



# COYOTE VALLEY PLAN

- A Vision for Sustainable  
Development

EXECUTIVE SUMMARY  
APRIL 2008



# FORWARD

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This document provides an overview of the Coyote Valley Plan, the product of a community process lasting over five years. The Coyote Valley Plan was originally intended as a specific plan to guide the future development of North and Mid-Coyote Valley and the preservation of South Coyote Valley in a perpetual non-urban state.

The San Jose City Council initiated the Coyote Valley planning process in August 2002 with the appointment of a 20-member Task Force, and approval of 16 Vision and Expected Outcomes as the Task Force's roadmap to creating a Specific Plan for Coyote Valley. With a slowing economy and accompanying diminution of development pressure, coupled with the willingness of the Coyote Housing Group (CHG), a self-selected group of land owners, to finance the planning effort, the moment was ripe to prepare a Specific Plan to guide the future development of Coyote Valley.

Consistent with the San Jose 2020 General Plan, the Coyote Valley Specific Plan (CVSP) involved the creation of a comprehensive, transit and pedestrian-oriented mixed-use community for at least 50,000 industry driving jobs, 25,000 housing units, and 9,000 retail, service and public sector jobs.

On March 18, 2008, the CHG terminated its agreement with the City to fund the preparation of the CVSP. Because of this termination, and incomplete environmental analysis, it is not possible for the City Council to adopt the project as a specific plan. However, the body of work developed to date is of sufficient detail that it is being refashioned as a vision plan entitled "Coyote Valley Plan – A Vision for Sustainable Development."

The Coyote Valley Plan (CVP) proposes concepts for the future development of Coyote Valley, and is consistent with the current San Jose 2020 General Plan. As a vision document, it does not meet the statutory requirements of a specific plan. However, it contains solid baseline information for any future comprehensive planning efforts in Coyote Valley.

This executive summary is based on the work of the Task Force, community stakeholders, City staff and a multi-disciplinary team of consultants. It contains a land use plan and text designed to create a vibrant, pedestrian and transit-oriented mixed-use community in North- and Mid-Coyote, consistent with the City Council's Vision and Expected Outcomes. It contains the initial framework and strategies to assist the City in the long-term implementation of the Plan, and identifies the location, intensity and character of land uses, circulation patterns and infrastructure systems, and parks and community facilities within the community.

This document is divided into six sections for ease of reference, with each successive section building on information presented in previous sections. The first three sections present background information on Coyote Valley, the City Council's initiation of the planning process and its vision, and the context and guiding principles for the preparation of the Plan, while the latter three sections focus on describing the land use, the physical and social infrastructure components of the project, and phasing and implementation strategies.

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Section 1

# COYOTE VALLEY PLAN OVERVIEW



**BACKGROUND** The Coyote Valley Plan (CVP) area consists of 7,000 acres of mostly undeveloped land in the southern reaches of the City of San José. It is generally bounded by Tulare Hill to the north, Highway 101 to the east, the City of Morgan Hill to the south and the foothills to the west. The CVP area is divided into three sub-areas, each with a different land use designation in the San José 2020 General Plan (see Attachment 1): the North Coyote Valley Campus Industrial Area (1,400 acres), the Mid-Coyote Urban Reserve Area (2,000 acres), and the South Coyote Valley Greenbelt Area to the south (3,600 acres).

Over two decades ago the City of San José made wise land use decisions for Coyote Valley that would provide balanced development in San José and benefit the overall region. The North and Mid-Coyote Valley areas have been considered for urban development since the decade of the 1980s. In 1983, the Council approved General Plan changes to allow Campus Industrial uses in North Coyote Valley. The Mid-Coyote Valley Urban Reserve and the South Coyote Valley Greenbelt areas were established in 1984 with the adoption of the Horizon 2000 General Plan, and later affirmed in 1994 when the City Council adopted the 2020 General Plan.

The City's San José 2020 General Plan designates North Coyote Valley area for campus industrial development (i.e. high tech office parks) to ensure a stable economic base and new jobs; Mid-Coyote Valley Urban Reserve for future growth when certain conditions are met; and South Coyote Valley for a greenbelt to ensure a non-urban buffer between San José and Morgan Hill. The Greenbelt is an overlay designation that allows a variety of base land uses including Agriculture, Private Recreation, Public Park/Open Space and Public/Quasi Public).

The General Plan has "triggers," or prerequisite conditions that must be satisfied before development can occur in the Mid-Coyote Urban Reserve. In addition, a specific plan covering both North and Mid-Coyote Valley is required before any residential uses could be built in the Valley. The prerequisite conditions include (as stated in the San Jose 2020 General Plan):

1. *Five thousand (5,000) new jobs are added as evidenced by the issuance of building permits sufficient to accommodate such growth, to the existing 2,000 existing jobs (1990) in the North Coyote Valley Campus Industrial Area as part of a continuing demonstrated interest in North Coyote Valley as a location for industrial development.*
2. *The City's fiscal condition is stable, predictable and adequate in the long term. This determination should be based on:*
  - a) *A five-year economic forecast for the City which projects a balanced budget surplus for each of the forecast years.*
  - b) *City services must be at least at the same level as they were in 1993, throughout the City. At least the following quantifiable services should be considered in this assessment: police response time, police personnel per capita, fire response time, fire personnel per capita, library books per capita, library floor space per capita, hours open at Main and branch libraries, and community center floor space per capita.*
  - c) *Reasonable certainty that the City's basic fiscal relationship with the state or other levels of government will not be significantly altered during the period of the five-year economic forecast.*

*These prerequisite conditions should only be modified during a comprehensive update of the General Plan involving a community task force similar to the San Jose 2020 General Plan update process.*

Development in Mid-Coyote Valley is beyond the scope of the San José 2020 General Plan. However, the General Plan provides a vision and broad parameters for the form and nature of any future planning efforts in this area. In 2001, as Santa Clara Valley faced a downturn in the economy, accompanied by reduced development pressure, the City Council revised the General Plan to allow earlier planning in Coyote Valley.

Specifically, on November 20, 2001, the Council adopted a text amendment to the General Plan (GP01-T-33), which allowed for the preparation of a Specific Plan for North and Mid-Coyote Valley prior to the satisfaction of all of the triggers. None of the triggers themselves were altered in any way. A Specific Plan is required to be prepared prior to any development in the Coyote Valley Urban Reserve. The City believed this was the right time to begin the planning effort in Coyote Valley, so that when development triggers are met in the future, the City would be prepared to move forward with a Specific Plan in place to guide the creation of a new Coyote Valley community.

Consistent with the General Plan, on August 20, 2002, the City initiated the Coyote Valley Specific Plan process by appointing a 20-member Task Force. The Task Force, originally under the leadership of co-chairs Mayor Ron Gonzales and Councilmember Forrest Williams, was directed to guide the preparation of a comprehensive and practical plan for the future of Coyote Valley. The Task Force held its first meeting on September 10, 2002. Later on in the process Councilmember Nancy Pyle replaced Mayor Ron Gonzales as co-chair.

The Council adopted 16 Vision and Expected Outcome statements to guide the work of the Task Force. These can be found on page 17.

Of the three sub-areas of the Coyote Valley, all of North Coyote and about 16% of Mid-Coyote have been previously annexed into San José. The remainder of the land is under the jurisdiction of Santa Clara County. About 20% of the Greenbelt is under the jurisdiction of the City of San José, and about 80% is under the County's. While annexation and the expansion of the Urban Service Area would be required prior to development in Mid-Coyote, the City does not intend to annex additional property outside the USA. Therefore, all existing Greenbelt properties not previously annexed into the City would remain under County jurisdiction.

In an effort to create a Plan consistent with the Council's Vision and Expected Outcomes, the Task Force embarked on a comprehensive planning process, hosting more than 60 meetings and reaching out to thousands of stakeholders in the process. The guiding principles, objectives and policies of the Plan were formulated, and an integrated land use, transportation and various community infrastructure system was developed around environmental sustainability. The Plan also includes a phasing program and strategies to ensure the appropriate implementation and financing of its various elements.

In March 2007, a Draft Environmental Impact Report (DEIR), was circulated for public review. Not unexpected for a project of this magnitude, many issues were raised in the comments received. For this, and for reasons of legal defensibility, the Director of Planning decided to revise and recirculate the DEIR.

Because of this termination, and the incomplete environmental analysis, the City Council is not able to adopt the project as a specific plan. However, the body of work developed to date is of sufficient detail that it is being refashioned as a Vision Plan. This document presents an executive summary of that Plan.

**COYOTE VALLEY IN CONTEXT** The history, location, setting and conditions of Coyote Valley present a variety of opportunities and constraints, which the Plan addresses. This section summarizes some of these key opportunities and constraints, discusses Coyote Valley in the historic, geographical, physical, demographic, and infrastructure context of the San Francisco Bay Area region, and describes its immediate surroundings and current land uses.

Coyote Valley is located at the southern boundary of San José, just to the north of the City of Morgan Hill in Santa Clara County. It is surrounded by creeks, hills and farm land, and provides close access to these resources and plentiful open space. It enjoys good connectivity to the rest of the region via the U.S. Highway 101 freeway and Caltrain regional commuter rail service.

Coyote Valley has been held in reserve for future urban development for more than 40 years. San Jose annexed the “hamlet” of Coyote and its surroundings in 1958 as part of the City’s expansion in that era.

The Coyote Valley Plan creates a new, mixed use, pedestrian and transit friendly community in San José, with a projected population of 70,000 to 80,000 people similar to the size of the City of Mountain View (64,296 population) or Redwood City (58,600 population).

## History

Early Settlement to Annexation into San José: Coyote Valley has been used for human settlement since pre-historic times. The Ohlone people were probably the first settlers around 8,000 B.C., due to the Valley’s proximity to the San Francisco Bay and other Indian villages, and its fertile lands with plentiful supply of oak groves, wildlife, water, and firewood.

By the mid-19th century, Coyote and Santa Clara Valley economies were agriculturally based with a strong focus on fruit orchards and wheat. This trend continued into the 20th century with prune and seed farms dominating. However, by the 21<sup>st</sup> century, as the costs of land and labor rose, it became increasingly difficult to make a living on traditional agriculture, culminating in a gradual decline in row crop and orchard farming. The effects of this decline are evident in the derelict greenhouses and unproductive orchards that dot the landscape today.

The 1950s witnessed rapid growth in San José with the incorporation of outlying territories into the City. This included the 1958 annexation of the original center of Coyote Valley’s farming community, which can still be found on Monterey Road and is referred to as the Hamlet.

Early Planning and Development in North Coyote Valley: With these early annexations, pressure began to mount to open up Coyote Valley for urban development, as various industrial firms acquired sizable property holdings. These firms included IBM, which was the first to establish an industrial campus in the mid-1970s. In 1976 the Urban Development Policy was incorporated into General Plan 75, and the Coyote Valley land uses were designated as agriculture and non-urban. Mounting development pressures led the City to convene an Economic Development Task Force to study the future of Silicon Valley growth. Based on the Task Force’s recommendations, City of San José designated North Coyote Valley for Campus Industrial uses in 1983.

Comprehensive Planning in Coyote Valley: By the 1980s Coyote Valley was emerging as an important frontier district that needed to be comprehensively planned and integrated into the City’s overall development blueprint. Consistent with this approach, in 1984, the City’s Horizon 2000 General Plan

reaffirmed the desired use of North Coyote Valley for Campus Industrial uses, and established other land use designations for the rest of Coyote Valley as follows:

- The approximately 2,000-acre Mid-Coyote Valley was designated as an Urban Reserve for future mixed-use development with 25,000 residential units after the satisfaction of certain prerequisite conditions.
- The designation of the approximately 3,600-acre South Coyote Valley as a Greenbelt to ensure a permanent non-urban buffer between San José and Morgan Hill.

In 1994, ten years after the Horizon 2000 General Plan, a citizens' Task Force developed the San José 2020 General Plan which significantly prioritized the notion of compact, efficient infill development within San José's Urban Service Area, and introduced high-density land use designations for transit corridors to maximize and leverage the City's public investment in mass transportation infrastructure. To further the desire for "smart growth," the San José 2020 General Plan established the Greenline/Urban Growth Boundary, which was later ratified by the voters in 1996, as one of its major strategies.

In 2000 the City Council approved the Coyote Valley Research Park for 6.6 million square feet of workplace development (see Existing Entitlements section).

## **Regional Setting**

The San Francisco Bay Area: Coyote Valley is strategically located within the southern portion of the San Francisco Bay Area between the job rich counties to the north, and the largely residential communities to the south. This location lends Coyote Valley great opportunity for creative planning aimed at balancing the regional mix of land uses as well as maximizing the utilization of the regional transportation infrastructure particularly during commute hours.

Santa Clara County and Silicon Valley: Santa Clara County encompasses approximately 1,290 square miles of land, 13 square miles of water, with a 2000 Census population of almost 1.7 million. It is surrounded by San Mateo, Santa Cruz, Alameda, Stanislaus, Merced, and San Benito counties. Santa Clara County is home to Silicon Valley, which for many decades, has been at the forefront of technological innovation, shifting focus over time from defense contracting and electronics to computer hardware and software, and subsequently to internet-based companies.

City of San José: Founded in 1777, San José was the first town in the Spanish colony of Nueva California (later Alta California). It served as the first capital of California after statehood was granted in 1850. After over 150 years as an agricultural center, increased demand for housing from veterans returning from World War II, as well as aggressive expansion during the 1950s and 1960s, led first to San José being a bedroom community for Silicon Valley in the 1970s. San José later began attracting businesses, and by 1990 the city was well on its way to being the Capital of Silicon Valley.

