

IV. ENVIRONMENTAL AND URBAN STRUCTURE

A. Hydrology

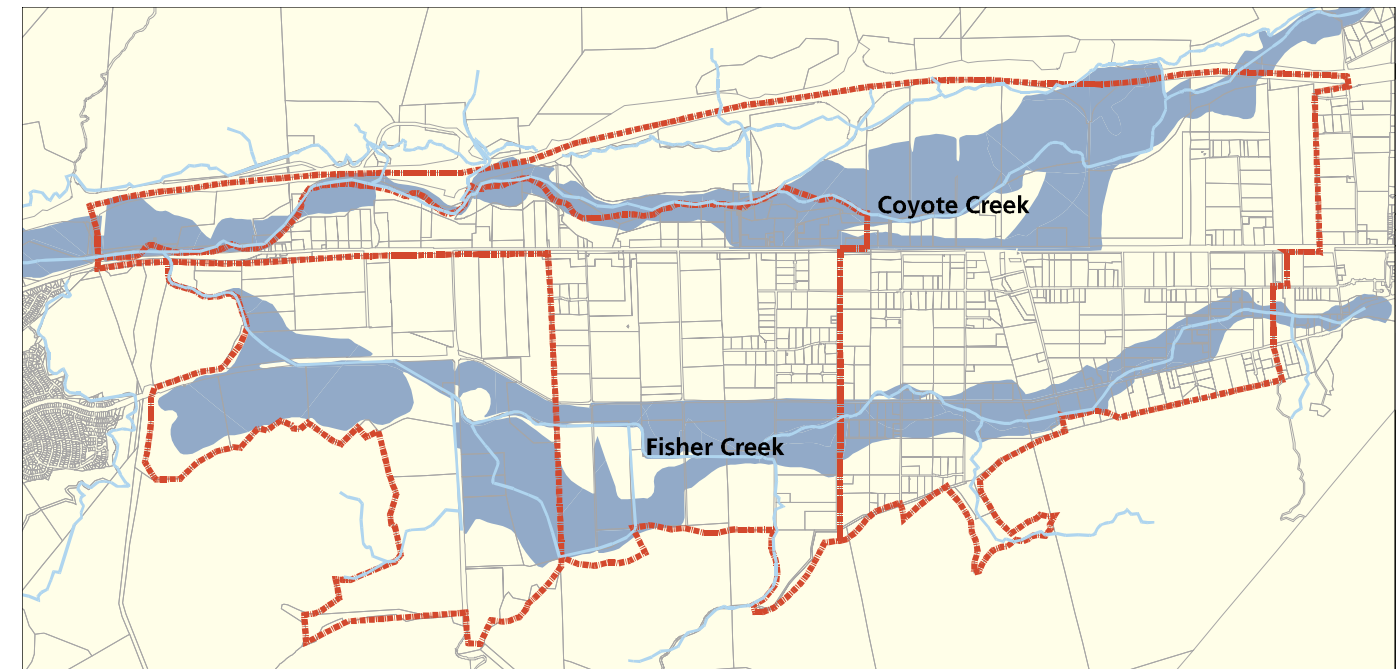
As a dynamic and scarce resource whose supply threatens to be outstripped by the demands of an ever-expanding population, water plays a significant role in shaping the future of Coyote Valley. It is imperative, therefore, that development in Coyote Valley not compromise the quality or quantity of water available for people or for the environment.

The hydrologic component of the Vision is based on review of available information, and not upon detailed analysis. Thus, the Vision's recommendations are conceptual in nature. It is assumed that the City will undertake the technical analysis necessary to ensure that these or any other recommendations are feasible and will not result in environmental degradation.

A Dynamic System

Coyote Valley's hydrologic system is a significant and dynamic resource whose function is critical to establishing a sustainable future for the Valley. Not only have the hydrologic processes helped to physically shape the Valley, depositing rich loamy soils across the valley floor and providing sustenance and refuge for the area's wildlife, but groundwater from the Coyote Valley aquifer is a major source of irrigation and drinking water for Santa Clara County.

Coyote Creek and Fisher Creek, which extend the length of the Valley, are only the most visible elements of a hydrologic



EXISTING HYDROLOGICAL FACTORS

- 100-year Floodplain
- Watercourses

N 0 0.5 1 2 Miles

Source: Santa Clara Valley Water District GIS, 2002

Water will play a significant role in shaping the future of Coyote Valley. Coyote Creek and Fisher Creek, and their flood plains, are key features of the Valley.

system that includes the aquifer and groundwater underlying the Valley. Coyote Creek, which drains a 350-square-mile area of the Diablo Range north into San Francisco Bay, is the principal riparian corridor and the centerpiece of the County's Coyote Creek Parkway recreation area. Fisher Creek is significantly smaller, extending about 8 miles from near Cochrane Road in Morgan Hill north to where it discharges into Coyote Creek south of Metcalf Road.

While the Coyote Creek corridor maintains a relatively natural character, the alignment and vegetation of Fisher Creek have been significantly altered by years of agricultural operations. Both Coyote and Fisher Creeks have substantial 100-year flood zones that extend well out from the creek channels, affecting both the agricultural productivity and the development potential in the Valley. In addition, these flood zones have been expanding as upstream development increases the rate and volume of storm runoff within the watershed.

