Collector street between Coyote Valley Boulevard and Santa Teresa Boulevard, park and open spaces.

POLICIES



Planning Area F

Urban Form

Policy P-2
Visible Corporate Identity from North Coyote Valley Parkway
 Mid-rise office buildings are required to have architectural treatments that create an identifiable landmark adjacent to the North Coyote Valley Parkway crossing of Monterey Road and Caltrain.

Policy P-3
Compatible Building Scale between Employment and Residential Areas
 Compatible building height is encouraged between employment and residential areas across Santa Teresa Boulevard.

Vibrant Streets and Public Spaces

Objective 0-5
 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 F is comprised of the following street frontage types which define the required building orientation, ground level use, entries and relationships to the adjacent public spaces and streets:

1. Employment Frontages
 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 public streets.

♦ **Park, Fixed Guideway Transit and Required Street Alignment**
 Along the fixed guideway transit street and park frontages, building facades are to be located at a build-to line at the back of sidewalk. 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.

♦ **Side Streets to Park and Fixed Guideway Transit Frontages**
 At side streets to park and fixed guideway transit frontages, buildings are to be setback fifteen feet to create a landscape edge.

♦ **Collector Street Connecting Coyote Valley Parkway to Coyote Valley Boulevard Frontages**
 To create a civic scale street, building facades, entry lobbies and ground floor building common spaces are required to face, be accessible and visible from this street. Workplace buildings are to be located at a build-to line fifteen feet from the back of sidewalk, with a formal row of street trees within the setback. 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. Coyote Valley Parkway Frontages

♦ **Workplace Frontage**
 To create opportunities for corporate identity along Coyote Valley Parkway, buildings can face the Parkway with a 25-foot landscape setback parallel to the Parkway right-of-way. Building entries are to be located on flexible streets accessed off the Parkway. Structured parking is not permitted to be located along the Parkway.

♦ **Mixed-Use Residential Frontage**
 Landscape berm for sound attenuation with no visible sound walls from the Parkway, or higher density residential development with a landscape setback.

3. Mixed-Use Residential Frontages along Coyote Valley Boulevard and the Collector Street Connecting Coyote Valley Parkway to Coyote Valley Boulevard
 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, 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. Curb cuts are to be minimized, with no more than two per block face.

4. Workplace and Mixed-Use Residential Frontage along Santa Teresa Boulevard
 To create a civic scale along Santa Teresa Boulevard office buildings and residential uses are to orient building facades facing, accessible and visible from the Santa Teresa Boulevard. Employment and residential buildings are to be located at a build-to line fifteen feet from the back of sidewalk, with a formal row of street trees within the setback. 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 ac-

POLICIES

Planning Area F

Urban Form



cess is to be located away from public view. Curb cuts are to be minimized, with no more than two per block face.

5. Mixed-Use Residential along Fixed Guideway Transit Street

To create an active, pedestrian environment 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 fixed guideway transit street.

6. Shared Park and Elementary School Frontages

Buildings located along the shared park and elementary school are required to orient building facades to face the park and elementary school with entries and porches providing access to the street. 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. 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.

Policy P-2

Buffering Residential Areas along Caltrain

To protect and reduce environmental impacts on residential uses immediately adjacent to Caltrain, parking and structured parking is required to be located adjacent to the Caltrain right-of-way, with a landscape setback between parking and the Caltrain right-of-way for tree planting.