San José houses more employed residents than it has jobs, and thus suffers a jobs/housing imbalance. The San José 2020 General Plan policies for Coyote Valley exemplify some of the City's proactive efforts to improve the City's jobs/housing balance both numerically and locationally. A jobs/housing imbalance can create both environmental problems, such as traffic congestion, decreased air quality etc., and fiscal problems, such as insufficient property and sales tax revenue to provide needed services. Some of the locational balance strategies that have been employed by the City have included Campus Industrial zoning for eastern Evergreen, Edenvale and North Coyote Valley in otherwise predominantly residential areas. In 1990, San José had a jobs-housing ratio of 0.78 jobs per employed resident (i.e. fewer jobs than resident workers, requiring many residents to commute outside San José for work). The current jobs-

housing balance has improved to about 0.97. (In contrast, the City of Palo Alto has a jobs-housing ratio of 2.43 jobs per employed resident.)

## **Community Setting**

Coyote Valley is surrounded by natural hillsides, mountain ranges, lakes and creeks, offering a variety of recreation and open space opportunities.

On the westerly boundary of Coyote Valley is the Santa Cruz Mountain Range, which separates the Santa Clara Valley from the Pacific coast. The Santa Cruz Range is home to a number of special status animal species including the California tiger salamander and Bay checkerspot butterfly, and plant species including Hall's bush mallow, and Santa Clara Valley dudleya.

To the east, Coyote Valley is defined by the Mount Hamilton Range, which separates the Santa Clara Valley from the central valley of California. The Lick Observatory and Research Center is located at the summit of Mount Hamilton. Immediately east of Coyote Valley is Coyote Ridge, made up of serpentine rock formations and serves as a natural habitat for a number of special status animal and plant species. Special status animal species located on Coyote Ridge include the Bay checkerspot butterfly and California red-legged frog. Special status plant species include Metcalf Canyon jewelflower, Santa Clara Valley dudleya, and Mount Hamilton thistle, just to name a few. Another feature along the easterly boundary is the Coyote Creek County Park and Trail system which extends from Anderson Lake in the south to the San Francisco Bay in the north.

## **Environmental Setting**

Physical Features and Drainage: Coyote Valley is part of the Santa Clara Valley that lies between the eastern side of the Santa Cruz Mountains and the west side of the Mount Hamilton Range. Its highpoint, in the southeast, marks the crest where lands immediately south slope southerly to Monterey Bay while the Valley itself slopes north to San Francisco Bay. The Santa Cruz Mountains (west) join with the Santa Teresa Hills and Tulare Hill to form the Valley's northern boundary.

The groundwater basin for the Santa Clara County area is divided into three interconnected subbasins, including the Coyote Subbasin, which extends from Metcalf Road south to Cochrane Road, where it joins the Llagas Subbasin. The Coyote Subbasin is approximately seven miles long and two miles wide and has a surface area of approximately 14 square miles.

Coyote Valley is part of the Coyote Creek watershed, which is one of the largest watersheds in Santa Clara County. The Coyote Creek watershed drains the western slopes of the Mount Hamilton Range in eastern Santa Clara County, through San José, where it eventually flows north toward the San Francisco Bay. However, most of the CVP area lies within another watershed, the local Fisher Creek watershed (a tributary to Coyote Creek), which drains roughly 16 square miles of the undeveloped western foothills and approximately 12 square miles of the agricultural Valley floor. Although there are no existing formal flood control facilities within the CVP, a combination of creeks and small drainage ditches currently collect agricultural and hillside runoff.

Coyote Creek is a perched, incised natural channel that sits above its westerly floodplain. Based on the latest topographic information and hydrology, the 100-year storm flow appears to be contained within the creek channel and its natural floodplain. During more extreme runoff events, however, the Coyote Valley is prone to flooding along the banks of Coyote Creek. This area originally drained to Fisher Creek, but when



the railroad track and Monterey Road were constructed, the drainage was blocked, which tends to force water in Coyote Creek's west overbank to the north rather than continue naturally toward Fisher Creek.

Fisher Creek flows in a northerly direction from its headwaters in Morgan Hill, through the lowest elevations of the Valley, to its confluence with Coyote Creek. Documented research indicates that Fisher Creek has been altered over time. It generally dries up in the summer, upstream of Palm

Avenue, where the channel becomes an agricultural ditch that supports little habitat.

The northern part of Coyote Valley is low-lying and portions of the Valley are in an area of historic flooding. A fresh water marsh formerly occupied the area west of Santa Teresa Boulevard, and a historically low-lying area known, as Laguna Seca is located in the northwestern corner of the North Coyote area between the Santa Teresa Hills and Tulare Hill.

**Biology and Habitats:** Due to existing development and active agricultural practices within Coyote Valley, there are very few documented occurrences of endangered or special status plants and animals within North and Mid-Coyote Valley. The surrounding slopes of the Mount Hamilton and Santa Cruz Mountain ranges include a number of special status species such as the Bay Checkerspot Butterfly, and wildlife species such as California Tiger Salamander, Western Pond Turtle, Burrowing Owl, California Red Legged Frog have been recorded. Some of the special status plant species that surround the Valley include: Hall's bush mallow, Metcalf Canyon and Most Beautiful jewelflower, Mount Hamilton thistle, and Santa Clara Valley dudleya. Majestic oaks can be seen in spectacular tree formations within the agricultural fields, in several planted rows along roads and properties, and in natural sloping oak savannah areas. The Valley floor contains several areas that appear to meet the criteria established by the Army Corps of Engineers for wetlands or jurisdictional waters.

**Cultural Resources and Archaeology:** Coyote Valley has a long history of human settlement from the Native American, Spanish Colonial, through early American, early 20th Century and the Modern Period. North and Mid-Coyote Valley are rich with prehistoric artifacts and sites. There are two notable ranch complexes along Monterey Road that are included on the Santa Clara County Heritage Resource Inventory. They are the Joséph Ramelli Ranch Complex (circa 1870's), which contains the first school in

Coyote Valley (the old Encinal School); and the Tom Sugishita House at 9000 Old Monterey Road (circa 1865). There are also 16 other structures of early 20<sup>th</sup> Century vintage that may be considered historic architectural resources.

Parks and Open Space Amenities: Coyote Valley contains several open space and recreational amenities. They include the Coyote Creek County Park - a multi-functional recreational, riparian, and water supply facility, as well as other recreational uses such as a “pay-to-fish” operation and an aircraft field for remote control model airplanes. Other recreational amenities in the surrounding area include the Santa Teresa Park, Parkway Lakes (Metcalf Percolation Ponds), and three golf courses (Santa Teresa, Coyote Creek, and Cinnabar Golf Courses).

Urban Services and Utilities: Both the City of San José Municipal Water Division and Great Oaks Water Company provide water service to designated areas within the North Coyote Valley region through a system of wells, water tanks, and water distribution mains. The majority of the Mid-Coyote Urban Reserve and Greenbelt does not currently receive water by water retailers. These areas generally rely upon private wells for potable water supply, with some limited water retailer service.

The City of San José provides sewage treatment for the North Coyote Valley area at the San José/Santa Clara Water Pollution Control Plant (WPCP) located in Alviso. The Plant is a regional facility with 167 million gallons per day (mgd) capacity. Currently, the WPCP is operating below capacity, with an average daily flow of 120 million gallons a day (mgd). However, based on the projected number of jobs and residences, there should be enough capacity to serve the Plan. The EIR will include analysis to determine the adequacy of the water pollution control plant capacity. There is also an opportunity to implement the use of recycled water with this project as a strategy to reduce peak discharges to the San Francisco Bay from WPCP.

Electric power and natural gas services exist in and around the Coyote Valley and are provided by the Pacific Gas and Electric Company (PG&E). Several telecommunications companies also provide service to the Valley via communication lines. The Metcalf Energy Center and PG&E substation are located at the north end of the Plan area.

**EXISTING LAND USES** Coyote Valley is divided into three dissimilar areas, which contain various uses including agriculture, residential, recreation, power generation plants as well as some industrial uses. These uses include:

### **North Coyote Valley:**

- IBM Silicon Valley lab, which is the primary non-agricultural use in the North Coyote Valley area, was developed in the early 1970’s. The 600,000 square foot research and development facility is situated on a 1,180-acre site.
- A major AT&T telephone switching station on the north side of Bailey Avenue west of Santa Teresa Boulevard.
- The Metcalf Energy Center (MEC), completed in June 2005, is an electricity-generating power plant operated by San José-based Calpine Corporation.

### **Mid-Coyote Valley:**

Existing land uses include the historic village center known as the Hamlet. A potential historic district,

located across Monterey Road from the Hamlet, is the location of the Coyote Depot Complex which includes the original train depot (circa 1869), bunkhouse (circa 1869), pump house (circa 1869), water tower (circa 1869), and, Braslan Seed Company Warehouse (circa 1902). Other land uses east of Monterey Road include a mix of smaller and odd size parcels, almost all-fronting on or accessing Monterey Road. Most uses are residential and a few new homes continue to be constructed while this planning process is underway. Non-residential uses include cell towers and agricultural related enterprises. A Morgan Hill Unified School District Charter School is located just south of Bailey Avenue.

West of Monterey Road and the rail lines, only limited development has occurred. With the exception of the two residential estate subdivisions, parcels remain fairly large (10 acres plus) and structures include farmhouses and agricultural related buildings. The smaller of the two estate neighborhoods is located on Dougherty Avenue north of Laguna Avenue and consists of eight estate homes. The second residential neighborhood is located in the area around the intersection of Lantz Drive and Scheller Avenue, and contains 40 existing estate homes. In both areas, lots generally range from 1.5 to 2.5 acres.

The predominant land use in the Mid-Coyote Valley, however, remains agricultural production, including row crops, cherries, and sod.

### **South Coyote Valley Greenbelt:**

The Greenbelt area is the most highly developed and parcelized portion of Coyote Valley. Parcels of twenty or more acres adjoin rural subdivisions of less than two acres. Located outside the Urban Growth Boundary, there is no existing or planned City supplied urban services. Water is supplied by private wells and sewage is stored in septic tanks.

There are some 401 parcels in the Greenbelt containing approximately 248 homes and a variety of non-residential land uses including yard and outdoor industrial manufacturing (i.e. truss manufacturer and cast concrete yard), agricultural/industrial along Monterey Road, and Monterey Mushrooms Company, which employs over 400 people in its facilities at Hale Avenue. The agricultural uses within the Greenbelt include: cherry and fig orchards; pastureland; sod production, row crops and hay; animal farming, including, chickens and goats. There are more than 50 greenhouses on 24 parcels. About half of the greenhouses are in use for cut flowers, nursery plants, orchid production and Asian vegetable production. Abandoned greenhouses present an overall appearance of agricultural blight.

The Plan includes a strategy to maintain the South Coyote Valley Greenbelt area as a non-urban buffer between the City of San Jose and Morgan Hill. The Greenbelt area would remain under County jurisdiction as the City has no plans to annex any properties in the area. Therefore, the Greenbelt Strategy is not intended as the sole implementation tool for the Greenbelt, but rather as a facilitator.

The Plan does not possess any ownership or oversight responsibility over the Greenbelt area. Instead, it seeks to facilitate the preservation of the Greenbelt through the formation of a non-profit organization working collaboratively with the County, Morgan Hill, San Jose, and interested stakeholders to implement the Greenbelt Strategy.

**EXISTING ENTITLEMENTS** In 1984 the City Council approved a Planned Development Zoning (PDC84-094) for the Sobrato property (located on the southeasterly corner of Santa Teresa Boulevard and Bailey Avenue) for approximately 200 acres of campus industrial use. In 2000, the City Council also approved a Planned Development

Zoning (PDCSH99-06-053) and Development Agreement for the Coyote Valley Research Park (CVRP/Cisco) project for 6.6 million square feet of campus industrial use to accommodate up to 20,000 employees. Flood control, water supply, Highway 101 and Bailey Avenue improvements were all required and are being implemented to support this project.

## **EXISTING TRANSPORTATION**

### **Regional Context:**

Coyote Valley enjoys excellent access and connectivity to major transportation and transit facilities of the larger region, such as freight and passenger rail services, freeways, and a myriad of arterial and collector streets that cater to bus transit and various other modes of travel. The region has numerous amenities desirable for convenient regional and local travel.

A daily commuter passenger service from Gilroy to San José and from San José to San Francisco is operated by Caltrain under the auspices of the Peninsula Corridor Joint Powers Board (JPB), an entity formed in 1987 by the Counties of San Mateo, Santa Clara and San Francisco. Because the existing double-track rail ends near the old Coyote Depot (north of the Monterey Road/Bailey Avenue overcrossing), Caltrain operates the commuter rail service through Coyote Valley on a single track west of Monterey Road. The nearest Caltrain station is located approximately five miles north of Coyote Valley at the Blossom Hill station. Caltrain currently provides three trains each way with approximately 30-minute headways during commute periods. Access from Coyote Valley to the Blossom Hill station is currently provided via transfers from bus lines 68 and 501.

### **Local Context:**

There is no Light Rail Transit (LRT) Service within the Coyote Valley, but the VTA offers buses and shuttles between the Valley and the surrounding area. The nearest LRT station is the Santa Teresa Station located on Santa Teresa Boulevard between San Ignacio Avenue and Miyuki Drive. Access from the Coyote Valley area to Santa Teresa LRT station is currently provided via transfers from bus lines 68 and 501. The VTA also runs the IBM Light Rail Shuttle from the Santa Teresa LRT Station to the IBM campus in North Coyote Valley.