Implications for the Future

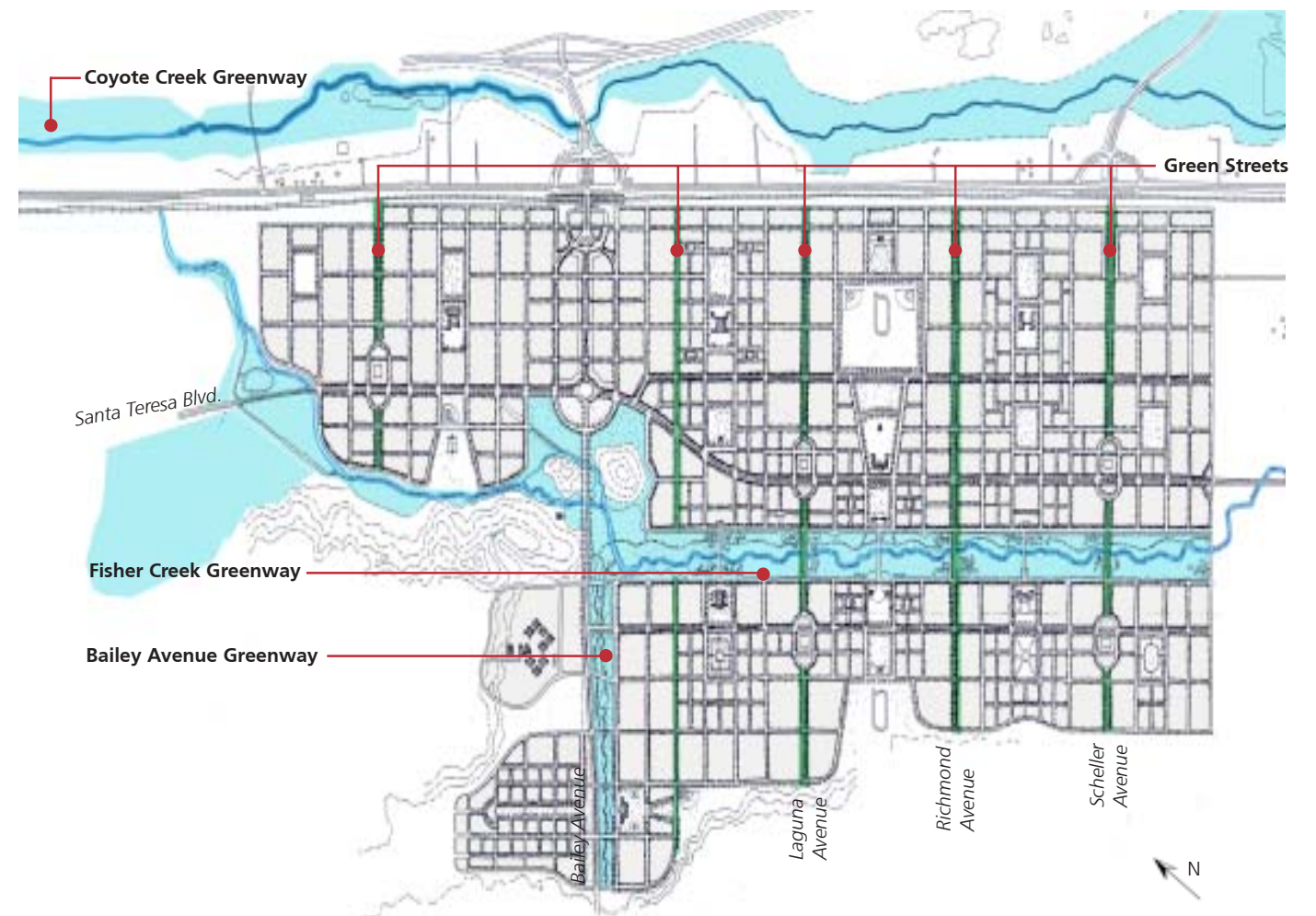
The Valley's hydrology presents both significant constraints and opportunities for development and conservation. Given the flood potential along both creeks, drainage and flood management improvements will be required of all new development to ensure that existing flood potential is not exacerbated by increased runoff and that new development is

not subject to flooding. Also, the permeability of the Valley soils will require measures to protect the quality of the groundwater from urban and agricultural pollutants.

Simultaneously, the creek corridors represent significant opportunities to preserve and enhance riparian habitat, expand existing parks, create an integrated and contiguous open space system, improve local and regional trail systems, and improve public access to visual and open space resources.

A Comprehensive, Multi-Objective Stormwater Management Program

To protect land and future development from the threat of flooding, flood management improvements will be required. Rather than having individual landowners address their storm management needs on a parcel-by-parcel basis as they develop, a comprehensive stormwater management master plan should be prepared that addresses the future facility needs and stormwater management policies for the entire watershed at buildout. A comprehensive approach will maximize development potential and the effectiveness of flood management improvements while also realizing potential environmental, recreational, and aesthetic benefits that can be achieved through storm drainage improvements. Typically, flood management improvements in an area the size of Coyote Valley are designed and implemented in a piecemeal fashion,



The Fisher Creek flood management channel and open space corridor will be complemented by a series of "green streets" that help manage stormwater run-off.

frequently resulting in inefficient and unsightly development of private lands because of the need to provide onsite stormwater detention.

Flood Management Improvements

Creating a Natural, Open Space Solution

Since urban development is only envisioned in the Mid and North Valley areas west of Monterey Highway, the principal flood management improvements are along Fisher Creek from Palm Avenue in the south to Monterey Highway in the north. Rather than using an engineered solution, such as a large box culvert or concrete channel, an approach is recommended that uses the natural creek system that has evolved to carry stormwater and addresses multiple objectives simultaneously.

Specifically, a broad open space corridor will be created along Fisher Creek that can contain the flows associated with a 100-year storm event at buildout of the watershed. This open space corridor and flood management channel is referred to as the Fisher Creek Greenway. Proper planning and design will ensure that creek system hydrology and habitat values along Fisher Creek remain intact and are improved beyond their existing condition. Preserving natural channels and wetlands to carry the stormwater runoff will also increase public awareness and appreciation of natural hydrological processes.

This open space/ instead of-flood protection corridor will include two distinct segments. The southern segment, from Palm Avenue to just south of Bailey Road, consists of a 750-foot-wide greenway that is defined by public roadways and urban development. The greenway has been configured to preserve as much of the natural alignment of Fisher Creek as possible. The northern section of the corridor is less formal in character, being defined more by the natural topographic features than by urban development patterns. North of Bailey Avenue, the flood management improvements are mostly those approved by the Santa Clara Valley Water District (SCVWD) for the Coyote Valley Research Park (CVRP), including a bypass channel between Bailey Avenue and Santa Teresa Boulevard and a 163-acre flood management basin at the north end of the Valley.

Protection From 100-year Storm Flows

The basic flood management concept requires the creation of additional channel capacity along Fisher Creek that will accommodate the volume of stormwater run-off associated with peak storm events while containing these storm flows to a more limited area. The existing Fisher Creek channel will continue to carry normal creek flows, with capacity for at least 10- to 15-year storm events. A much wider and shallower area on either side of the creek channel will act as a flood terrace, providing the additional capacity to accommodate up to 100-year storm flows (i.e., flood waters



Under normal conditions, Fisher Creek will be a broad open space corridor that serves as a visual and recreational amenity.



During severe storm events, floodwaters will overflow the creek channel, but be contained within the Greenway corridor.

would be allowed to inundate the flood terraces during major storm events). The flood terraces will only become flooded when storm runoff exceeds the capacity of the existing Fisher Creek channel (i.e., a 10- to 15-year storm event).

To the degree possible, the more natural sections of the existing creek channel will be preserved to avoid impacts to existing vegetation and habitat. Maintaining normal drainage flows into the existing creek channel will continue to provide the runoff necessary to support existing vegetation and habitat values. The additional capacity provided in the flood terraces will also allow for the enhancement of habitat values along the natural creek corridor through replanting or supplemental planting of riparian vegetation.

In instances where the existing creek channel has been engineered to follow property lines or has little riparian vegetation or habitat value, the drainage concept calls for the creation of a new, more natural-looking channel alignment. The alignment of the reconfigured creek channel can vary from side to side within the Fisher Creek Greenway, simulating the movement of a natural creek. Native vegetation will be planted along the banks of the reconfigured creek channel and along the top of the creek banks to provide shaded riparian habitat and a more attractive landscape setting.

