

# coyote valley

# VISION

The plan for Coyote Valley is to have a unique, vibrant, balanced community of at least 50,000 jobs and 25,000 housing units.

COMMUNITY OUTREACH BULLETIN

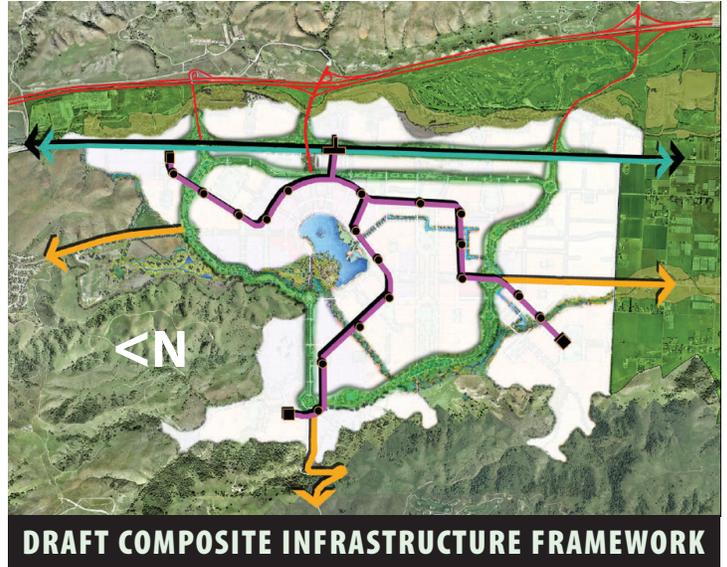
## FORGING THE DREAM

### Community and Task Force at Forefront of New Vision

**Coyote Valley is situated 12 miles south of downtown San José** and is envisioned as the next generation of integrated living and working environments in Silicon Valley. The almost 7,000-acre site is mostly comprised of rural, open valley floor, surrounded by hills, and punctuated by two creek corridors running the length of the valley. Focusing on the valley floor, the Dahlin Group/KenKay Associates planning team has worked closely with the community and the Task Force to develop a draft Composite Infrastructure Framework that is anchored by a restored four-mile long Fisher Creek and an 80-acre focal lake, park, and canal system. Originally conceived as a way of dealing with storm water runoff, the lake, canal, and creek have become defining features of Coyote Valley.

The proposed Coyote Lake is located at the heart of a new Coyote community's mixed-use urban center where it is envisioned that high-rise

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**DRAFT COMPOSITE INFRASTRUCTURE FRAMEWORK**

## Filtering Informs Framework Elements

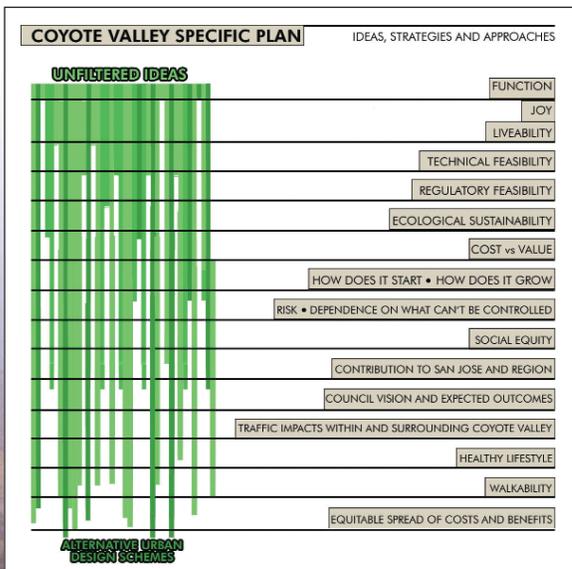
Active community involvement in the decisions that will define Coyote Valley requires a true commitment to open dialogue on the Planning Team's part and an equally sincere discipline and realism

guiding them through these filters and even adding to them as a methodology for building a consensus plan.

The community, Task Force, and key stakeholders have added several criteria and screens to the initial filters during the evaluation of the infrastructure elements. These include:

- walkability;
- contributing to a healthy lifestyle;
- traffic impacts in and around the region;
- consistency with Council vision and expected outcomes; and
- equitable spread of cost and benefits.