**REGIONAL JOBS/HOUSING ISSUES** Regionally, Silicon Valley overall has a housing shortage. This mismatch means that workers are commuting from outside of Santa Clara County, contributing to traffic congestion, poor air quality, and suburban sprawl.

However, not all jurisdictions in Silicon Valley have a shortage of housing relative to jobs. San José has more employed residents than jobs, meaning that San José is providing proportionately more housing than other Silicon Valley jurisdictions. By comparison, the cities of Santa Clara and Palo Alto have more than twice as many jobs as employed residents.

While maintaining an overall jobs/housing balance can help to alleviate environmental concerns, some jurisdictions have found that there are financial benefits to having more jobs than housing. Historically, housing development has generated lower tax revenues and demanded higher levels of public services (police, fire, parks, etc.) than workplace development (office, industrial, retail, etc.). As a result, many

jurisdictions have prioritized workplace development as a way of maintaining or promoting their fiscal strength. This historical consideration, combined with the fact that San José has a disproportionately high supply of housing relative to jobs, led to the City's policy requiring the development of jobs in Coyote Valley prior to any housing development.

## **WORKPLACE MARKET CONDITIONS AND PROJECTIONS**

The Plan calls for the development of workplace uses for at least 50,000 new industry-driving (ID) jobs and 9,000 new non-industry-driving (non-ID) jobs. Projections based on those by regional planners at ABAG estimate the addition of 440,000 jobs in Santa Clara County between 2005 and 2030. Of these projected additional jobs, 240,000 are expected to be located within the City of San José. Excluding the roughly 40,000 jobs that can be accommodated in existing vacant space, Coyote Valley's 55,000 total jobs would represent slightly more than one-quarter of the total new jobs in San José requiring new building space through 2030.

Coyote Valley is only one of several locations that employers may consider for the development of new workplace in San José. North First Street, Downtown, and Edenvale are other areas of San José that have an established market for workplace development and some employers would surely choose to locate in those areas rather than Coyote Valley. However, Coyote Valley's large tracts of developable land and planned combination of urban character, amenities, and services suggest that some employers would be attracted to the area, and several large employers have already made major property investments in Coyote Valley. Coyote Valley offers greater workplace choices (unlike any other workplace areas in San José) to potential new employers to help encourage them to locate in San José.

Coyote Valley is expected to capture a small percentage of the City's overall workplace development in the first decade of development. Coyote Valley's share of growth may increase over time as other areas are built out, but the Coyote Valley Plan economists project that there would be sufficient workplace demand to realize the planned intensification of development on North First Street, in Downtown and in Edenvale, in addition to development in Coyote Valley.

Section 2

# BLUEPRINT FOR COYOTE VALLEY



**COUNCIL'S VISION AND EXPECTED OUTCOMES** The City's overall vision for Coyote recognizes that Coyote Valley is somewhat isolated from the rest of San José and future development would need to be in the form of a new community, comprehensively planned with jobs, housing, commercial and community facilities, schools, parks, residential services, infrastructure and public transit. The new community should be a very urban, pedestrian and transit-oriented mixed use community with a minimum of 25,000 new housing units and 50,000 new industry-driving jobs, exclusive of retail service and government jobs. Land uses are to be connected through a rich network of open spaces, trails, bicycle paths, roads and transit.

Based on these overarching principles, the City Council adopted the following Vision and Expected Outcomes for the development of the Coyote Valley Specific Plan (CVSP):

1. The Plan would include Central and North Coyote for land planning and would include South Coyote in the infrastructure financing mechanism only. South Coyote (Greenbelt) is included only to determine financing and other mechanisms to secure this as a permanent Greenbelt.
2. The line (Greenline) between Central and South shall not be moved.
3. The line between North and Central could be erased to allow for mixed-use throughout as long as 25,000 housing units in Central and 50,000 jobs in North remain as a base. Then, jobs can be added in Central Coyote and housing in North Coyote to achieve mixed-use or develop a property owner agreement to "trade" jobs and housing counts to achieve mixed-use goal.
4. The overall development character of North and Central Coyote Valley should be very urban, pedestrian and transit-oriented community with a mixture of housing densities, supportive businesses and services and campus industrial uses.
5. The Specific Plan should plan for the extension of light rail and heavy rail into Central Coyote and use these facilities to orient development.
6. We shall maximize efficient land usage; i.e., the 25,000 units and 50,000 jobs are both minimums. In North and Central Coyote combined, the total development potential is at least 50,000 jobs and at least 25,000 housing units. Through the Specific Plan process we shall determine the distribution of that potential across north and south, including mixed-use concepts.
7. It would be important to distinguish that the 50,000 jobs referenced are primarily industrial/office jobs, not the additional retail support or public/quasi-public jobs (e.g., City workers) that must also be accommodated in the Plan area for a vibrant, mixed-used, urban community.
8. Identify locations for public facilities (libraries, parks, schools, etc.) in the land use plan as well as include these facilities in the financing plan.
9. North and Mid-Coyote should contain a rich system of parks, trails, and recreation areas.
10. The identification of financing measures for the needed capital improvements to support the planned levels of development.

11. The plan must be financially feasible for private development.
12. The plan must develop trigger-mechanisms to ensure that increments of housing may not move forward until the appropriate number of jobs is constructed in a parallel timeline to maintain a jobs/housing balance in Coyote Valley.
13. The Task Force should review the potential to utilize “subregions” of the valley that would incorporate jobs and housing that can move forward when the sub-region has ability to finance the appropriate infrastructure. Residential projects would be issued building permits in parallel with the development of jobs when either the projects are purely mixed-use in their construction or the jobs and housing are constructed simultaneously.
14. The plan should seek mechanisms to facilitate the permanent acquisition of fee title or conservation easements in South Coyote.
15. The plan should allow for the current General Plan budget triggers based upon the Valley or its subregions’ job and housing revenues covering the General Fund cost of services.
16. The plan shall include a requirement that would mandate 20 percent of all units be “deed-restricted, below-market rate units.”

**SCOPE OF THE PLAN** The Coyote Valley Plan identifies the location, intensity and character of land uses, the circulation pattern and necessary infrastructure improvements to support development, the location and configuration of parks and community facilities within the area, and the implementation concepts to realize the plan’s objectives.

**PLANNING APPROACH AND PROCESS** To guide the preparation of the Coyote Valley Plan, the City Council appointed a 20-member task force. This appointment was made in conjunction with the initiation of the Plan on August 20, 2002, consistent with the planning process set forth in the San José 2020 General Plan for the Coyote Valley Urban Reserve. The Task Force was directed to guide the preparation of a comprehensive and practical plan for the future of Coyote Valley, and held its first meeting on September 10, 2002. Staff from the Department of Planning, Building and Code Enforcement, and a team of professional consultants, have assisted the Task Force in this planning effort. Other City Departments, outside agencies, and non-profits have also participated actively in this process.

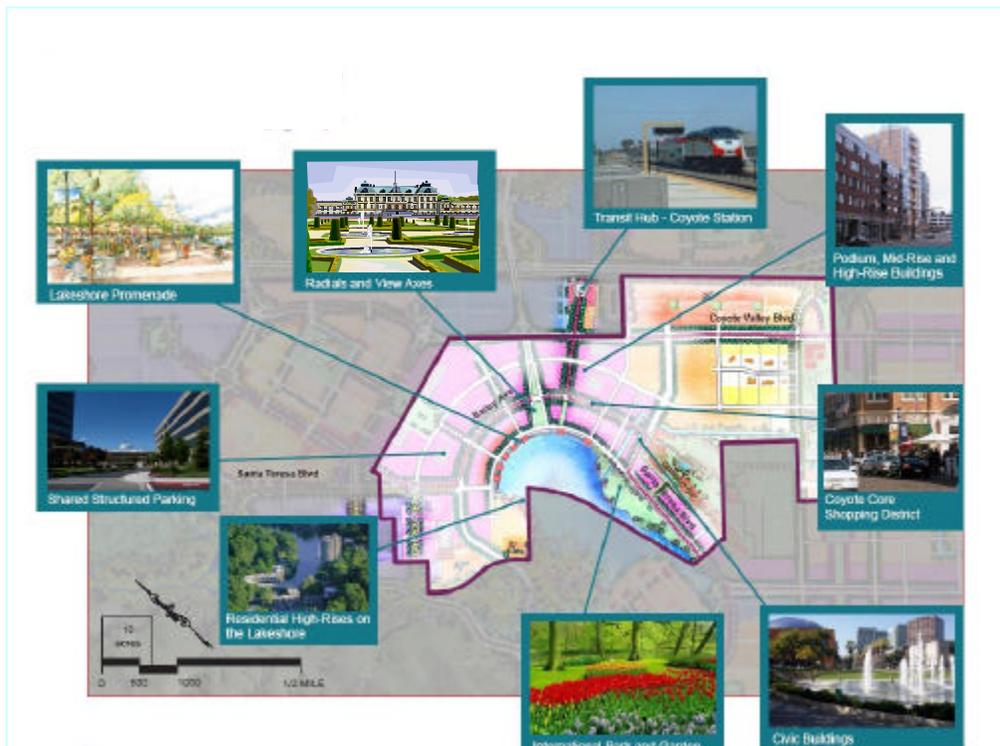
As an advisory body to the City Council, the Task Force’s primary role is to make specific land use, environmental protection, public facilities, infrastructure, financing and other recommendations for the Plan. The composition of the Task Force includes a range of perspectives and interests associated with this area and San José. It consists of elected officials from several public agencies; volunteer commissioners; landowners; and environmental, labor, and business advocates. Together they worked hard to ensure that the Plan accurately reflects the City Council’s roadmap for the Coyote community and the principles of the 2020 General Plan.

Given the scale, complexity, civic and regional significance of the Plan, the Task Force encouraged extensive multi-disciplinary and interactive community participation throughout the planning process. The degree of public outreach and participation in the Plan was unprecedented for any previous planning effort in San José. The Task Force identified a variety of forums and outreach mechanisms to engage all interested persons in the community in the development of the Plan. In addition to Task Force meetings, outreach included Technical Advisory Committee (TAC) meetings, community meetings, property owner meetings, focus groups, Environmental Impact Report (EIR) Scoping meetings, as well as extensive newspaper, television and radio coverage and a website. Community newsletters were periodically published to explain critical stages of the Plan. These colorful brochures featured maps, drawings, meeting information, photos, highlights of the planning process and business reply cards with Plan questions and comments.

With the guidance of the Task Force, the Plan was drafted to balance and incorporate the input obtained from these various meetings. The development of the Plan has been an iterative process of listening to the community creating concepts, evaluating and refining and subsequently developing preferred plan concepts. From the start, the Coyote Valley Plan has been a product of close collaboration and reflection of ideas from public input, resulting in general consensus amongst the Task Force.

# Section 3

# GUIDING PRINCIPLES FOR COYOTE VALLEY



Based on the City Council’s Vision and Expected Outcomes for the Coyote Valley Plan, prevailing constraints and opportunities, and the input and interests of a diverse community of stakeholders, a set of Guiding Principles emerged.

These Guiding Principles would guide Coyote Valley toward becoming a compact, vibrant, new mixed-use, pedestrian, and transit-oriented community that the Council intended. As it develops, Coyote Valley should retain its scenic beauty and sense of place, accommodate future regional growth, and represent a model of planning and design for environmentally friendly and economically self-sustaining communities. It would do this while consuming only one-fifth of the land that current more suburban development patterns require to accommodate the same population and jobs.

### **PROMOTE ENVIRONMENTAL STEWARDSHIP AND PRESERVE OPEN SPACE**

The Coyote Valley Plan (CVP) would create an environmentally friendly community where all citizens have an underlying sense of personal environmental stewardship and have opportunities to contribute as citizens and stewards of the Valley. It preserves the Valley’s scenic treasures and open spaces, the oaks, hills, creeks, and recreational resources, including the Greenbelt; and ensures environmental stewardship through creating a compact, urban, mixed-use and transit-oriented new community set within and interconnected to natural and restored ecosystems, habitats and watercourses of the Valley.

The Plan goes beyond “impact avoidance” regarding its natural environment. It celebrates the unique natural character of the Valley. The flanking hills of the Mount Hamilton Range and the Santa Cruz Mountains would remain as open space frames for urban life within the Valley.

The Plan includes an appropriate transition between urban life and agricultural enterprise. Lower impact agricultural practices such as vineyards, fruit, and nut orchards; natural open space, and riparian corridors; and natural aquifer recharge areas buffer urban residences from higher impact agro-businesses such as row crops, sod, greenhouses, and mushrooms.

### **PROVIDE GLOBAL LEADERSHIP AND ECONOMIC VIABILITY**

It is the intent of the Coyote Valley Plan to advance Silicon Valley’s 21st Century preeminence and competitive advantage as the world leader in technological innovation and entrepreneurialism by attracting and retaining globally competitive companies and workforce. Silicon Valley has led the Global Technology Revolution for the past 30 years.

The Plan sets the stage to attract knowledge-based job providers from around the world. The Plan provides a market sensitive balance of workplace types. Existing employers, including IBM, who own land in Coyote Valley, are encouraged to stay, develop and/or expand their operations consistent with the Plan.