Since the flood terraces will be dry most of the year, they will be designed to be as broad, shallow, and inconspicuous as possible. They will be planted primarily with native grasses to support native wildlife species, and not restrict the channel's conveyance capacity for up to a 100-year flow. Scattered trees may be planted on the flood terraces, but elements that would impact the conveyance capacity, such as dense plantings of trees and low-growing brush or significant structures, will not be permitted. A 20-foot minimum width will be provided in the flood terraces along either side of the creek to provide for maintenance access to the creek.

Creating A Public Amenity

In addition to preserving and enhancing natural habitat values in the heart of the new community, the proposed flood management corridor/Greenway also will provide a significant visual and recreational amenity. While conceived as predominantly natural in character, the flood management corridor will offer opportunities for recreational activities such as walking, biking, picnicking, and bird watching. Public trails for pedestrians and bicyclists will be incorporated into the design of the Greenway, and a limited number of facilities, such as flood-proof picnic tables, can be incorporated. The intent is not to include turf and active sports facilities within the corridor. Given the fertile soils in the flood plain, limited amounts of agriculture and community gardening may be allowed.

Groundwater Resources and Water Quality

Groundwater is found at relatively shallow depths throughout Coyote Valley, but particularly in North Coyote Valley where the depth to groundwater is generally 2 to 8 feet below the surface. The groundwater beneath the Valley generally flows in a northwesterly direction, but is restricted at the north end by a bedrock configuration at Tulare Hill that is known as the Coyote Narrows, causing groundwater to pool.

The combination of high groundwater levels and major storm events aggravates flooding in the Valley because the soil has little excess capacity to absorb surface runoff. Even though the Valley is only sparsely developed at this point, SCVWD already diverts drainage from Fisher Creek to the Coyote Creek during storm events to relieve this confluence of surface runoff and high groundwater. Additional urban development in the Valley will further aggravate this issue by increasing the rate and volume of surface runoff that needs to be accommodated. Even though the proposed Fisher Creek flood management improvements will help contain peak flows, the

Vision proposes that as many measures as possible be designed into the urban area to reduce the rate and volume of stormwater runoff.

In addition, given the porous soil in the Valley and the aquifer below it, both urban development and agricultural uses must take steps to ensure that urban pollutants are not flowing into the groundwater and contaminating the aquifer. Thus, in addition to measures that reduce the rate and volume of runoff, future development must implement measures to clean, filter, and “harvest” urban runoff in a more sustainable manner.

Policy Recommendations

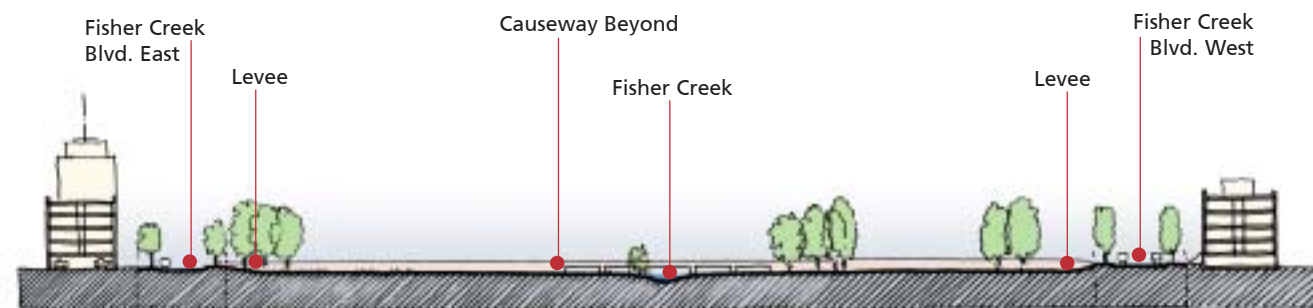
Flood Management Improvements

The City of San José, Santa Clara Valley Water District, and area property owners/developers should prepare and implement a stormwater management master plan to address future facility needs and stormwater management policies for the entire Coyote Creek watershed. The master plan should:

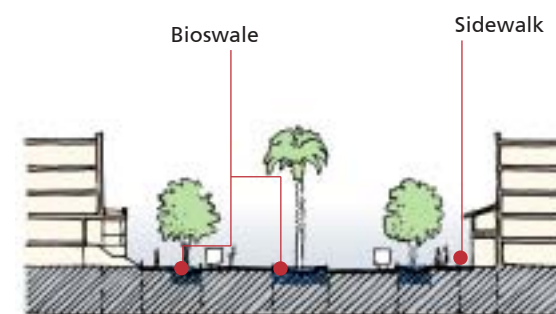
- *Result in more land being protected from flooding.*
- *Allow for more efficient use of developable land.*
- *Equitably distribute the burden and benefit of flood management improvements.*
- *Identify a program of improvements that can be implemented over time.*
- *Recognize the potential for flood management improvements as a means for achieving multiple non-flood-related objectives that will enhance the quality of life for future generations.*

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Flood management improvements in Coyote Valley should reflect a natural systems/open space approach based on existing natural drainage systems rather than on engineered solutions.



Cross section of the Fisher Creek Greenway and its relation to adjacent roadways and development areas.



Bioswales in the medians and planting strips along the “Green Boulevards” that cross the Valley will help manage the quality and rate of urban stormwater run-off.

Flood management improvements on Fisher Creek should:

- Maintain the existing creek as a low-flow channel with capacity supplemented by shallow flood terraces and/or bypass channels that can accommodate 100-year storm events.
- Preserve natural sections of the creek and enhance riparian habitats suitable for plant and animal species listed as threatened or endangered by State or federal government.
- Establish the flood corridor as an attractive and predominantly natural open space corridor that includes the meandering alignment of Fisher Creek within it.
- Dedicate the open space corridor as Regional Parkland and integrate it with other park and agricultural land in Coyote Valley.
- Incorporate multi-purpose trails into the open space corridor and include connections to the existing regional trail system.
- Accommodate recreational and agricultural uses within the open space corridor that are consistent with flood management objectives and natural habitat values.

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Establish a mechanism to acquire land needed for flood management improvements through dedication and/or purchase (a drainage easement is typically required by the

Santa Clara Valley Water District). Developers should contribute their fair share toward the cost of land acquisition; dedication of land or payment of in-lieu fees for flood management improvements should contribute to the City's regional parkland requirement.

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Establish an assessment district, impact fee, or other mechanism to fund the cost of flood management improvements and associated habitat enhancements and recreational amenities.

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Permit incremental implementation of the Fisher Creek flood management improvements by means of temporary facilities as development proceeds. These temporary facilities—provided by the developer in accordance with Santa Clara Valley Water District requirements—can be redeveloped later on when the flood management improvements are complete.