The results of the analysis of the various infrastructure elements against these and other criteria are discussed in the related story, "The Composite Framework Unveiled," on pages 2 and 3.



on the public's part. The Team has developed and graphically presented a "filtering" process that begins with the premise that not all ideas will survive. Ideas must endure various tests or "filters" to make it into the final plan.

Through this filtering and community-based process, ideas ranging from futurist Personal Rapid Transit to a central focal lake have been proposed and evaluated in open public dialogue. Some have survived and some have not. The Planning Team has been delighted with the sincerity and discipline of the stakeholder and public workshop attendees in

# FORGING THE DREAM

continued from front cover



residential buildings would mix with signature corporate offices, restaurants, public plazas, and parks. Streets and a pedestrian circulation system would lead people to the lake, and axial views would be focused

from the valley towards the lake.

Connected to the lake is a 1.8-mile long canal system, Canal Park, which further celebrates water, creates unique opportunities for neighborhoods along its length, and contributes to the management of storm water. Portions of the canal are intended to be urban, with buildings close to the water creating linear urban plazas, while other parts of it would remain "greener," with buildings set back from the edge creating a landscaped linear park.

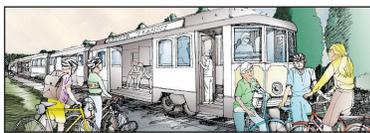


A restored Fisher Creek would replace a farmer's channel with 4.3 miles of riparian corridor providing quality habitat, incorporating pedestrian circulation, and helping to organize and give identity to the neighborhoods. Historical research identified the original creek, and the proposed new creek alignment closely follows that shown on maps dating to 1876.



The lake, canal and creek are three elements that form what is defined as the Composite Infrastructure Framework for Coyote Valley.

Added to these three elements is a street network comprised of a parkway and grid system. The parkway follows concepts reminiscent of Olmstead's classic work with divided roads, round-abouts, and comfortable pedestrian paths. The parkway system is intended to move most of the internal vehicle traffic and is augmented by a connected grid of low volume streets designed as low speed, safe, and pedestrian-friendly, that encourage walking.



The last element of the Composite Infrastructure Framework is a transit corridor linking together the workplaces, neighborhoods, and recreation areas. Initially, the transit would be comprised of rubber-tired, open and fun vehicles that would allow people to hop on and off easily and provide an alternative to using their cars.

This draft Composite Infrastructure Framework is the result of Task Force, community and technical consultant review described in this newsletter.

## The three primary organizing principles used to produce the Composite Infrastructure Framework:

The natural and built environments must be planned and integrated as a sustainable seamless place for communities of people, plants and wildlife.

A vibrant and sustainable built environment must be diverse in use and population, scaled for the pedestrian, and capable of providing alternatives to the automobile with transit, bicycles and walking.

It must have a well-defined public realm supported by built and unbuilt environments reflecting the natural ecology and culture of the region.

# COMPOSITE

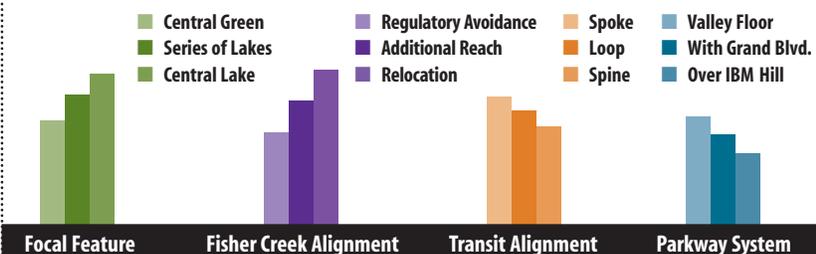
On Saturday, August 14, over 200 community members joined the Coyote Valley Specific Plan (CVSP) Task Force to give input to the CVSP staff and consultants on the Composite Infrastructure Framework described in the cover story.

## Concept Plans undergo professional scrutiny

During the summer, this professional team of award-winning, national and international urban designers along with additional technical, City and regulatory agency staff further analyzed the elements of the three draft concepts presented to the public and the Task Force in June. The team looked carefully at the concepts from a number of different perspectives, including: economic (cost) feasibility, short

and long term market feasibility, technical feasibility, regulatory feasibility, long term environmental sustainability, school needs, risk, and social equity. Community and Task Force input resulted in additional factors being included in the analysis: local and regional traffic impacts, walkability, potential for positive health benefits, phasing, and equitable cost sharing among property owners.