### **FOCUS ON PEOPLE: PROMOTE DIVERSITY AND SOCIAL EQUITY**

At the core of the Coyote Valley Plan is a focus on people. The Plan offers a variety of

urban housing opportunities for all incomes, a diversity of employment opportunities, personal and community security, broad educational opportunities, and a community of caring, within an accessible new urban environment. In this way, social equity goals can be achieved.

### **Diversity of Housing Opportunities Provides for a Diverse Population:**

The richness and economic vitality of Coyote Valley lies in its diversity of people (i.e. people of all ages, incomes, ethnicities and cultures, sharing common community values). Housing opportunities range from multi-million dollar executive estates in the Greenbelt on 20 acre sites, and high-rise penthouses overlooking the waterfront in the urban core; to traditional neighborhood homes for families re-defined in terms of urban proximity; to avant-garde live-work industrial lofts; to senior housing and assisted living; to new recruit collegiate villages; to homes affordable for households with moderate, low, very low and extremely low incomes.

### **Diversity of Employment Opportunities:**

The Plan calls for the creation of at least 50,000 industry-driving jobs, not including retail, government, or quasi-government jobs. While the Plan does not intend to control the precise mix of employers, the land use plan itself provides for a wide variety of workplace buildings, ranging from single-story industrial buildings through high-rise office buildings. Such diversity of building types would allow Coyote Valley to respond to changing building technologies and business practices, as well as changing market conditions, and should provide continuing opportunities for many different types of employers through and beyond the build out of Coyote Valley. The development of 25,000 residential units would also provide jobs for property managers, maintenance workers, and domestic services. Finally, and importantly, the development of infrastructure and buildings in Coyote Valley would generate many construction jobs for several decades. There would also be about 9,000 non industry-driving jobs, including retail and government jobs.

### **Personal and Community Security:**

A personal sense of safety within one's home and community is a pre-requisite to good quality urban living. The urban design is conceived to keep eyes on public places, and create a public realm where neighbors watch out for each other.

## **PROVIDE OPPORTUNITIES FOR EDUCATION AND LIFELONG LEARNING**

The Plan emphasizes the importance of lifelong learning in several ways, such as elevating the civic stature of all educational facilities by the granting prominent locations and requiring (and funding) design that reinforces the urban values of the Plan. This fosters and encourages a close relationship between college level facilities and employers (contract software training, joint curriculum development, language skills and cultural immersion crash courses for global business, etc.).

## **PROMOTE DEVELOPMENT OF A SUSTAINABLE COMMUNITY**

The Plan establishes a development pattern and design criteria that promotes environmental and economic sustainability. The Plan begins with a development pattern that can substantially reduce the energy consumption and pollution caused by the automobile through emphasis on walking, biking and transit. The Plan also includes for shared schools and parks use to propose increased efficiencies in the use of land. It includes a sustainable hydrological plan where downstream runoff quality is protected and the natural detention and bio-filtration functions that the Valley performs today

are enhanced. Design criteria built around the model of San José's Green Building Program and the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Rating System would establish rewards, awards, and include an aggressive Coyote Valley marketing program that capitalizes on the growing public awareness of, and positive response toward, resource conserving and environmentally-friendly construction. Green roofs, rooftop patios, and solar roofs are encouraged and their design character should become intrinsic to the Plan identity. CVP would establish measurable sustainability goals, manage those goals, and report on performance.

## **CREATE A DISTINCT COMMUNITY WITH AN IDENTIFIABLE CORE SURROUNDED BY COMPACT, DIVERSE, MIXED LAND USES INTEGRATED WITH A VARIETY OF TRANSPORTATION CHOICES**

### **Creating a Distinct Community:**

The Coyote Valley is expected to grow over some 40 to 60 years with a Coyote Core and several individually unique centers that provide for employment districts, mixed-use corridors and residential neighborhoods. These building blocks of community organize the land use into a compact, urban, higher density mixed-use, pedestrian and transit-oriented community that provides a diversity of housing, education and workplaces to attract people to want to live, work and be in Coyote Valley.



### **Creating a Sense of Place:**

The natural environment is integrated with historic and cultural resources as the foundation upon which the new community should grow. CVP utilizes the quality and form of civic structures in a key role to create a memorable and unique sense of place. Urban design and street layouts orient to important civic buildings at focal termini. Locally significant monumentation and art in public places elevates every day activity and enhances civic pride. It strives to facilitate civic celebration in both the creation and activation of public places, where people gather for farmer's markets, community festivals, cultural events, and civic ceremonies. The core area is activated by the greatest intensity and mix of land uses

surrounding the 52-acre lake which functions as a visual and recreational amenity, as well as a storm water detention facility.

### **Growing Coyote over time:**

The environmental footprint and composite infrastructure form the basis for the Coyote Valley community to grow over time. These elements, together with the policies contained in this Plan, should guide the logical growth of Coyote Valley with needed infrastructure and services in place.

## **CREATE VIBRANT, WALKABLE NEIGHBORHOODS WITH DEFINABLE CENTERS, EDGES AND CONNECTIONS**

CVP

conceptually begins with paths, sidewalks and trails. It concentrates activities, and densities within an easy walk to transit. Pedestrian safety and walkability are incorporated into street and intersection design. Pedestrian crossings enhance overall and neighborhood-to-neighborhood connectivity.

Workplace and living over street fronting commercial; live-work lofts; office, retail, entertainment and places of worship sharing district parking, not only support efficient land use, they set the stage for the kind of rich daily co-mingling of people of different ages, cultures, and purposes that makes urban life so interesting.

## **PROTECT AND COMPLEMENT EXISTING RESIDENTIAL NEIGHBORHOODS, CULTURAL RESOURCES, HILLSIDES AND GREENBELT**

A core principle of building the new Coyote Valley community is to respect and protect all existing precious resources that may be impacted by urban development. The hillsides, while technically outside the boundaries of the Plan, are viewed as a synergistic resource for advancing the natural resource preservation goals of the Plan.



The Plan includes policies regarding the type, density and scale of new land uses at the margins of these neighborhoods that are meant to ensure that new development is appropriate for protecting livability and quality of life.

The “Hamlet”, containing the Coyote Grange Hall, and the Coyote Depot Complex is the only area of Coyote Valley that has been identified as a potential cultural resource district. The Plan contains policies that are aimed at maintaining this potential historic resource through the preservation, rehabilitation, and reuse of any unique and distinctive elements.

Section 4

# DESCRIPTION OF THE PLAN ELEMENTS



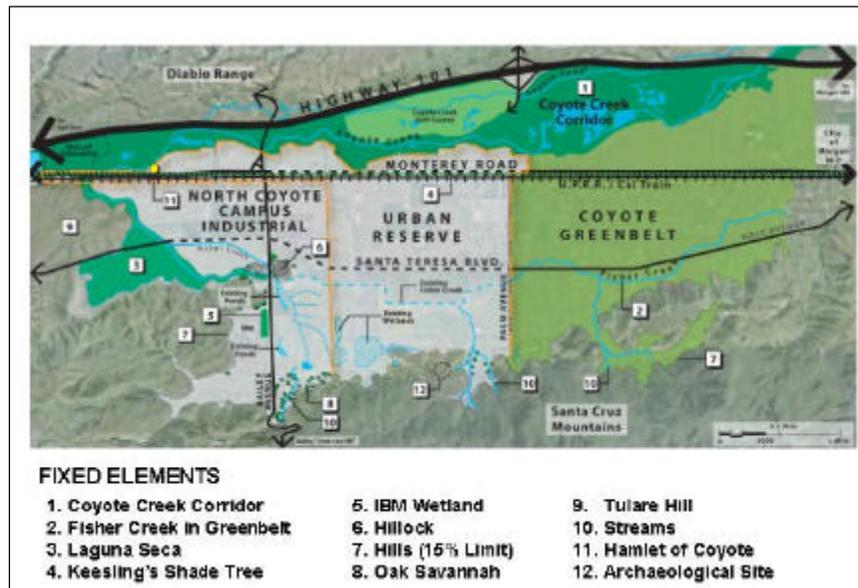
The two most important organizing elements of the Coyote Valley Plan are the Community Infrastructure or Public Realm and the Land Use or Private Realm elements.

**COMMUNITY INFRASTRUCTURE/PUBLIC REALM** The urban structure of the Coyote Valley Plan (CVP) comprises all the major elements that would make Coyote Valley the place that it is envisioned to be. These place-making elements define the areas that are appropriate for development as well as the infrastructure and public realm that would serve future populations of Coyote Valley. This chapter discusses the characteristics of the following major elements of the Plan including the Environmental Footprint, Sustainability Objectives, Composite Infrastructure Framework, Urban Design Framework, and the Urban Design Experience as illustrated by an “urban to rural transect” through Coyote Valley.

**Environmental Footprint:**

The Environmental Footprint for Coyote Valley is a blueprint that identifies, assesses and categorizes the important systems of ecology and man made features in the Coyote Valley landscape which bear implications for planning and development.

By illustrating the relative value of these systems, and recommending avoidance or certain levels of acceptable impacts, the Environmental Footprint has been a valuable tool in the development of potential future land uses for the Plan. It was the starting point for CVP’s infrastructure planning, land planning and urban design, and remains the yardstick for promoting Environmental Stewardship as a Guiding Principle.



**Composite Infrastructure Framework:**

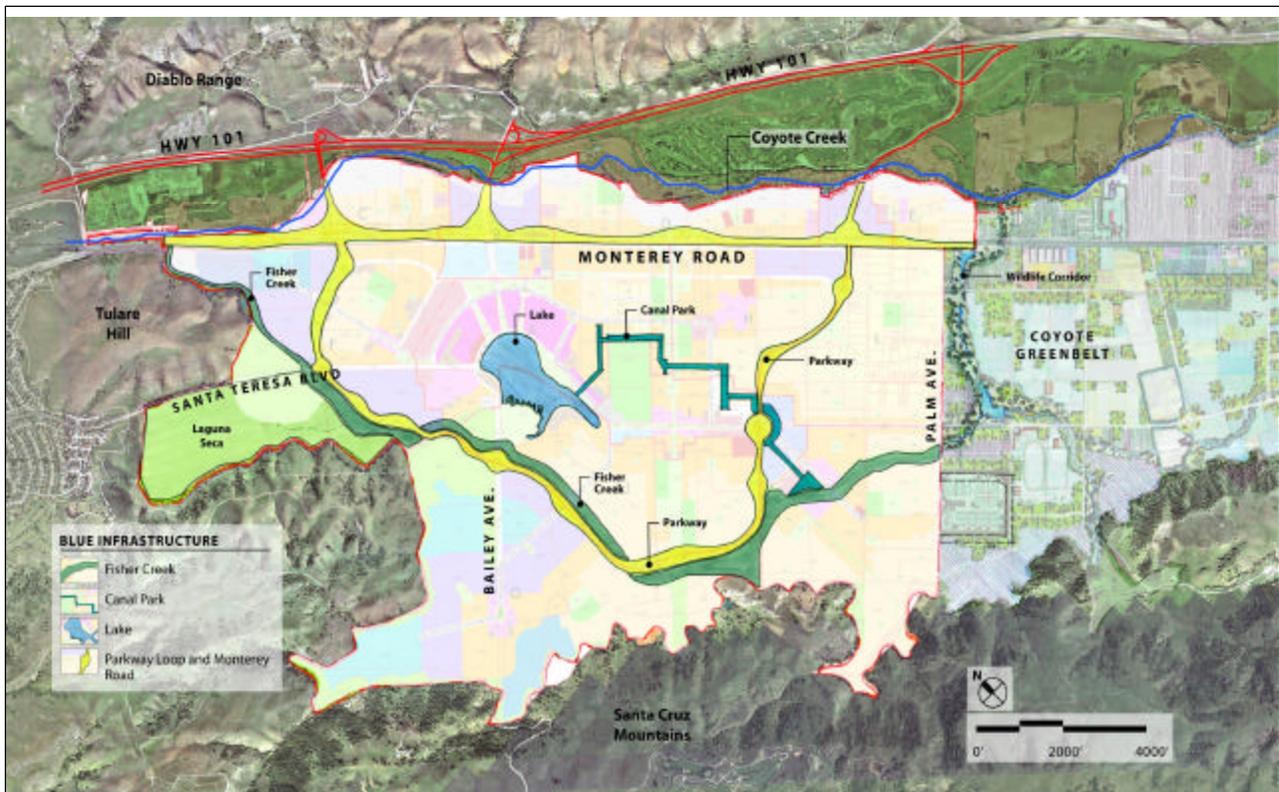
The Composite Infrastructure Framework (Framework) is the comprehensive system of blue, green and mobility infrastructure networks that embodies the public realm of the Plan. As a system of infrastructure facilities it is conceived to sustain the growth and development of Coyote Valley from a virtual Greenfield into a compact urban environment. Based on the Environmental Footprint the Framework, with its

multi-faceted systems, respects the ideals of environmental protection and habitat restoration. It is the heart of CVP, and is its most enduring element. As a major element of the Plan, the development of the Framework was informed by stakeholder input with the Environmental Footprint as a guiding standard. Its three constituent infrastructure systems deal with hydrology (Blue Infrastructure); the whole network