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Develop a memorandum of understanding and/or a joint powers authority among the City of San José, Santa Clara Valley Water District, Santa Clara County Parks Department, and the Santa Clara County Open Space Authority to establish responsibility for acquiring, owning, implementing, managing, and maintaining the flood management lands and associated improvements. The distribution of various responsibilities across multiple agencies will reduce the burden on the City of San José and enhance long-term operations and management.

Groundwater Resources and Water Quality

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Use surface stormwater collection systems, including swales, detention ponds, and energy dissipaters, to slow stormwater runoff and improve stormwater quality. Sediment basins, filter strips, infiltration beds and other Best Management Practices should be incorporated into project designs to further enhance the removal of pollutants from runoff.

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Use permeable pavements, such as porous asphalt, porous concrete, and open-celled pavers for pedestrian walkways, courtyards, and parking areas.

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Design parking lot planter strips to function as bioswales that slow and filter parking area runoff before draining to the stormwater system.

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Design street tree planting strips and street medians along key east-west streets to function as bioswales that slow and filter roadway runoff before draining into Fisher Creek.

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Use techniques for increasing onsite stormwater infiltration where soils and the water table permits, including infiltration basins and trenches, swales with check dams, and permeable pavements.

Catch and divert rooftop runoff into surface stormwater infiltration facilities.

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Encourage agricultural operations in Coyote Valley to adopt sustainable practices that eliminate the use of pesticides and control runoff from plant and animal wastes that could degrade groundwater quality.

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Require the use of integrated pest management and other organic landscape maintenance practices for public and private lands in Coyote Valley.

B. Open Space

Open space in Coyote Valley falls into three categories: natural, agricultural, and recreational. Each plays an important role in the Vision to inform the structure and character of the new community.

Natural Open Space

Biotic Resources

Habitat Types

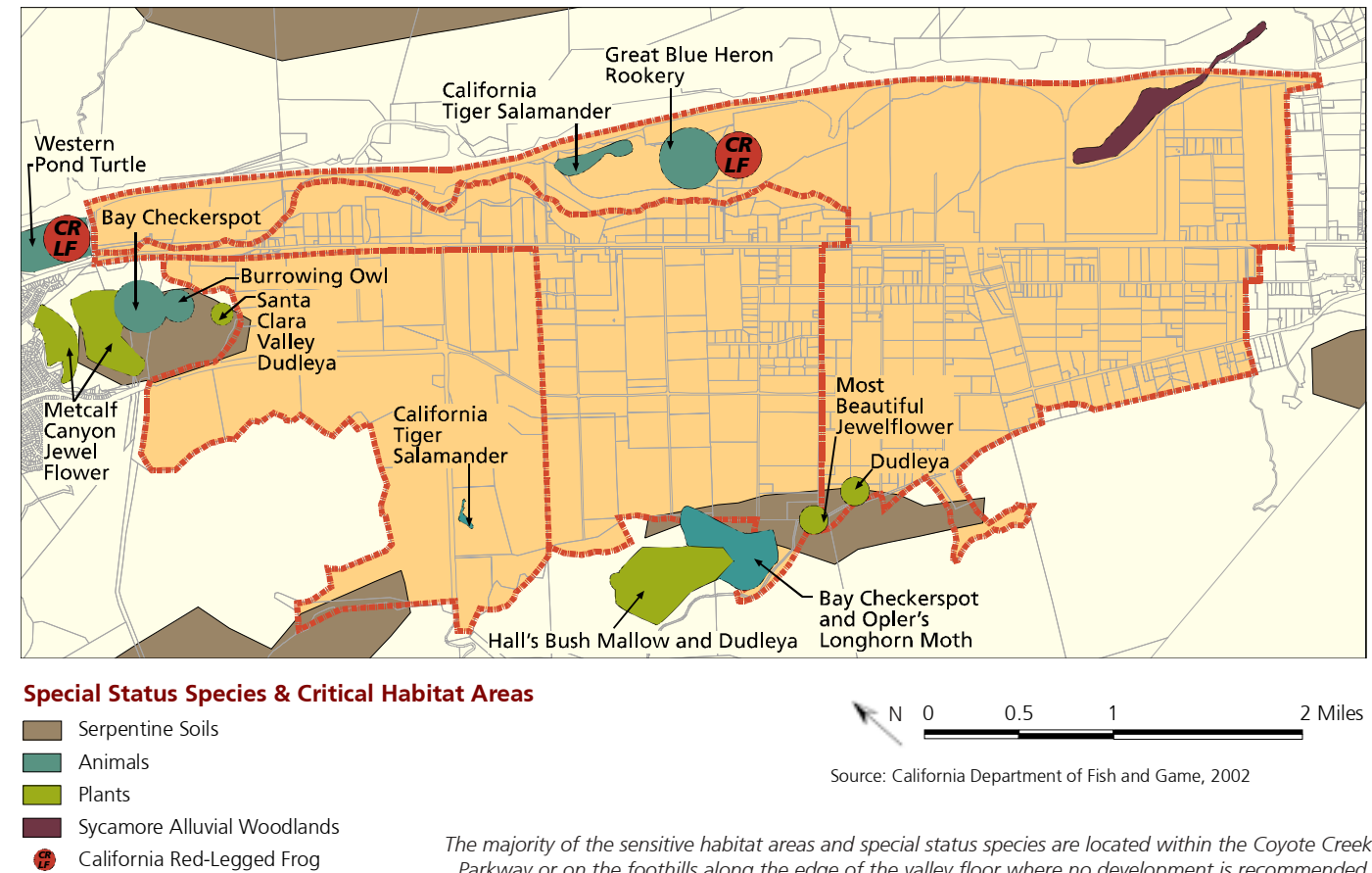
“Natural” open space in the context of Coyote Valley generally refers to land that is not being cultivated for agriculture. Coyote Valley has a long agricultural history and the years of cultivation have eliminated most of the vegetation that is native to the valley floor.

Small areas of non-native grassland exist in areas of the Valley that are not in agricultural production. These grasslands are generally considered productive habitat in that they support wildlife, particularly when contiguous with other habitat types. Mixed riparian habitat is confined to Coyote Creek and the less disturbed areas of Fisher Creek. Thickets of red willow, cottonwood, black walnut, and bulrush typical of this habitat type have largely disappeared from Santa Clara County. This important habitat supports several wildlife species, including migrant songbirds, ducks, herons, egrets, hawks, muskrats, skunks, raccoons, and foxes.

