

Workbook Narrative Section V – Composite Framework

Reference: Corresponds to Chapter V of Task Force Workbook

Based on public input from the June 12th workshop, subsequent Task Force direction, and initial technical analysis, the planning team has formulated their recommended Composite Framework. It is derived primarily from the three environmental footprint and infrastructure framework variations described in the previous section, but each component has undergone a degree of modification as we have received additional public, City staff, technical consultant, and regulatory agency input. The components of this Composite Framework are described below:

ENVIRONMENTAL FOOTPRINT COMPONENTS

Restored Fisher Creek

The Composite Framework Plan proposes to locate Fisher Creek close to its 1876 alignment. At that time, Fisher Creek generally was located towards the western hills and flowed through Laguna Seca to the south of Tulare Hill and connected to Coyote Creek. Initial thoughts, through the first three workshops, were to realign Fisher Creek between Palm Avenue and Bailey Avenue. Current thought is to restore the entire length of the creek from Palm Avenue to Coyote Creek. The essential elements and benefits of the proposed creek design include:

- Approximately 4 miles long
- Width varies from 200 ft to 300 ft. average (preliminary estimates, may change)
- Natural character of the creek with a multi-use purpose
- Flood control
- Recreation
- Habitat Creation
- Pedestrian and bike circulation
- Visual Amenity

Coyote Lake and Canal Park

Coyote Lake is proposed to create a “place-making” feature and focal point for the community, as well as providing a unique recreational amenity for the community. It also serves a functional role of storing a portion of the 100-year floodwaters. Water to maintain the summer lake level would be recycled water. The key concepts of the lake are:

- Lake (water) is approximately 60 acres
- Surrounding park is approximately 20 acres
- Focal point and identity for Coyote Valley
- Storm water detention
- Recreation and park uses

- Visual amenity
- Pedestrian circulation. Walk around the lake is approximately 1.6 miles

The Canal Park is a linear park that helps create a unique identity for the neighborhoods along its route. The characteristics of the Canal Park include portions that are very natural to areas that are more urban. It is intended to have water all year, and be connected to the Lake. Water from the lake will be pumped into the high point of the Canal and gravity will return the water to the Lake. The Canal may help with water quality in the Lake by aerating the water. The Canal will also intercept storm water and direct it to the Lake and a portion to Fisher Creek. Portions of the Canal Park may provide a bio-filtration function.

The main elements of the Canal Park include:

- Unique neighborhood identity
- Visual amenity
- Passive recreation
- Storm water management
- Bio-filtration and water quality
- Pedestrian Circulation. Canal Park walk is approximately 1.8 miles

INFRASTRUCTURE COMPONENTS

Transit Alignment

A spoke configuration for our fixed guideway transit system provides the best combination of area coverage and trip speed from edge to center. We have modified the route shown in Variation 1 and developed more detail at specific points:

Each vehicle on the three spokes will turn off the community core semi-circle and run directly to a future Caltrain/Multi modal hub. This hub will serve: Intra-community transit; Caltrain commuter service; as a High Occupancy Vehicle collection point; as a regional park and ride center.

The southern spoke heads south of the community core just west of existing Dougherty Road and then turns west at a point about half way between Laguna Avenue and Richmond Avenue to Santa Teresa Blvd. This accommodates community input and Task Force direction to provide closer transit access to these neighborhoods.

The western spoke travels further west of the lake, extending greater coverage to the neighborhoods to the west. From here it heads diagonally toward Bailey Avenue and provides access to major employment centers around IBM.

The northern spoke is shown extending to a maintenance facility near the railroad tracks. The north and south spokes get within two blocks of potential

large ball field complexes in the Laguna Seca area (north) and south of Palm. With appropriate land use locations within walking distance of these spokes we see the potential to dramatically reduced work commutes; trips to the community core; and taxi Moms.

Parkway System Alignment

The Composite Framework Parkway alignment most closely follows Variation 1. We have concluded that combining the Parkway and Transit in a Grand Boulevard along Bailey Avenue (Variation 2) would imply an urban intensity more appropriate to the community core; and that running the Parkway over hills through open space (Variation 3) had too many avoidable impacts on the continuity of that open space.

Through our initial traffic analysis, we have also recognized the need for a high volume boulevard running north/south parallel to Monterey Road and just west of the Caltrain tracks. This boulevard rapidly distributes commute traffic from the three freeway connections to the most concentrated workplaces and allows most of the Parkway and infill grid to function within acceptable levels.

Details of the Parkway's merge and loop design are being worked out in particular areas where either speed (Monterey Road) or projected volume (North of Bailey Avenue) pose challenges.