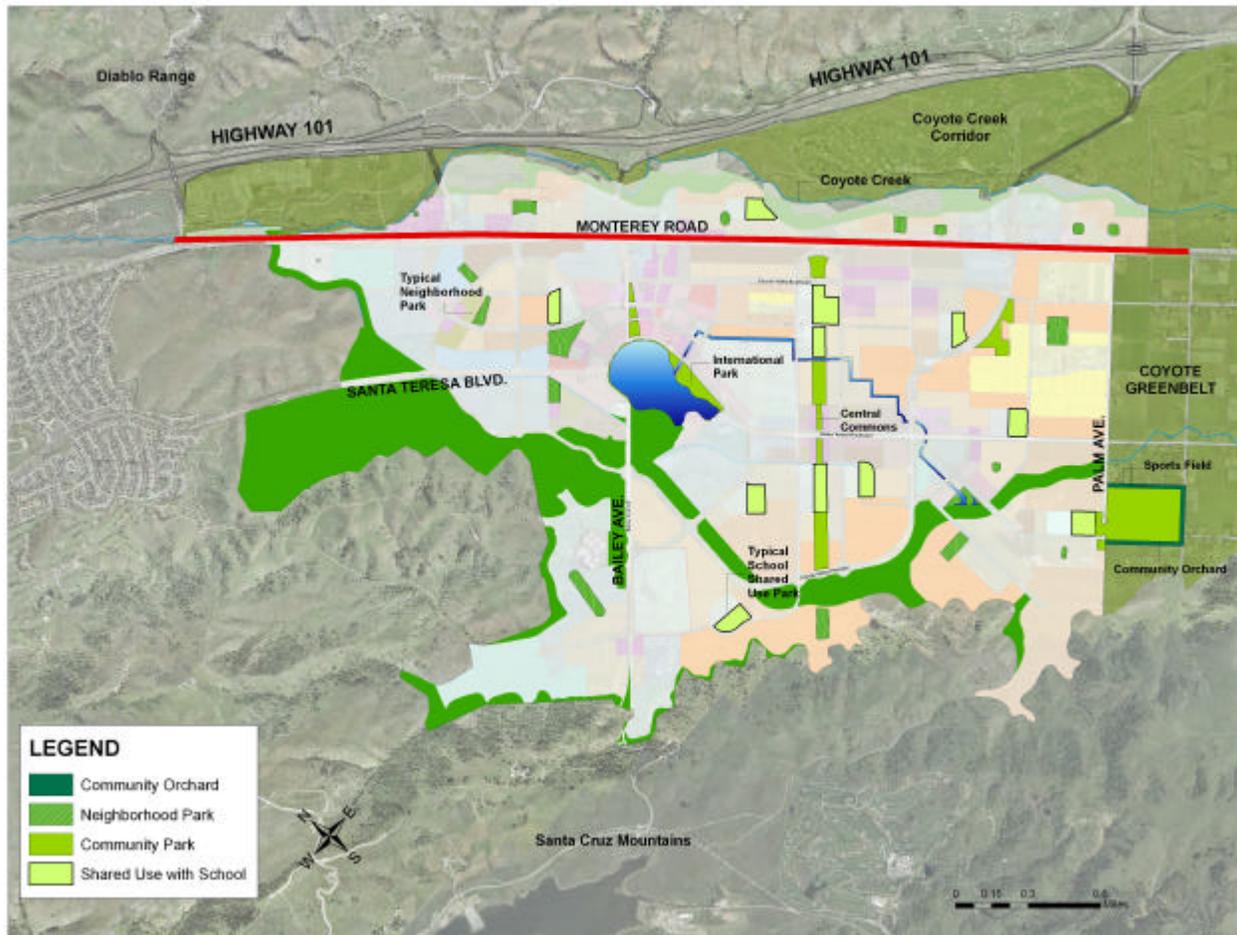
of schools, parks, trails, and open spaces (Green Infrastructure); and the network of sidewalks, trails, bikeways, transit, and roads (Mobility Infrastructure).

This framework is a dispersed, multi-functional system where infrastructure plays dual roles. For example the street right-of-way provides for both storm water detention and mobility. This infrastructure framework creates a self-contained community set within and connected to the countryside with a clear identifiable boundary separating the urban and natural areas. Following is a summary of the various key elements of the Composite Infrastructure Framework:

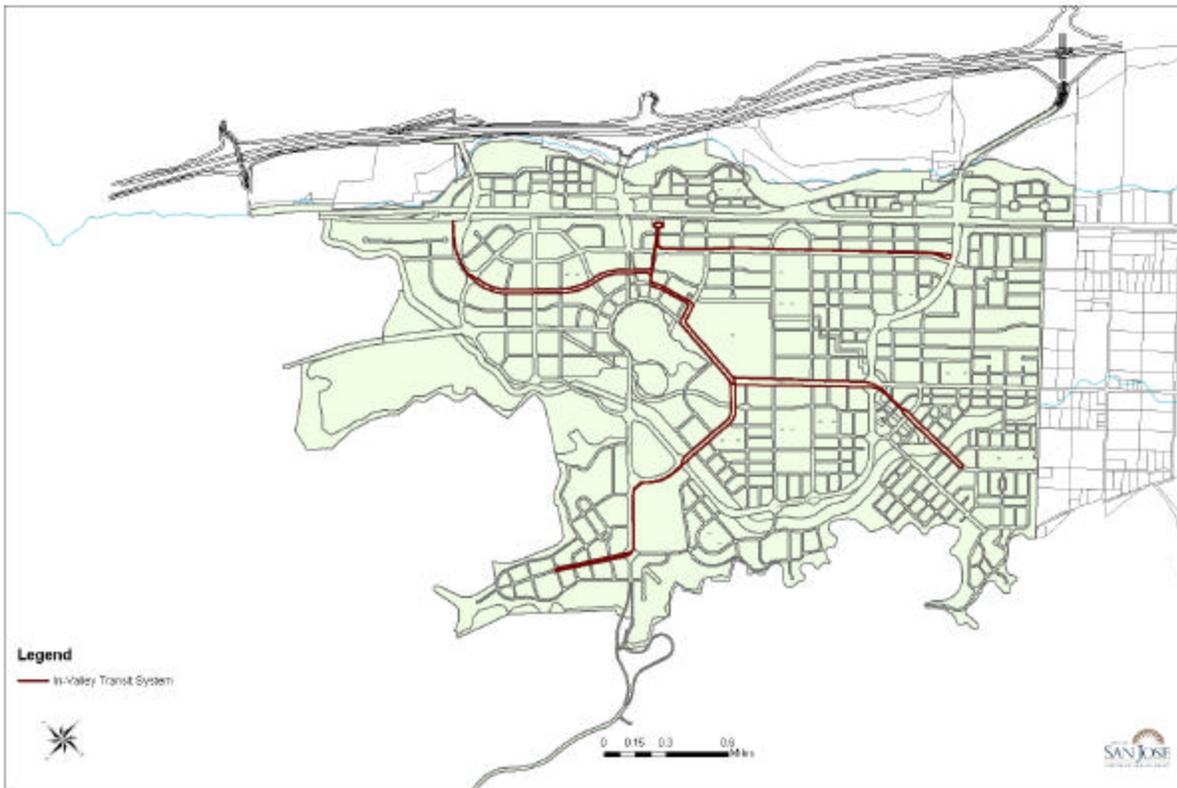
1. **Blue Infrastructure Framework.** The Blue Infrastructure includes the proposed lake, urban canal, Laguna Seca detention basin, and the re-aligned Fisher Creek. It manages the systems of ground and surface water to ensure groundwater recharge, storm water detention and maintenance of water quality. To alleviate flooding and create an opportunity for bringing together urban and natural systems, Fisher Creek is re-aligned and restored, with a lake and canal system to handle storm water detention and run-off.



Green Infrastructure Framework. The “green” infrastructure brings nature into the city, creating the potential for a highly livable town with a ten-minute walk to open space elements. Composed of park, open space and school sites, the green infrastructure gives shape to the community and gives access to the surrounding valley hillsides and creeks. The prominent features are Spreckles Hilllock, a lake front international park, the Central Commons linking public realm uses in the central portion of the CVP area, Fisher Creek, Coyote Creek, the ballfields in the Coyote Greenbelt.



Mobility Infrastructure Framework. The “mobility” infrastructure is planned to provide pedestrian, bicycle, equestrian, other non-auto dependent travel choices, plus, car, truck, carpools for the people who would live, work and visit Coyote Valley. The mobility infrastructure consists of regional Caltrain heavy rail service, a multi-modal transit station, an in-Valley fixed-guideway bus transit system, a network of green streets, bike routes and pedestrian paths, a parkway and roundabout system. All areas of the urban community are well connected and accessible through this multi-modal approach. Walking as a human activity is at the core of the Plan’s mobility strategy. As such, the CVP mobility strategy is developed on a hierarchical system with preeminence given to pedestrian movement, followed by bicycle and transit, carpools, and then single-occupancy automobiles. The grid street system in Coyote Valley is designed to facilitate walkability.



### **Social Infrastructure Framework (Public Services):**

The proposed CVP includes public schools, a library, fire stations, and a community center for the residents of Coyote Valley. The schools consist of: one, 60-acre collegiate-style campus for two high schools (grades 9-12) or one 2,000-student high school on 40 acres and a 1,000-student magnet high school on 20 acres; 2) two, 15-acre middle school sites (grades 7-8) with joint-use sports fields (shared use with the City of San José); and 3) nine, nine-acre elementary school sites (grades K-6), not including the existing Encinal Charter School. The total acreage dedicated to public, primary, and secondary schools is about 170 acres, of which approximately 55% would be covered with green space. Also, land has also been identified on the south side of Bailey Avenue for the possible future construction of a 55-acre community college (Gavilan) campus.

Many land use designations throughout the plan allow community uses including religious assembly uses, medical facilities, senior centers, childcare centers. Finally, consistent with its guiding principle to “focus on people and promote diversity and social equity,” the CVP includes a strategy for providing community health services for the future population of Coyote Valley.

### **Utilities Infrastructure Framework:**

Geographically, North, Mid and South Coyote Valley belong to different utility service regimes. North Coyote is situated within the City of San José’s Urban Service Area (USA) boundary where developments would be served by major utilities such as sanitary and storm sewerage facilities, some of which are already in place. The Mid-Coyote Urban Reserve and South Coyote Greenbelt, on the other hand, are situated outside the City’s USA, where little or no utilities exist. Thus, the development of the Mid-Coyote area of the plan would require substantial investment in utilities infrastructure to serve the needs of the future populations. The CVP establishes a framework for the orderly and adequate development of utilities, taking into consideration the vision and guiding principles of the Plan. This way, the City, developers, and property owners are provided with the framework of the overall system of utilities that would be needed to support the full buildout of Coyote Valley.

Since the Greenbelt lies outside the USA, and no development is proposed, urban services or utilities are not planned to be extended to this area.

The utilities infrastructure framework includes the extension of electrical, sewer, potable and advanced treated recycled water, natural gas, and communications and solid waste collection and disposal services to Coyote Valley, north of Palm Avenue. These utilities would most likely be installed within the public streets as they are constructed.

**PRIVATE REALM** A logical approach to designing and developing the private lands (property surrounding the public realm of streets and public spaces) emerges based on the CVP Guiding Principles, the Environmental Footprint and Composite Infrastructure Framework. This approach emphasizes the importance of the design and character of the Coyote Community (i.e. its core and various neighborhood sub-centers) in terms of the careful consideration of the intensity/density of development, land use distribution and activities, street presence and curb-appeal, and leverages other community shaping attributes inherent in private development. In order to facilitate this approach, the CVP has developed an Urban Design Framework and accompanying Land Uses. These are both consistent with smart growth and sustainable development principles, and the opportunities and constraints established by the Environmental Footprint and the Composite Infrastructure Framework.

The CVP land use plan (see Attachment 2) acknowledges the status of the Coyote Valley Research Park (CVRP) project as entitled and vested with a Development Agreement. Consequently, it incorporates CVRP's entitled street network. This way the ability of CVRP to develop is not compromised, but rather enabled to proceed in a manner consistent with the vision and principles of the Plan as well as existing entitlements.

### **Urban Design Framework:**

The CVP could grow over some 40 to 60 years with a community core and several individually unique neighborhoods that provide for employment districts, mixed-use corridors and residential neighborhoods. The CVP Urban Design Framework revolves around community building blocks that organize land uses into a compact, mixed-use and transit-oriented development form, to provide a diversity of housing, educational and workplace opportunities to attract people to live, work, recreate, and learn in Coyote Valley. This would result in establishing its unique place identity (i.e. its DNA), from the very start.

At the heart of Coyote Valley would be a waterfront community core, a high density urban environment with a waterfront promenade, the public square, a retail main street, a skyline with high rise towers as focal points along the waterfront and transit, an International Park, housing and employment. The lake also provides for recreational opportunities including, rowing, canoeing, and sailing. Employment districts, mixed-use districts and residential neighborhoods would have convenient walking access to plazas, squares and greens, connecting jobs and housing together. With shopping and community services, these centers of activity attract and focus community life in vibrant, pedestrian-scaled centers. Mixed-use corridors offer an opportunity for shop front living, working and retail that can express the character and life of the community.

As individual neighborhoods are established early on, they would develop their own neighborhood identity, focal amenities and civic facilities, grounded in the natural and historic resources of their own individual part of the Valley. Affordable housing is integrated into the fabric of the community, along with a range of job opportunities in addition to high-tech jobs, bringing balance and diversity to community life.

### **CVP Land Use Plan:**

The land use plan for the Coyote Valley Plan is designed to achieve the City Council's Vision and Expected Outcomes and the Plan's Guiding Principles. The land use plan was developed after evaluating a series of plan alternatives during the preparation of the Plan. It reflects the vision of a mixed-use pedestrian and transit-oriented community with viable industry-driving enterprises and vibrant residential and commercial uses. In combination with the Urban Design Framework, the CVP land use designations seek to ensure that new development remains compatible with existing adjacent neighborhoods.