Small pockets of seasonal aquatic habitat are located in the Valley, particularly in the north where shallow groundwater and surface flooding create wetland areas during the rainy season. These pockets typically dry out over the summer yet are frequented by various amphibians (e.g., Pacific tree frogs and western toads) and birds (e.g., Black-necked Stilts, Great Blue Herons, egrets, and blackbirds). Small areas of Valley Oak savannah exist in the foothills along the western edge of Coyote Valley. Characterized by open grasslands and scattered oak trees, the oak savannah supports a number of wildlife species, including common amphibians and reptiles, songbirds, raptors, ground squirrels, badgers, deer, and coyotes.

Special Status Species and Critical Habitat Areas

In addition to these general habitat types, a handful of areas in Coyote Valley have habitat that is critical to the preservation of special status plant and wildlife species (special status species are those that have been officially recognized as having declined to dangerously low population levels). These areas are located primarily along Coyote Creek and the foothills along the north and west edges of the Valley. An area of California red-legged frog habitat is located along Coyote Creek near the Riverside Golf Course. This same general area also provides suitable habitat for the California tiger salamander. Both species have been identified by the State as species of special concern. The red-legged frog is federally listed as threatened, and the tiger salamander is a candidate for



The majority of the sensitive habitat areas and special status species are located within the Coyote Creek Parkway or on the foothills along the edge of the valley floor where no development is recommended.

listing. A second, very small area of California tiger salamander habitat also exists just south of Bailey Avenue west of Santa Teresa Boulevard.

Two other sensitive species found in the vicinity are the Western pond turtle and burrowing owl. Neither species is federally listed, but both have been identified by the State as species of special concern. Western pond turtle habitat has been found in the Coyote Creek Parkway just north Metcalf Road, and the grasslands in the Tulare Hill area have been identified as suitable burrowing owl habitat.

Areas of serpentine soils that are located in the foothill areas along the west side of the Valley and on Tulare Hill provide habitat for several plant and animal species that are listed by state and federal agencies as endangered or threatened. These include Metcalf Canyon jewelflower, most beautiful jewelflower, Santa Clara Valley dudleya, Hall's bush mallow, Bay checkerspot butterfly, and Opler's longhorn moth. Although not federally or state listed, sycamore alluvial woodland is another natural community that has become very rare in California. An area of this habitat type is located along Coyote Creek at the south end of the Parkway.

Protection and Implementation

As indicated, those areas with the highest resource value generally occur on public parkland within the Coyote Creek Parkway or along the foothill fringes of the Valley. The Vision protects these areas from development, but also takes positive steps to preserve and enhance habitat values outside these areas through the creation of an integrated open space system. The Fisher Creek Greenway, the Bailey Avenue Greenway, and the Palm Avenue Greenway will be key components of that system. The combination of flood management improvements and open space enhancements will significantly upgrade habitat values along Fisher Creek, and preserve wetlands habitat along Bailey Avenue. The three greenways will also provide important open space links through the area that will accommodate wildlife movement and foraging.

Visual Resources

Coyote Valley provides a highly scenic setting for the new community. The Valley is enclosed to the north and west by the foothills of the Santa Cruz Mountains, and to the east by the foothills of the Diablo Range. The rolling foothills and ridges that rise 1,300 to 1,500 feet above the flat valley floor provide a dramatic visual backdrop. To the north, Tulare Hill and Coyote Peak provide distinctive individual features that also create a physical separation between Coyote Valley and the rest of San José. The sense of enclosure and separation created by the surrounding foothills is part of the Valley's appeal, as is



Coyote Valley is framed by the Santa Cruz Mountains and the Diablo Mountain Range creating a dramatic visual setting.

its rather intimate scale. The natural hillsides with their rolling oak-studded grasslands further contribute to the rural and pastoral character. Together these elements combine to give Coyote Valley a distinctive sense of place.

The layout of the new town is designed to preserve visual connections with the surrounding landscape. The compactness of the community and the preservation of the surrounding agricultural lands and foothills will preserve the area's rural, pastoral character and maintain a scenic framework for future urban development. Within the town, the street system is designed to preserve and enhance public access to views of the surrounding landscape even at buildout of the new community.

By placing single-loaded roadways (i.e., development on one side only) around the periphery of the town, and by having all roadways dead-end into the rural landscape, the Vision ensures prominent and permanent visual connections between the urban settlement and its natural setting. The open space system also is designed to enhance visual access to the surrounding landscape.

The Fisher Creek Greenway and the Bailey Avenue Greenway both will bring the natural landscape into the urban area while also preserving key view corridors out to the surrounding landscape.



The surrounding foothills provide dramatic visual contrast with the flat valley floor.

Policy Recommendations

Natural Open Space

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Complete detailed surveys of Coyote Valley to identify and delineate critical habitat areas and associated species that may be endangered, threatened, or of special status.

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Coordinate environmental protection efforts in Coyote Valley with those specified in the countywide Habitat Conservation Plan, currently being prepared.

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Establish a Habitat Conservation designation for identified critical habitat areas and prohibit development in such areas.

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Develop a memorandum of understanding and/or a joint powers authority among the City of San José, Santa Clara County Parks Department, and the Santa Clara County Open Space Authority to acquire critical habitat areas through title purchase or conservation easement. In addition to acquisition, the agreement should address the management of habitat protection, access, interpretive value, and integration into the larger natural open space system.

Continue to manage critical habitat areas on County lands according to the Parks and Recreation Department's mission of providing, protecting, and preserving regional parklands for the enjoyment, education and inspiration of this and future generations.

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Integrate parkland, open space, and agricultural lands to provide view opportunities and to define the urban edge of the new town.

Agricultural Lands

Preserving a Future for Agriculture

Santa Clara County's rich agricultural heritage is vanishing. While development in Coyote Valley will result in further loss of prime agricultural land, it need not result in the total demise of agriculture in the Valley. Instead, agriculture is seen as a valued and integral element that is fundamental to the creation of a sustainable future for Coyote Valley. Agriculture will contribute to the quality of life of the future urban community while preserving the productive potential of the surrounding farmland.

The urban and agricultural components of the future Coyote community have a symbiotic relationship. Agriculture will supply fresh food and produce to the new community, while preserving visual open space, expanding recreational and educational opportunities, and fulfilling numerous environmental functions. Rather than simply displacing agriculture, the urban community can be the mechanism to secure a stable agricultural land base, create new markets for local goods, and reduce farmers' operational costs by providing recycled water and compost.

An Agricultural Heritage in Decline

At the southern end of the legendary Valley of Heart's Delight, Coyote Valley has been a prime agricultural region

for over two centuries. Deep, fertile, level soils; a moderate climate; and plentiful water have made the Valley well suited for many types of agricultural production: grain and forage crops, orchard and row crops, and nursery products. The valley was renowned for the quality of its apricot, cherry, and prune crops, berry crops, and flowers. Proximity to major, expanding urban markets as well as to transportation hubs, gave farmers additional competitive advantages.