## Total Composite: Relative Performance of Alternatives



### Focal Feature

Of the three alternatives, the central lake was found to be the preferred solution for creating a focal feature for Coyote Valley.

**Geological:** All three alternatives functioned similarly, however, the lake provided the opportunity for the creation of a large source of fill material for development of the valley. This opportunity would be created from the excavation of the lake, which is estimated to range from fifteen to thirty feet in depth.

**Biological:** The lake, based on the assumption that Fisher Creek was connected to the lake, could be the most difficult to develop of the three alternatives. However, if Fisher Creek and the lake were separated, which is the current thinking, the lake would result in the most sustainable alternative.

**Hydrological:** The lake is the preferred

alternative. Due to the need for urban runoff detention during extreme storm events, the lake provides the necessary area to handle this runoff. Without the lake, additional floodplain storage would have to be created within the valley.

**Market:** The central lake provides the most value as a catalyst for growth. Also, the lake would create an amenity for Coyote Valley and provide the strongest economic benefit.

### Alignment of Fisher Creek

The relocation of Fisher Creek to a new alignment that closely follows the historic location of the creek was the preferable option.

**Geological:** Restoration of Fisher Creek to its natural alignment would improve the geotechnical aspects of the area by controlling flooding, efficiently transporting off-site storm water entering the site from the south

A summary of these technical reports referenced above as well as

# FRAMEWORK: UNVEILED

At earlier workshops, community members stated their strong preference for land uses that are sensitive to the environment and well connected through a rich network of open spaces, trails, bicycle paths, roads, and transit corridors. At the May 15, 2004 workshop, the community and Task Force members expressed their vision for specific transit options, road networks, water features, parks and open spaces and various building types and urban forms.

At the June 12th workshop, the community had the opportunity to participate in a highly interactive, "hands-on" approach to soliciting input. The Dahlin Group/KenKay

Associates planning team presented three different concepts for approaching the key "urban form/infrastructure" elements of the plan, highlighting differences in the environmental footprint, transit design, parkway system, and focal water feature options such as a large lake, series of smaller lakes, or canals.

Over the summer the Planning Team's technical consultants and regulatory agencies were asked to review and comment on the four main infrastructure elements shown at the community workshop in June.

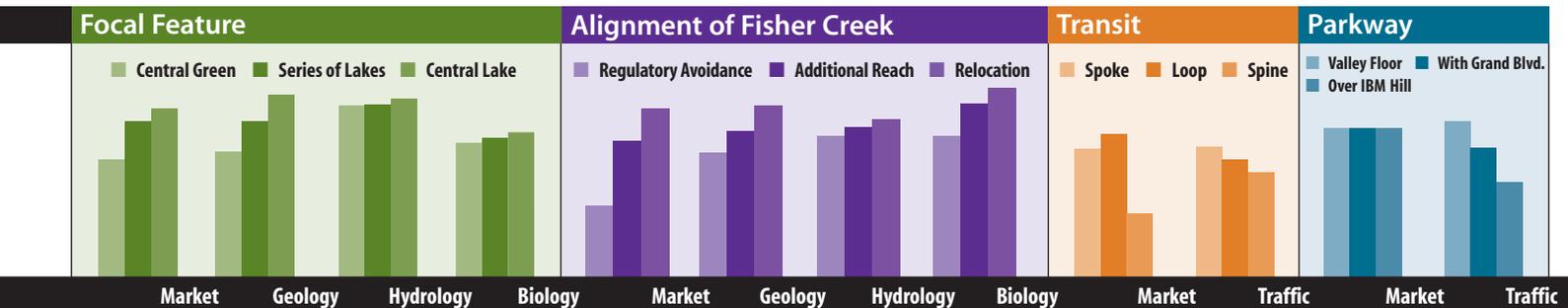
- The first element was a realistic and viable focal feature for the community and the ideas put

forth for review were: a park, a series of small lakes, and, a central lake.

- The second element was the appropriate alignment and design for Fisher Creek. The three alternatives were: leaving Fisher Creek in its existing condition; retaining Fisher Creek in its present location, but enhancing the value of the creek, plus adding an additional reach for the creek which would generally follow an historic alignment; and finally, relocating Fisher Creek to an alignment which would follow closely the historic alignment of the creek near the western edge of the valley.