The San Jose 2020 General Plan does not contemplate Light Industrial and Heavy Industrial land uses in Coyote Valley (or the Edenvale or Evergreen workplace areas) because the Monterey Corridor and the Oakland/Brokaw Road areas serve as a citywide resource for such business support uses. The CVP Support Campus Industrial land use designation allows for such business support service uses in Coyote Valley as is necessary.

It is anticipated that the development area of the CVP would ultimately be a community of up to approximately 70,000 to 80,000 residents. The actual population at build-out would depend upon the number of persons per household (currently 3.2 based on San Jose 2000 Census data) and the actual mix of the different residential densities and workplace intensities.

Parking for the various land uses would be provided on-site, on-street, and in District shared parking structures as described below. Structured parking would be located throughout the central portion of the development area in proximity to workplace and mixed-use designations, and at the multi-modal Caltrain transit station near Monterey Road. About a third of the structured parking is planned as district/public parking structures. The parking structures would be part of the public realm.

On the basis of the Guiding Principles set forth in the CVP, the Land Use Plan identifies the distribution, location and extent of land uses within Coyote Valley. The precise treatment of each of these General Plan land use designations is fully described below. The basic parameters of each of these land use designations are presented in Tables 1, 2 and 3. Also, Attachment 2 illustrates the land use map with the following General Plan land use designations:

#### **1. Residential:**

- a. Low Density: (5-10 DU/AC). Lots ranging from about 4,000 square feet to 8,000 square feet typify this density range. This density range would provide opportunities for the creation of single-family lots that would function as transitions between the existing large lot estate lots in Mid-Coyote Valley and the new higher urban densities. This designation is only used in very limited locations, as the City Council's Vision and Expected Outcomes for CVP recommends a minimum residential density of ten units per acre. However, to preserve the integrity of the existing neighborhoods it has been necessary to include the low-density designation as a transition zone around these neighborhoods.
  
- b. Medium Density: (10-15 DU/AC). This density is typified by three types of single-family detached residences: Two-story single family detached residences, two- and three-story single family detached cluster or patio homes, and, three-story single-family detached cluster residences.

The medium density designation is used throughout the Plan, generally in transition areas between higher intensity uses and open space areas. This density range is found adjacent to Coyote Creek County Park, in proximity to the Western Hills, the realigned Fisher Creek, the Coyote Valley Parkway, existing residential estate subdivisions, and in proximity to the South Coyote Valley Greenbelt.

- c. Medium-High Density: (15-35 DU/AC). A broad mix of three-story town houses, apartments and condominiums with private garages and/or surface parking typifies this density. This density is typically located as a transition between lower density single family detached residences and high-density residential product types, mixed-use and workplace locations. This density range provides the largest number of residential units in the CVP, at almost 45 percent.
- d. High Density: (35-65 DU/AC). Four-story wood-frame apartments and condominiums over or adjacent to structured parking typify this density range. This density is generally found between Coyote Valley Boulevard and the railroad where intervening parking structures can provide sound buffers to the railroad. This density is also located near mixed-use centers and in proximity to the Santa Teresa Boulevard mixed-use and the fixed guideway transit corridor. Under this designation lower-floor neighborhood-serving commercial uses are encouraged.
- e. Very High Density Residential: (65-100+ DU/AC). This density is typified by five to nine-story residential structures with parking provided within the structure. Under this designation lower-floor neighborhood-serving commercial uses are encouraged. Because this designation is the highest urban density in the Plan, and for purposes of providing visual identities in the Plan, anytime this designation falls within 1,500 feet of the lake, or a transit station at least 25 percent of it should be developed with high-rise amenity/luxury residential towers. These focal high-rise developments could rise up to 20 stories or taller, with parking within the structure. In general, these towers would provide their own amenities, but at the same time be able to enjoy the excitement of the Coyote Core and the natural open spaces around the lake.

## **2. Commercial:**

- a. Neighborhood Commercial. The neighborhood commercial designation is typified by small shopping centers of a neighborhood and community scale. Typical uses in this designation include retail and service establishments including supermarkets, gas stations, restaurants, general retail, personal, medical and social service uses, and apparel.
- b. Coyote Core/Regional Commercial. The Coyote Core/Regional Commercial designation is intended to allow for an assortment of commercial uses that appeal to a more regional clientele such as large grocery and specialty stores, drug stores, hotels, multiplex cinema and theaters, restaurants, entertainment, clubs and other retailers. This designation is typically around the lake, as well as along the fixed guideway transit line.

## **3. Industrial/Workplace:**

- a. Support/Campus Industrial (0.20 – 0.45 FAR). This is a general, non specialized industrial designation. It is the least intensive industrial designation generally found in the peripheral areas of Coyote Valley, with buildings anticipated to be one to four stories, generally with on-site surface parking and occasional structured parking. It is typified by an assortment of industrial activities including research, laboratory, product development and testing, engineering and sales activities and any other basic research functions leading to new product development. Biotechnology uses would also be allowed in this category, subject to specific criteria regarding maintaining a minimum 1,000 foot separation to residential, daycare, or educational uses and with appropriate safeguards to the groundwater sub-basin.

This designation also provides for light industrial and manufacturing uses such as warehousing, wholesaling, recycling and light industrial, service industrial and light manufacturing uses, and allows service establishments that serve only employees of businesses located within the immediate industrial area. Manufacturing facilities would include pilot plant operations for construction and testing of prototype products. Additionally, it allows for a unique campus design concept that takes advantage of the sites natural surroundings and incorporates a substantial amount of landscaping and natural open space. The campus corporate workplace buildings are clustered around pedestrian ways with surface parking located behind the buildings to ensure that the workplace remains pedestrian and transit-friendly. These areas may also contain a limited amount of supportive and compatible commercial uses, when those uses are of a scale and design providing support only to the needs of businesses and their employees and residents within the immediate industrial area.

- b. Industrial Park/Technology Office (0.45 – 1.50 FAR). This designation is typified by four to eight-story corporate technology and office buildings with on-site structured parking with floor area ratios of 0.4 to 1.50. It is intended for a wide variety of industrial users such as research and development, light manufacturing, testing and offices. These areas may also contain a limited amount of supportive and compatible commercial uses (such as restaurants, small gift shop/pharmacies, post office, small take-out salad/sandwich shops, coffee shops, cafes, etc.), when those uses area of a scale and design providing support only to the needs of businesses and their employees within the immediate industrial area. These commercial uses should be located within a larger industrial building to protect the character of the area and provide an integrated building mass. The higher density workplaces, eight stories, are located on either side of Bailey Avenue between Monterey Road and Coyote Valley Boulevard as the signature gateway entering Coyote Valley from U.S.101. The predominant workplace uses in this land use would be four-stories. These are located at the three entries into the Valley from U.S.101, along Bailey Avenue and in proximity to IBM, and along Santa Teresa Boulevard north and south of the lake and at the southern intersection of Santa Teresa Boulevard and Coyote Valley Parkway.
- c. Professional/Administrative Office (1.50 – 10.00 FAR). Professional/Administrative Office is typified by professional office and services uses in buildings ranging from four to twenty-stories with floor area ratios ranging from 1.50 to 10.0. These professional office uses would typically be served by off-site district parking structures. These professional/office uses are predominantly found flanking Bailey Avenue west of Coyote Valley Boulevard. The corporate workplace center at Santa Teresa Boulevard and Coyote Valley Parkway is typified by four-story office buildings, creating a transition to the adjacent residential estate neighborhood.

#### **4. Mixed-Use Areas:**

- a. MU1 - Office Over Commercial (0.40 – 1.75 FAR). Three floors of office over either Neighborhood or Regional Commercial typify this mixed-use designation. This mixed-use designation is found predominately in the Coyote Core and then to the southeast and southwest of the lake along the Santa Teresa Boulevard fixed guideway transit corridor.

When the mix of uses includes Regional Commercial it is required for floor area ratio to be in the realm of 1.75 with access to district shared parking structures. The commercial component of this designation would not necessarily be retail uses, but could include service uses, community center, library, real estate agents, financial institutions, cafes and bookstores.

In areas with Neighborhood Commercial the floor area ratio should be 0.40, with either on-site surface parking or on-street parking. These areas would generally be located in transition zones

between workplace locations and residential development. The commercial component of this designation would not necessarily be retail uses, but could include neighborhood service uses such as hair salons, pharmacies, dry cleaners, cafes and bookstores.

- b. MU2 - Residential Over Optional Office (1.00 – 1.40 FAR). Two or three floors of residential over optional office typify this mixed-use designation. These areas could transition over time to office uses, as the need grows. The floor area ratios for these areas would be between 1.00 and 1.40. Parking for this designation would include all residential parking within the structures and office parking either in district parking or on the street. Live/work is allowed under this designation with a requirement that transit or district/public parking and a neighborhood park be available within 1,500 feet. Live/work lofts are typified by up to six-story /town homes with district parking for jobs and on-site parking for residences. Designations within 1,500 of the lake should include about 25% of high rise residential development (up to 18 floors over four floors of office) at up to 3.50 FAR. This use is predominantly in the core area and along Santa Teresa Boulevard.
- c. MU3 - Residential Over Commercial/Retail (1.40 – 1.75). Three or four floors of residential over either Neighborhood or Regional Commercial typify this mixed-use designation. This use is predominantly in the core area, the neighborhoods on the east side of Monterey Road, along Coyote Valley Boulevard, and Santa Teresa Boulevard. The floor area ratios range from 1.40 to 1.75. All residential parking is provided within the buildings. Parking for Regional Commercial would be located in shared district parking structures or on-street parking; Neighborhood Commercial parking would be either surface parking or on-street parking. The areas with Regional Commercial would be predominately located in the Coyote Core, including along the pedestrian promenade connecting the Caltrain station to the lake area, and on either side of Coyote Valley Boulevard south of the Central Commons. Live/work is allowed under this designation with a requirement that transit or district/public parking and a neighborhood park be available within 1,500 feet. Live/work lofts are typified by up to six-story /town homes with district parking for jobs and on-site parking for residences.

## **5. Public Park /Open Space:**

Public Park and Open Space should be provided within the Coyote Valley area consistent with the requirements of the City's Parklands Dedication Ordinance/Park Impact Ordinances as a minimum requirement. These new parklands should primarily serve the residents and workers living and visiting the Coyote Valley area. The land use plan identifies potential public park locations and configurations that should provide existing and future residents, employees, and transit users' adequate access to parks and open space.

## **6. Public/Quasi Public:**

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

Section 5  
PHASING OF  
DEVELOPMENT



The form and character of the Coyote Valley Plan is decidedly urban, with 50,000 industry-driving jobs, about 26,000 dwellings, and associated capital improvements and community facilities. Even higher intensities of development are anticipated at certain focal locations, comprising workplace and mixed-use nodes and corridors, which include six gateway locations at Santa Teresa Boulevard, Bailey Avenue and the proposed Coyote Valley Parkway, Coyote core around the proposed lake, and the Santa Teresa corridor southerly of the lake.

**APPROACH** The Coyote Valley Plan is anticipated to develop over a period of about 40 to 60 years. There is no specific, geographic-based, phasing plan that is typical of the kind of community envisioned for CVP. Rather, the spatial distribution of these nodes and corridors, together with the plan's compact form and overall density, allow for a phasing strategy that is not rigidly regulated to start and grow from one particular geographic location.

Given the scale of the community and the amount of public infrastructure required to serve each phase of development, it is assumed that the Composite Infrastructure Framework could be funded through a combination of upfront developer investments and bond financing vehicles such as Mello Roos Community Facilities Districts, or similar mechanisms. These types of funding districts are formed through the voluntary, but binding, participation of property owners and real property is used as collateral for the bonds. Property owners participating in each phase would be subject to liens on their properties. The amount of funds that can be raised is proportional to the value of land in each phase. Residential land values are expected to be significantly higher than commercial/industrial lands.

**GOALS TO CREATE A UNIQUE PLACE** The goals for creating a unique place in Coyote Valley are based on maximum flexibility, reliance on the market demand for various uses, and the readiness of the property owners to build, while ensuring that housing development does not outpace jobs:

1. Ensure that the character-giving backbone infrastructure of CVP is realized very early in the first phase of development. This includes the proposed lake and International Park, realignment of Santa Teresa Boulevard around the lake, extension of Santa Teresa Boulevard southward from the lake, realignment of Bailey Avenue north of the lake, the Caltrain multi-modal station, portions of the fixed transit guideway through the core and selected areas, and the realignment of Fisher Creek. It is anticipated that the early activation of these character-giving infrastructure elements would present a catalyst for the market place to seek development in the core and to grow organically over time. The goal is to establish an early identity for Coyote Valley in terms of its urban, lake front character, and its work, recreation and lifestyle amenities to help attract both jobs and residents to the community;
2. Ensure orderly, safe, and logical development;
3. Activate key nodes and corridors that define the unique community character of Coyote Valley;

4. Ensure that increments of growth achieve sustainable integrated development by establishing early relationship between land use, transportation, and the environmental footprint;
5. Ensure that all increments of development that may or may not be geographically contiguous to past development, pay for the cost of extending the core infrastructure to their project, subject to future reimbursement as appropriate; and
6. Review and monitor increments of growth at the end of each phase to ensure that the allowed jobs/housing concurrency, diversity of housing, affordable housing, and community facilities goals, and other requirements such as project impact mitigations, greenbelt preservation, etc. are being accomplished prior to activating the next phase for residential development.