Agriculture in Coyote Valley, as on the edges of metropolitan regions elsewhere, has been in accelerating decline over the past 25 years. Primary causes are escalating urban-edge land values and diminishing returns due to competition from agricultural areas with lower production costs in California and abroad. These primary causes have been compounded by logistical challenges including operational restrictions required by urban-edge farming conditions and loss of agricultural support facilities and infrastructure.

During the 20 years since the City of San José changed the agricultural designation of the northern and mid sections of Coyote Valley to allow industrial and urban development, the area's long-time farmers have sold more than half of the agricultural land to developers. Remaining farmers expect to—and are counting on—selling their land in the near future. Pending development, the land is being farmed in annual row crops and forage.

In the southern portion of the Valley designated as Greenbelt, agriculture continues. Current operations include a grass farm, a mushroom farm, a Christmas tree farm, greenhouse nursery production, orchards, and row crops. In spite of the Greenbelt designation and agricultural zoning, the area west of Monterey Highway is a patchwork of smaller (i.e., less than 20 acres) lots and dispersed development. Approximately 30 percent of this area is developed with small housing tracts and industrial businesses as well as with recently constructed and in-construction large-lot rural residences.

New Paradigm: Agriculture as an Urban-Edge Amenity and Community Resource

All indications are that the social and economic factors that have resulted in the decline in large-scale agriculture in Santa Clara County are not going to be reversed. Traditional agricultural practices in Coyote Valley no longer make economic sense. Thus, if agriculture is to be protected as a viable component of the Coyote Valley environment, a new definition or paradigm needs to be explored. The concept of agriculture needs to be broadened from food production and the provision of commodities to an industry comprising a broad set of services—including food production—that advance key community objectives. This re-definition should acknowledge both the need for diversification of agriculture as practiced on the urban edge, as well as the need to expand the public's appreciation of the benefits agriculture offers.



Coyote Valley has a strong agricultural heritage that should be preserved.

Despite the likely conversion of prime agricultural lands in Coyote Valley and the discouragement of long-time local farmers, there are indicators of new opportunities for the remaining farmland and for the entry of new farmers to the area. A 2001 study commissioned by Santa Clara County and the Santa Clara County Farm Bureau identifies many of these opportunities and discusses their role in creating a more diversified and economically viable urban-edge agriculture that contributes to the quality of life in the urban community.

The focus is on increasing revenues to local farmers, reducing their production costs, and establishing a more stable environment in which to operate. Some of the opportunities include:

Increasing demand for locally grown high quality foods, specialty crops, and organic food

There is a growing farmers' market movement in the Bay Area, with the number of markets increasing from 10 to over 100 in the past 15 years. In Santa Clara County and southern Alameda County alone, there are now 25 farmers' markets serving the population of greater San José and surrounding cities. Regional farmers' market operators calculate that Coyote Valley, with a projected population of 80,000 people, could easily support two weekly markets. The nearby Morgan Hill farmers' market features many Santa Clara Valley growers and has strong community support.

The organic foods industry is growing at the rate of 20 percent per year, and the California Cuisine movement has blossomed in parallel with the proliferation of producers of specialty crops and organically grown foods. The hallmark of many top Bay Area restaurants is their relationships with local growers and the featuring of local farm products on their menus. In addition, food service and catering companies, including those that service many high tech companies, are increasingly following this trend by emphasizing fresh, locally-grown, and organic foods in their offerings.

Community supported agriculture (CSA) is another fast-growing arena for direct marketing of locally grown products. CSA is a partnership of mutual commitment between a farm and a community of supporters that provides a direct link between the production and consumption of food. Supporters help cover a farm's yearly operating budget by purchasing a share of the season's harvest.

Growing concern about diet-related health problems; increased consumer understanding about the connection between good health and consumption of fresh fruits and vegetables

Obesity is a prominent health issue in the United States, especially in children and in certain minority communities. Consumer education about healthy eating is a top priority for public health and nutrition program agencies.

Farm-to-school and farm-to-cafeteria programs are becoming a national movement

Education and child nutrition agencies are creating new programs that enable school districts to buy locally grown food and are developing new curricula addressing local foods, agriculture, and gardening. In the past few years, 66 farm-to-school projects have been created in 15 states, collectively serving 500,000 students. The San José Unified School District School Food Service has expressed preliminary interest in partnering with a program through which local farmers could provide a significant percentage of at least a

dozen fruits and vegetables that the local 30,000 school children consume during the year.

Demand for new farmer entry including from ethnic farmers

The emerging demographics of California, where more than one person in four is foreign-born, are creating an unmet demand for ethnic specialty crops. At the same time, many new immigrants who come from agricultural backgrounds, are seeking access to land to grow traditional foods, often as a sideline. African Americans, who are grossly underrepresented as farmers, are also seeking more opportunities. For example, the Rural Development Center (recently renamed ALBA) in Salinas has for the past 17 years provided comprehensive farm production and management training to over 400 people seeking to get into business for themselves. Another example is the UC Santa Cruz Agro-Ecology program, which has produced over 1,000 graduates in its 35-year history, many of them hoping to start their own farm.

Demand from small urban-edge farmers to expand operations

There is an unmet demand for affordable urban-edge farmland. The Sonoma County Agricultural Preservation and Open Space Authority recently had 30 applicants for two leases of county land for farming at a rate of \$100 and \$125 per acre per year. All the applicants were established small farmers growing for nearby urban markets who wanted to expand. It is likely



Community Gardens can play an important role in building community and providing high-quality produce.



Agricultural fields can become important classrooms for the community's children.

that a similar program in the Coyote Valley, even with lease rates up to triple those in Sonoma, would attract an equally enthusiastic pool of applicants. Depending on improvements and services provided, current lease rates for farmland in the Santa Clara Valley range up to \$500 per acre.

Demand for land for urban agriculture

The Bay Area, including San José and the rest of the South Bay, has over 300 community and school gardens. In many cities, there is a long waiting list for a garden plot. In San José for example, on average, there are approximately 75 people waiting at least a season for a spot in one of the City's 17 gardens. Organizers believe that demand would be considerably higher if they advertised and if more people knew of the urban gardening program.

Growing understanding about the role agriculture plays in environmental health and mitigation

Spurred by the demand for organic food on one hand and by concern about resource degradation and farm-worker health on the other, the public increasingly understands the soil, water, and biodiversity conservation benefits of sustainable agriculture.

Growing development of and participation in agro-tourism

In Europe, and now in the United States, agro-tourism is one of the fastest growing sectors of the small farmer economy. The

UC Cooperative Extension and Small Farm Center have recently created programs that help farmers set up agro-tourism operations as well as resources that help connect agro-tourism providers with customers. Many types of agro-tourism could thrive in the Coyote Valley because of its easy accessibility including “u-pick” farms and farm-stands, educational programs, and farm tours. The scenic quality especially in the eastern and western portions of the Valley also makes this area especially attractive for farm bed-and-breakfast operations, a farm-restaurant, or an agricultural retreat center.