- The third major element was the configuration of the internal transit system. Three alignments were to be reviewed, consisting of a Spoke system, a Loop system, and, a Spine system.
- The fourth and last element was the alignment for the Parkway. Again three alternatives were reviewed. They consisted of: putting the Parkway on the Valley floor south of Bailey Avenue; establishing a Grand Boulevard in place of Bailey Avenue in the area adjacent to IBM; and, finally, running the Parkway over the hill and behind IBM.

The following is a summary of those technical reviews.



and west around the valley, and enabling flatter bank slopes and shallower channel depths. Flatter slopes improve the stability of the bank slopes and reduce the impact of erosion, while shallower bank heights reduce the depth of cuts, which may avoid seasonal high groundwater levels.

**Biological:** From a biological and regulatory standpoint all three alternative Fisher Creek alignments would require similar levels of permitting and consultation with the federal, state, and local regulatory agencies. The relocation of Fisher Creek to its historic alignment, the inclusion of mitigation wetlands and riparian areas along this restored stream, the presence of preserved open space to the west, and the buffering effects of the greenway/parkway to the east would greatly increase the biological values over the current Fisher Creek alignment.

**Hydrological:** The return of Fisher Creek to its natural alignment in the lower elevations adjacent to the western hills would eliminate the need for artificial levees, as with the existing Fisher Creek channel. The channel was excavated and aligned along property lines to support agricultural production rather than the dictates of topography. The previously excavated Fisher Creek channel is not sufficient to provide one-percent flood protection meeting National Flood Insurance Program standards, either under existing conditions or after urbanization, so additional flood flow conveyance is required even if the existing Fisher Creek channel is maintained.

**Market:** From a marketing standpoint, the strongest economic benefits result from the relocation of Fisher Creek and the elimination of the existing Fisher Creek alignment. This alternative requires

the least amount of land to be consumed since all of Fisher Creek would be in one location, thereby maximizing the amount of land available for development.

### Transit

The preferred transit alternative was the Spoke system.

**Traffic:** Based on the travel demand model's forecast that 28 percent of trips associated with the development would be "internalized," it must be assumed that there will be a viable market for an internal transit system. Of the three alternatives, the Spoke transit system would provide the opportunity for the greatest number of businesses and households to take advantage of the system, due to the expanded area of service it would provide.

**Market:** From a market standpoint, the Spoke and Loop alternatives would serve the most land and add the most

value to the development. However, the Spine alternative would require the least amount of land to development and would have the greatest opportunity to use existing rights-of-way. The three alternatives offer comparable benefits overall.

### Parkway

The location of the Parkway on the Valley Floor was the overall preferred alignment.

**Traffic:** From a traffic standpoint, all three of the Parkway alignments would function adequately. The preferred alignment is to locate the Parkway on the Valley Floor due primarily to cost savings associated with this alignment.

**Market:** There is not a clear preferred alignment for the Parkway from an economic perspective. Both the Valley Floor and the Grand Boulevard alignments offer comparable economic benefits.



# How Can I Participate in the Planning Process?

On September 21, the San José City Council will hear a progress report including the draft Composite Infrastructure Framework. Subsequent Task Force meetings are devoted to planning the land uses and developing the other elements of the Specific Plan. The infrastructure plan and an associated land use plan form the basis for the development of the Specific Plan, zoning regulations, design guidelines, financing plan, and implementation plan and phasing schedule. An Environmental Impact Report (EIR)



is being prepared for the entire Specific Plan package. A scoping meeting for the EIR is expected to be held before the end of the year. Community workshops and Task Force meetings are continuing in 2004 and 2005. The development of a land use plan is taking shape over the next several months. The entire process culminates

with public hearings before the San José City Council in December 2005 for the adoption of the Coyote Valley Specific Plan and related documents.

## Topics for Future Community Meetings

**Tuesday, September 21, 2004 at 7:30 p.m.:** San José City Council to accept a progress report on the Coyote Valley Specific Plan.

**Tuesday, September 28, 2004, 7:00-9:00 p.m.:** Community Meeting to discuss land use strategies.

**Monday, October 4, 2004, 5:30-7:30 p.m.:** Task Force Meeting to discuss land use strategies.