**IMPLEMENTATION PRINCIPLES** The specific principles to accomplish the goals and guide the implementation of incremental growth of capital improvements, community facilities and private development through the build-out of the Coyote Valley Plan include:

1. Identify the “trip points” for major infrastructure investments based on the amount of development;
2. Maximize the use of existing infrastructure capacity and build infrastructure to support additional increments of growth;
3. Facilitate development by the property owners who are ready to build if they are willing to provide required infrastructure;
4. Commit to the creation of an urban place;
5. Grow the community consistent with the environmental footprint;
6. Construct community facilities and establish public services (e.g., schools, parks, public safety, etc.) to support the working and resident population of each phase;
7. Ensure that phasing is fiscally sound for the delivery of City services for both operations and maintenance;
8. Facilitate opportunities for the development of a diversity of housing types/products, and the proportional share of affordable housing in each phase;
9. Mitigate potential impacts of the project ahead of, or concurrent with, each increment of growth (mitigations, South Coyote Valley Greenbelt implementation, etc); and
10. Ensure community coherence and sustainability in each phase and build the Coyote Valley community to last.

## PROJECT PHASING

Phase	Cumulative	
	Minimum Jobs	Maximum Housing
I <sup>1</sup>	20,000	10,000
II	40,000	20,000
III	50,000	25,690

The Phasing Plan approved by the Task Force is intended to allow a significant portion of jobs and housing to be constructed in Phase I to enable financing of the key “place making” infrastructure in the early stages of the project. Phases I and II each contain 10,000 units and an additional increment of at least 20,000 jobs. Phase III contains the final increment of housing (5,690 units) and the balance of the jobs (10,000).

The San Jose 2020 General Plan requires that 5,000 new jobs be created in North Coyote Valley (in addition to meeting other fiscal and economic triggers) before any new housing is constructed. The first 5,000 jobs could be served by existing infrastructure. However, the land value associated with 5,000 jobs is not considered sufficient to fund the key “place making” infrastructure and therefore this requirement would likely delay the overall early activation of development of the CVP. Additionally, the construction of mixed-use developments combining commercial and residential uses in buildings would not be permitted until the 5,000 jobs requirement has been met.

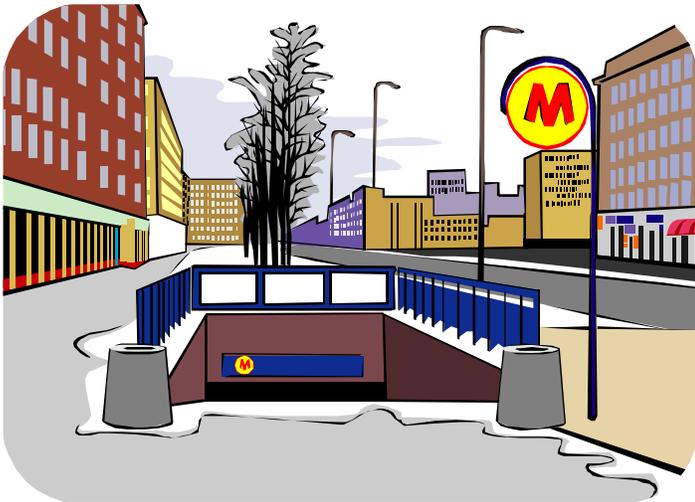
Should the City Council decide in the future to modify the requirements contained in the existing 2020 General Plan, this Phasing Plan could also accommodate a concurrent approach where housing is permitted to move forward together with jobs within the first phase. This approach would provide several benefits, including: 1) help establish the project’s identity as a mixed use community from the outset; 2) provide a funding mechanism to start key “place making” infrastructure; 3) help attract initial jobs to Coyote Valley by providing a ready and diverse supply of housing; 4) reduce traffic congestion on regional roadways by allowing those working in Coyote Valley to live there as well; and 5) by establishing a resident population in Coyote Valley in addition to a workforce, provide support for the early development of a retail base in the community core. However, in June 2007, the City Council indicated that the triggers may only be changed during a comprehensive General Plan update)

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<sup>1</sup> Phase I could allow either sequential development (e.g. 5,000 jobs and 0 housing, followed by 15,000 jobs and 10,000 housing units). Also, an initial phase of 25,000 jobs and 12,500 housing units could be considered if needed to facilitate the financial feasibility of building the place-making elements of the plan.

# Section 6

# IMPLEMENTATION



The implementation chapter provides a framework to assist in carrying out the Coyote Valley Plan. It is anticipated that sufficient economic growth and demand for housing would occur over the timeframe of this Plan to make its proposals a reality. The Plan attempts to anticipate the future needs of the City and direct development to meet those needs, while supporting a thoughtful, phased approach to achieving the Plan's long-term goals. This Plan would be realized as properties develop and redevelop in accordance with the Plan's policies.

The framework includes the following components:

- Land Use Regulation
- Greenbelt Strategy
- Affordable Housing Implementation Strategy
- Implementation Policies/Action Plan
- Consistency with other City Policies and Programs
- Future Financing Plan
- Environmental Review

## **LAND USE REGULATION**

### **Existing Uses:**

The Plan would allow existing land uses in the Coyote Valley area to remain indefinitely, recognizing that implementation of the Plan would gradually occur over a period of years. As these existing uses age or as their owners seek higher economic value, it is expected that they would be replaced by the uses designated in the land use plan.

### **Existing Entitlements:**

Should the Coyote Valley Research Park (CVRP/Cisco) project implement all or part of their existing entitlements for the 6.6 million square feet of workplace use in North Coyote the proposed CVP housing, elementary schools, and public parks on those properties should be redistributed throughout the entire planning area to meet the minimum requirement for 25,000 housing units and 50,000 industry-driving jobs.

### **Interface Issues:**

The implementation policies are designed to help ensure the achievement of the major goals of the Plan, including: the preservation of the existing Dougherty Avenue and Lantz Drive neighborhood, and the development of appropriate uses in the vicinity of the Metcalf Energy Center power plant.

### **Master Planning:**

To ensure that the Coyote Valley Plan is efficiently and effectively implemented, the Plan calls for the master planning of certain key sites. These sites represent areas that can benefit from more detailed analysis and more specific development plans to achieve the objectives of the Coyote Valley Plan. They include but are not limited to:

1. The proposed Caltrain station on Monterey Road and adjoining properties.
2. The Central Commons, with its constituent land uses, bounded by the loop/oblong street, and extending from the westerly hillsides to Coyote Creek.
3. The proposed 52-acre lake and adjoining amenities including the International Park and the lakeshore promenade.

### **Timing:**

Implementation of the Coyote Valley Plan would take both perseverance and patience. The following policies are intended to help keep the plan "on track" and to smoothly guide the transition from existing to planned uses.

**GREENBELT STRATEGY** The goal of the Greenbelt Strategy is to preserve the Greenbelt as a permanent non-urban buffer between the City of San Jose and the City of Morgan Hill.

### **The Greenbelt Strategy Framework:**

The CVP Greenbelt Strategy Framework consists of four principal elements designed to preserve the Greenbelt: Regulatory Framework; Organization/Operations; Financing; and Resource Organizations with expertise in Greenbelt Preservation.

### **Implementation:**

The strategy envisions the creation of a non-profit organization or quasi-public entity designed to facilitate and coordinate small scale agriculture and conserve open space and environmental resources. It provides about \$15 million in seed money for the creation and operation of a non-profit entity (levied from the development planned to occur in North and Mid-Coyote). The CVP envisions that the seed money would be used to leverage other resources to implement the "Coyote Valley Greenbelt Implementation Challenges" document prepared by the County and subsequently adopted by the Board of Supervisors as well as the Morgan Hill and San Jose.

The City does not intend to annex additional property in the South Coyote Valley Greenbelt. As a result most of that area would remain under the County's jurisdiction. The CVP does not possess any ownership or oversight responsibility over the Greenbelt area. Instead, it seeks to facilitate the preservation of the Greenbelt in accordance with adopted policies, and with a future non-profit organization working collaboratively with the County, Morgan Hill, San Jose, and interested stakeholders to implement the Greenbelt Strategy.

## **AFFORDABLE HOUSING IMPLEMENTATION STRATEGY**

The vision for Coyote Valley is to create a healthy and memorable community where residents of all incomes, races and ethnicities, education and occupation have reasonable access to affordable housing that is phased over time and distributed throughout the community with good access to transit, schools, parks, trails and open spaces, and other community amenities, and to facilitate the development of an affordable housing stock where differences in unit size, tenure, and income eligibility would contribute to community diversity, and provide a building block for a stronger, healthier, and more dynamic and interesting Coyote

Valley community, so that each individual and the community at large can realize their full potential for maximum productivity and livability.

**Goals and Objectives:**

The goal of the affordable housing strategy is to define clear implementation policies to meet the 20% affordable housing requirement (“deed restricted, below market rate”) for the Coyote Valley Plan (CVP) with the following objectives:

**Affordable Housing Program:**

It is proposed that the CVP would have the following affordability goals for Moderate-Income (MOD), Low-Income (LI), Very Low-Income (VLI), and Extremely Low-Income (ELI) units:

Affordability Level	Rental Goals 80%	Ownership Goals 20%	TOTAL
Extremely Low-Income	1,500		1,500
Very Low-Income	1,400	100	1,500
Low-Income	1,100	250	1,350
Moderate-Income		650	650
Totals	4,000	1,000	5,000

**Implementation:**

Issues related to the Affordable Housing Program implementation include:

1. Availability of City of San Jose Affordable Housing Subsidies in the CVP: It is proposed that City of San Jose affordable housing subsidies not be available for funding of affordable units in Coyote Valley, except as follows:
  - City funding for affordable housing in the CVP is only to be available for deepening affordability of VLI rental units to ELI levels (i.e., the difference between the cost of subsidizing a VLI unit and an ELI unit).
  - City funds used for ELI units in Coyote Valley would be subject to the City receiving future tax increment for affordable housing and would be made available through a competitive process with other areas of the City. No more than 20% of City funding available for affordable housing subsidy City-wide would be spent in Coyote Valley.
2. Developer Requirements: It is proposed that developers be required to make a contribution of land, units, and/or fees equal to an amount that is proportionate with their overall development. Each landowner’s “fair share” would be calculated and a credit/debit balance established. Individual landowner contributions would probably be established through the creation of a Community Facilities District or similar program.

**IMPLEMENTATION POLICIES AND STRATEGIES/  
ACTION PLAN**

The Coyote Valley Plan contains specific policy direction for overall community character, future land uses, and long term development of Coyote Valley. With these policies, the Plan seeks to achieve a particular vision that respects Coyote Valley’s natural setting.

### **Existing Uses/Buildings Policies:**

The CVP includes policies for existing land uses, building remodeling and reconstructions, potential subdivisions of parcels at Lantz Drive and Dougherty Avenue, exact replacement of legal structures, temporary uses of vacant properties, and landscaping and off-site improvements.

### **Public Park/Open Space Acquisition Policies:**

This Plan identifies potential Public Park/Open Space sites in the specific land use plan but the Plan recognizes that flexibility would be necessary in the City's efforts to create parks particularly given the multitude of property ownerships and the consequent difficulty in assembling such parcels for park acquisition. It is expected that the proposed parklands would be included as backbone infrastructure in terms of parcel assemblage and acquisition.

The City may require the dedication of parkland on those sites proposed for residential development to achieve the park and open space goals of this Plan. Acquisition opportunities might be lost without a pool of funding, or a cohesive financing mechanism to facilitate a systematic purchase of properties as they come on the market. Therefore, the development community is strongly urged to explore various methods to create "upfront" funding for the purpose of park acquisition and improvement in the Coyote Valley area.

### **Backbone Infrastructure Improvement Policies:**

This Plan includes a Composite Core Infrastructure of blue, green and mobility infrastructure elements. Given the significant expenditure involved in developing the Backbone Infrastructure, the development community is urged to explore various methods to create "upfront" funding for the purpose of right-of-way acquisition for Backbone Infrastructure improvement in the Coyote Valley area.

### **Common In-Tract Improvements and Amenities Policies:**

In-Tract improvements, such as local streets, common open space, etc., should be financed and built by property owners proposing new development.

### **School Financing Policies:**

The Plan includes nine elementary schools, two middle schools, and one or two high schools on a total of 60 acres. While the Plan sets the vision for schools in Coyote Valley, it is not intended to layout a detailed financing plan for the acquisition and improvement of schools. It is the responsibility of the Morgan Hill Unified School District and the development community to develop the financing and phasing plan for the development of schools in Coyote Valley, which is anticipated to be completed in about one year after adoption of the Plan.

## **CONSISTENCY WITH OTHER CITY POLICIES AND PROGRAMS**

The Coyote Valley Plan is consistent with other City policies and programs including but not limited to the Riparian Corridor Policy Study, Post-Construction Urban Run-off Policy, and the Consolidated Housing Plan.

**FUTURE FINANCING PLAN** Should the Council restart a planning effort for Coyote Valley, a Financing Plan should be a key component. The Financing Plan would determine how private landowners and developers would pay for the required infrastructure and

services. The Financing Plan may also consider mechanisms for the ongoing operations and maintenance of public facilities.