Growing need for technical assistance to support urban and urban edge agriculture

The increase in urban agriculture has fueled a demand for increased technical support. A facility offering such support could also play an important role in serving the urban edge intensive market gardening/truck farming movement. The decommissioning of the UC Cooperative Extension Research Station in Santa Clara County has left a need in the South Bay for a research station that can run trials and offer technical support for both urban and urban edge agriculture. The UC Division of Agriculture and Natural Resources (DANR) had at one point indicated possible interest in relocating the facility. Alternatively, a research station could be operated under the auspices of a different organization or a different branch of UC.

Creating a Physical Framework for Agriculture – The Coyote Valley Food Belt

The first task in ensuring the future of agriculture in Coyote Valley is to secure a stable land base that can support it. The concept is to create a permanently secured, local “Food Belt” dedicated to supplying a significant portion of the community's food, supporting existing agricultural businesses, and incubating new farming operations. The Food Belt will build on Coyote Valley's extraordinary agricultural resources and traditions in a forward-looking way—by providing fresh food, new recreation and education opportunities, diversification of employment, attractive viewsheds, habitat and watershed protection, and above all, a distinctive sense of place.

As conceived, the Food Belt will consist of approximately 2,380 acres of land that encircle the urban community and are permanently set aside for agriculture. The eastern component of the Food Belt includes all of the land east of Monterey Highway that is not part of the Coyote Creek Parkway, Riverside Golf Course, or the Pacific Gas & Electric substation (approximately 700 acres). This area includes some of the best soils and is least constrained by flooding and high groundwater. The concept is to maintain the east side of Monterey Highway as an agricultural greenway that is environmentally and aesthetically compatible with the natural character of the Coyote Creek Parkway and provides a distinctive visual contrast to the high density urban development proposed west of Monterey Highway.



Farmers markets are excellent outlets for local produce and important community events.



Roadside stands help expand local markets and encourage agro-tourism.

The southern component includes all of the land south of Palm Avenue and west of Monterey Highway (approximately 1,360 acres) that is not currently developed. As previously discussed, this area contains numerous existing agricultural operations, but also is fragmented by non-agricultural development and subdivision. The concept is to preserve as much contiguous agricultural land as possible in this area, integrate permitted rural residential uses as part of an agricultural setting, and halt the development of other incompatible and non-agricultural related uses.

The northern component consists of a series of three areas located along the Fisher Creek open space corridor and the base of Tulare Hill (approximately 200 acres). These areas include a 25-acre parcel that fronts on Monterey Highway and is adjacent to the Metcalf Energy Center; a 15-acre triangular parcel between Fisher Creek, Tulare Hill, and Santa Teresa Boulevard; and a 160-acre area north of Fisher Creek and west of Santa Teresa Boulevard. The latter two areas are both part of the proposed flood control system and will be used as detention areas during large storm events.

The western component of the Food Belt will consist of two small valleys at the northwest and southwest corners of the urban area (approximately 100 acres combined). The

Vision also includes an option to expand the western component of the Food Belt to create a continuous agriculture corridor that would connect the two western agriculture valleys along the base of the foothills. While desirable from an agricultural and community character standpoint, the additional agricultural acreage needed to implement this option (250 acres) realistically would require a reduction in the City's minimum development objectives for either jobs or housing to free up the land area.

The smallest (approximately 20 acres), but equally important, component of the Food Belt will be urban agriculture integrated into the community's schools, parks, and open space areas as community gardens.

The location and configuration of the Food Belt has been established to accommodate and complement the development program, but is also mindful of the physical characteristics needed to optimize urban edge agriculture. These characteristics include:

- Contiguous, undeveloped parcels.
- Prime, fertile, well-drained agricultural soils.
- Adequate parcel dimensions.
- Buffered from urban development (by a road, open space, etc.).
- Adequate access and infrastructure (farm road, irrigation water, drainage, etc.).

- Adjacency to open space.
- Scenic value.

The Function of the Food Belt

The Food Belt will make important economic, cultural, and environmental contributions to the developing urban area. Agricultural operations that are expected to continue and possibly expand are orchard crops, especially cherries, and greenhouse production of nursery products and hothouse vegetables. There will also be new opportunities for direct marketing of fresh top-quality produce and other farm products to local consumers and institutions, for on-farm educational programs and other agro-tourism, and for year-round employment as required by intensive specialty crop production. Direct ties to consumers will enable farmers to specialize in crops that are desired by the diverse cultures that make up the South Bay community. Preserving some of the existing character of this beautiful, historic agricultural area while updating the agricultural function and its connections to the community will add value to land and future development within Coyote Valley.

In addition to its food production role, the Food Belt will complement the urban community by fulfilling other needs, such as providing greenbelts and viewsheds that increase recreational and educational opportunities. Toward this end, public trails should be integrated into the Farm Belt so that the



The Food Belt will provide attractive open space framework for the community.

public can enjoy the open space value of agriculture in a manner compatible with farming operations. The Food Belt also will provide open space and help maintain habitat diversity and watershed health. In addition, the urban community will generate significant amounts of waste by-products including green wastes and wastewater that can be useful to farmers. Re-use of composted green waste and tertiary treated wastewater by agriculture will not only help reduce production costs associated with irrigation and fertilizer, it also will reduce urban costs associated with the disposal of these by-products in landfills.

The key to the viability of this more concentrated, reconfigured agriculture is holistic, far-sighted planning that encompasses agriculture’s overall contributions and requirements. Due to numerous constraints, as well as special opportunities, urban-edge agriculture needs to be approached just as well-designed communities are—as more than the sum of their parts. As an urban-edge amenity, valued by the community and responsive to its needs, the Food Belt is not a commodity but a unique resource.