**ENVIRONMENTAL REVIEW** The San Jose 2020 General Plan requires the preparation of a specific plan and the satisfaction of certain pre-requisite conditions or “triggers” in order for residential uses to be developed in Coyote Valley. The specific plan will require an Environmental Impact Report (EIR) consistent with the California Environmental Quality Act (CEQA). The EIR will be needed to provide environmental clearance for the adoption of the specific plan, associated pre-zonings and re-zoning of properties and zoning code changes, the extension of the Urban Service Area (USA) and applicable annexations. Subsequent project-level environmental review, as necessary and appropriate for CEQA compliance, will be necessary before any ground disturbance, construction, or development, including any public infrastructure, can proceed in accordance with the CVP.

In addition, required regulatory permits from federal and state agencies, including environmental review under both CEQA and the National Environmental Policy Act (NEPA), would be needed prior to any development or construction. The environmental review for the regulatory permits could be done in conjunction with any subsequent project level environmental review.

**TABLE 1  
CVP PROJECT COMPONENTS**

<b>COMPONENT</b>	<b>ACREAGE</b>	<b>% OF TOTAL AREA</b>	<b>% OF DEVELOPMENT AREA</b>
<b>DEVELOPMENT AREA</b>			
<b>Private Development</b>	<b>2,134</b>	<b>61.7%</b>	<b>74.2%</b>
Residential	1,331	38.5%	46.3%
Commercial	38	1.1%	1.3%
Industrial/Workplace	525	15.2%	18.3%
Mixed Use	198	5.7%	6.9%
District Parking	16	0.5%	0.6%
Existing Workplace	15	0.4%	0.5%
Existing Utilities	11	0.3%	0.4%
<b>Public Facilities</b>	<b>275</b>	<b>8.0%</b>	<b>9.6%</b>
Public Parks (excludes shared ballfields)	156	4.5%	5.4%
Schools (includes 63 acres shared ballfields)	119	3.4%	4.1%
<b>Infrastructure</b>	<b>466</b>	<b>13.5%</b>	<b>16.2%</b>
<b>SUB-TOTAL</b>	<b>2,875</b>	<b>83%</b>	<b>100%</b>
<b>NON-DEVELOPMENT AREA</b>			
<b>Open Space</b>	<b>538</b>	<b>15.6%</b>	<b>N/A</b>
Speckles Hillock	20	0.6%	N/A
IBM Wetlands	9	0.3%	N/A
Other	509	14.7%	N/A
<b>Greenbelt Ballfields</b>	<b>46</b>	<b>1.3%</b>	<b>N/A</b>
<b>SUB-TOTAL</b>	<b>584</b>	<b>16.9%</b>	<b>N/A</b>
<b>TOTAL</b>	<b>3,459</b>	<b>100%</b>	<b>N/A</b>

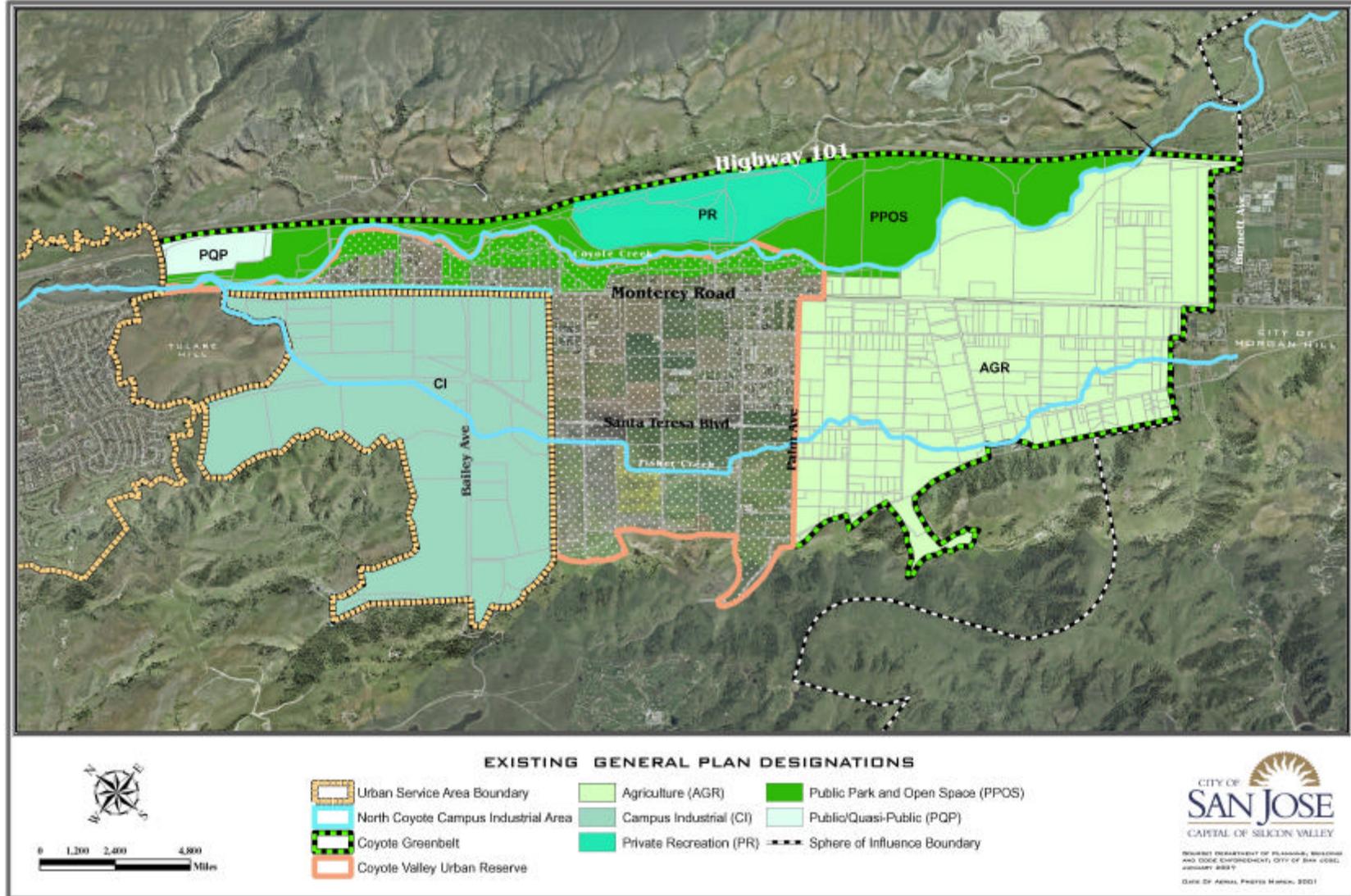
**TABLE: 2**  
**JOBS AND HOUSING UNITS IN CVP**

<b>TYPE</b>	<b>UNITS</b>	<b>TOTAL SQ. FT.</b>	<b>COMMERCIAL SQ. FT.</b>	<b>INDUSTRY- DRIVING SQ. FT.</b>
Residential	22,900	0	0	0
Commercial	0	530,000	530,000	0
Workplace	0	15,410,000	0	15,410,000
Mixed Use	2,790	4,550,000	2,167,000	2,383,000
<b>TOTAL</b>	<b>25,690</b>	<b>20,380,000</b>	<b>2,636,000</b>	<b>17,744,000</b>

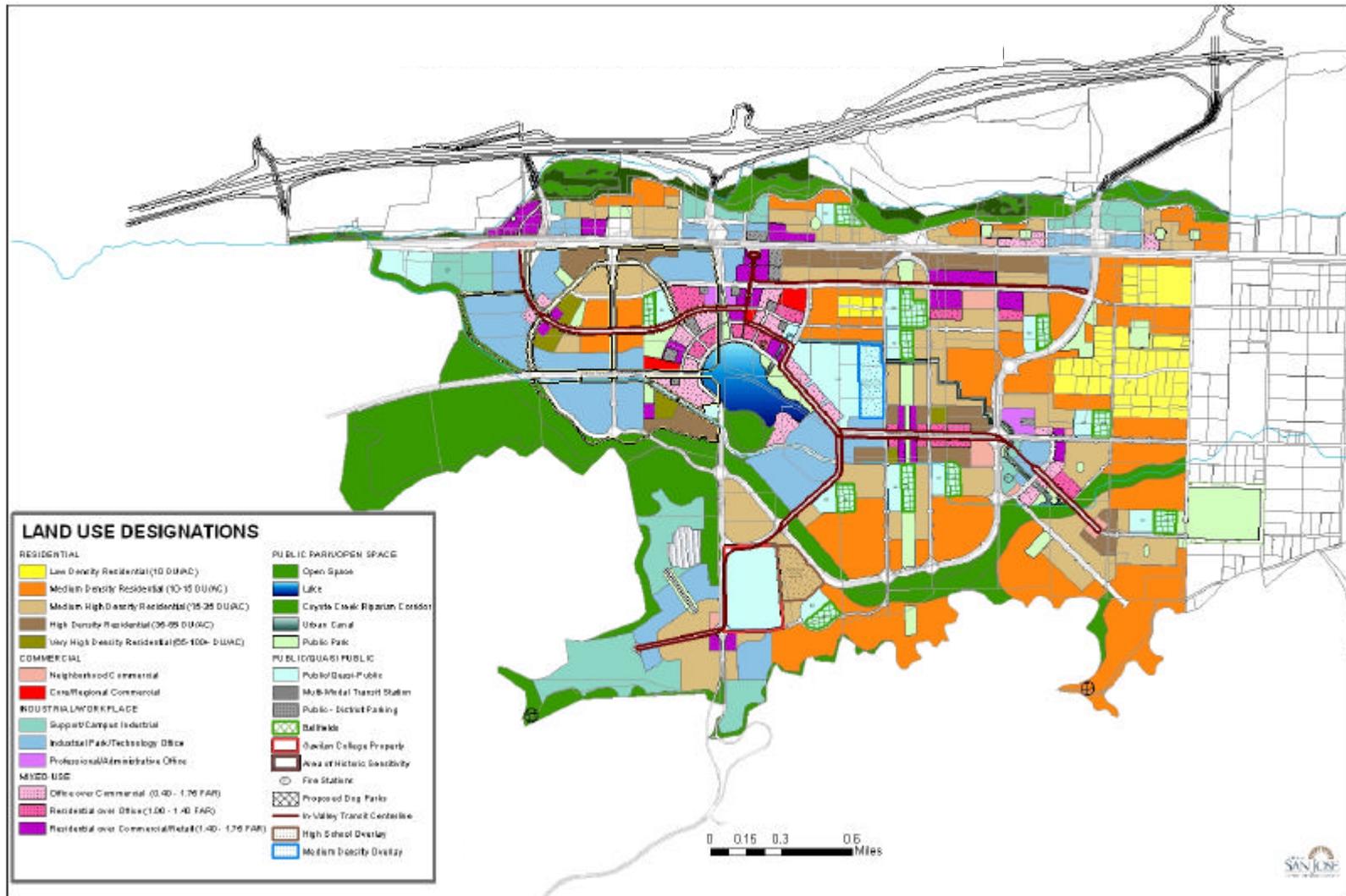
**TABLE 3  
LAND USE DEVELOPMENT POTENTIAL**

<b>Land Use</b>	<b>Net Density</b>	<b>FAR</b>	<b>Gross Acres</b>	<b>Net Acres</b>	<b>Expected Units.</b>	<b>Expected Commercial sq. ft.</b>	<b>Expected Industrial sq. ft.</b>
<b>Residential</b>							
Low Density Residential	10	N/A	138	104	900	N/A	N/A
Medium Density Residential	10-15	N/A	616	462	6,000	N/A	N/A
Medium High Density Residential	15-35	N/A	430	323	9,500	N/A	N/A
High Density Residential	35-65	N/A	123	92	5,000	N/A	N/A
Very High Density Residential	65-100+	N/A	24	18	1,500	N/A	N/A
<i>Subtotal</i>			<b>1,331</b>	<b>998</b>	<b>22,900</b>		
<b>Commercial</b>							
Neighborhood Commercial	N/A	0.40-0.45	25	19	N/A	350,000	N/A
Core/Regional Commercial	N/A	0.40-0.45	13	10	N/A	180,000	N/A
<i>Subtotal</i>			<b>38</b>	<b>28</b>		<b>530,000</b>	
<b>Industrial Workplace</b>							
Support/Campus Industrial	N/A	0.20-0.45	189	142	N/A	N/A	2,010,000
Industrial Park/Technology Office	N/A	0.45-1.50	324	243	N/A	N/A	11,000,000
Professional/Administrative Office	N/A	1.50-10.00	12	9	N/A	N/A	2,400,000
<i>Subtotal</i>			<b>525</b>	<b>394</b>			<b>15,410,000</b>
<b>Mixed Use</b>							
MU1 – Office over Commercial	N/A	0.40-1.75	66	50	0	517,000	1,833,000
MU2 – Residential over Office	N/A	1.00-1.40	45	34	870	0	550,000
MU3 – Residential over Commercial	N/A	1.40-1.75	86	65	1,920	1,650,000	0
<i>Subtotal</i>			<b>198</b>	<b>149</b>	<b>2,790</b>	<b>2,167,000</b>	<b>2,383,000</b>
<b>TOTAL</b>			<b>2,091</b>	<b>1,568</b>	<b>25,690</b>	<b>2,697,000</b>	<b>17,793,000</b>

ATTACHMENT 1



**ATTACHMENT 2: CVP LAND USE/TRANSPORTATION DIAGRAM**



**ATTACHMENT 3: CVP LAND USE/TRANSPORTATION DIAGRAM WITH ILLUSTRATIVE IN-TRACT ROADS**