Regulatory Framework for Land Protection and Resource Enhancement

Creation of the Coyote Valley Food Belt will require the development of a regulatory and policy framework that secures basic economic and physical conditions necessary to sustain

Agricultural Possibilities Anticipated for the Food Belt

	Southern Component 1,360 acres	Eastern Component 700 acres	Northern Component 200 acres	Western Component 100 acres (250 ac. Option)	Urban Component 20 acres
Large Scale (20–100 ac.)	Orchard Row crops Mixed animal & vegetables Poultry/rabbits Greenhouse nursery/vegetables Flowers	Orchard Row crops Mixed animal & vegetable	Row crops Forage Flowers	Orchard Row crops Mixed animal and vegetable Vineyards Stables Poultry/Rabbits Goat Dairy Stables	
Medium Scale (1 – 20 ac.)	Greenhouse plants/vegetables Mushrooms Intensive market garden Intensive berry farm/restaurant Research Station for Urban & Urban-Edge Agriculture	Greenhouse plants/vegetables Mushrooms Intensive market garden Intensive berry farm/restaurant Research Station for Urban & Urban-Edge Agriculture		Farm/restaurant Bed & Breakfast	
Small Scale (1/4 – 3 ac.)	Community gardens Botanical & cultural gardens Agricultural landscaping				Community and school gardens Botanical & cultural gardens Agricultural landscaping

agricultural practices. Given that the Food Belt will be located in both incorporated and unincorporated areas, it is essential that the City and County work together to develop a common set of goals, policies, and implementation tools. This policy framework must establish the following:

- Long-term vision that establishes the Food Belt as an agricultural preserve.
- Near-term measures to prevent further development that is inconsistent with this vision (e.g., rezoning, development moratorium, right-to-farm ordinance, etc.).
- Implementation mechanisms to secure land (e.g., establish agricultural impact fee, coordinate with a Land Trust to purchase/hold easements, fee simple title, etc.).
- Entity to coordinate, manage, and provide oversight to the development of the Food Belt.

The first step will be to establish a common policy framework for the City and County that sets forth a clear interagency agreement to implement County and City zoning ordinances that specify agricultural use.

The major task, ideally overseen by a single agency, will be to develop and implement a master “agricultural development” plan to secure permanent protection for each parcel of farmland in the Food Belt. This agency could be an existing local land trust or could possibly be a new entity such as a

Farmland Conservancy, a new type of agricultural development nonprofit. The role of this agency will be to assist current farmers who want to procure easements; to purchase parcels from farmers or other owners who wish to sell, resell, or possibly manage leasing of these purchased parcels to new-entry farmers; and to manage initial Food Belt-wide infrastructure installations.

Given the high land valuation, this agency will need considerable financial resources to undertake these tasks. Sources could be foundation, agency, and private funds, development fees, and possibly capital from tax-free revenue bonds if the agency chooses to lease some of the purchased properties (see Appendix A for additional discussion of funding sources). It is expected that the high cost of reinvigorating agriculture as a concentrated Food Belt in the Coyote Valley will be justified. The high intrinsic value of the agricultural and natural resources in the Valley, the urban edge location, and the integrated urban-rural plan make this an important potential model for other such projects.

Coyote Valley Food Belt – Ongoing Support

Long-term success of agriculture in the Food Belt will require ongoing support including coordinated marketing and promotion efforts, technical assistance, and policy stewardship. As emphasized in the Santa Clara County Agricultural Marketing Feasibility Study, while the number of potential resources available is encouraging, the complexity of the

information and application process put them beyond the reach of most small farmers. Most importantly, in the Food Belt concept, the success of individual farmers is in good part tied to the success of the agricultural preserve as a whole.

The coordinated support effort needed to make the Food Belt a thriving concern for farmers and a valued amenity for residents calls for the establishment of a Coyote Valley Food Belt Center. This Center would likely evolve out of the agricultural development entity that establishes the initial policy and regulatory framework for the Food Belt. It also is likely to require support from various local, state, and federal agencies. In the long term, the Center would be managed by either by a dedicated nonprofit or by a local governmental agency.

Regardless of its genesis, the Center will be needed to provide the following types of services (see Appendix A for more detailed list of services):

- Policy stewardship
- Marketing and promotion
- Promotion of agricultural literacy, awareness, and experience
- Technical assistance
- Support for ethnic farmers and consumers
- Managing leased farmland owned by the Center

Conclusion

Most important to the long-term viability of an agricultural component in Coyote Valley, will be a mutual commitment by the community to give agriculture the support that it needs, and by farmers to be responsive to the needs of the community. This common vision must be cultivated in all phases of planning and development.

Coyote Valley Greenbelt

The Food Belt concept is intended to complement and add definition to the somewhat undeveloped notion of the Coyote Valley Greenbelt. It expands upon the greenbelt concept by providing a more focused and proactive vision for permanently protected agricultural land in Coyote Valley. In addition to the 3,300 acres set aside in the City’s General Plan, the Vision re-designates the 310 acres of Urban Reserve lands along the eastside of Monterey Highway for agriculture. This means that all lands east of Monterey Highway and all lands south of Palm Avenue will be part of the greenbelt buffer. In addition, approximately 300 acres of smaller non-contiguous agricultural landholdings are designated along the north and west sides of the urban area. These areas in conjunction with open space holdings on Tulare Hill and County parklands will contribute to the creation of a permanent open space buffer along the north and west sides of the Valley as well. Together, the Food Belt and land set aside for public open space will secure approximately two-thirds of the Valley in some form



The Coyote Valley Food Belt preserves 2,380 acres around the periphery of the new town for agriculture.

of permanent open space, and help fulfill the goals of the cities of San José and Morgan Hill and of the County for agriculture, resource protection, recreation and urban buffering in the South Valley. The policy recommendations in this Vision recognize that considerable work is needed to create the mechanisms necessary to implement the Food Belt concept and the Interim Planning Principles adopted by San José, Morgan Hill, and Santa Clara County. The Vision strongly supports the collaborative efforts of the three jurisdictions to establish these mechanisms.

Policy Recommendations

Agricultural Open Space

Establish the Coyote Valley Food Belt, a 2,380-acre agricultural preserve for the purposes of providing a stable land base for agriculture, supplying a portion of the new town's food, supporting existing agricultural businesses, and creating new farming opportunities.

• • • •

Prepare and implement an Agricultural Development Master Plan to address management policies for the Coyote Valley Food Belt. The master plan, a joint effort of the City of San José and Santa Clara County should:

- Establish a long-term vision for the Food Belt

- Identify near-term measures to protect agricultural land from incompatible development, including rezoning, a moratorium on development, right-to-farm ordinance, etc.
- Establish mechanisms to secure agricultural land, such as agricultural impact fees, acquisition through purchase of fee title or conservation easement, transfer of development rights, etc.
- Identify ongoing support programs to ensure the success of the Food Belt, including policy stewardship, marketing of farm products to local markets, promotion of agro-tourism in Coyote Valley, promotion of agriculture education and awareness, technical assistance, etc.
- Establish the Coyote Valley Food Belt Center, a separate agency or trust to coordinate ongoing support efforts
- Maximize the secondary advantages of the Food Belt in Coyote Valley, such as defining the urban edge of the new town, protecting views of the surrounding foothills and providing visual interest, providing additional opportunities for recreation, and contributing to a unique sense of place and quality of life in Coyote Valley.

• • • •

Provide a weekly farmers' market site on the Town Center Green located at Bailey Avenue and Santa Teresa Boulevard.

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Permit community garden allotments where appropriate in the Fisher Creek and Bailey Avenue Greenways and other urban parklands.

Recreational Open Space

Creating a Diverse and Accessible Park Network

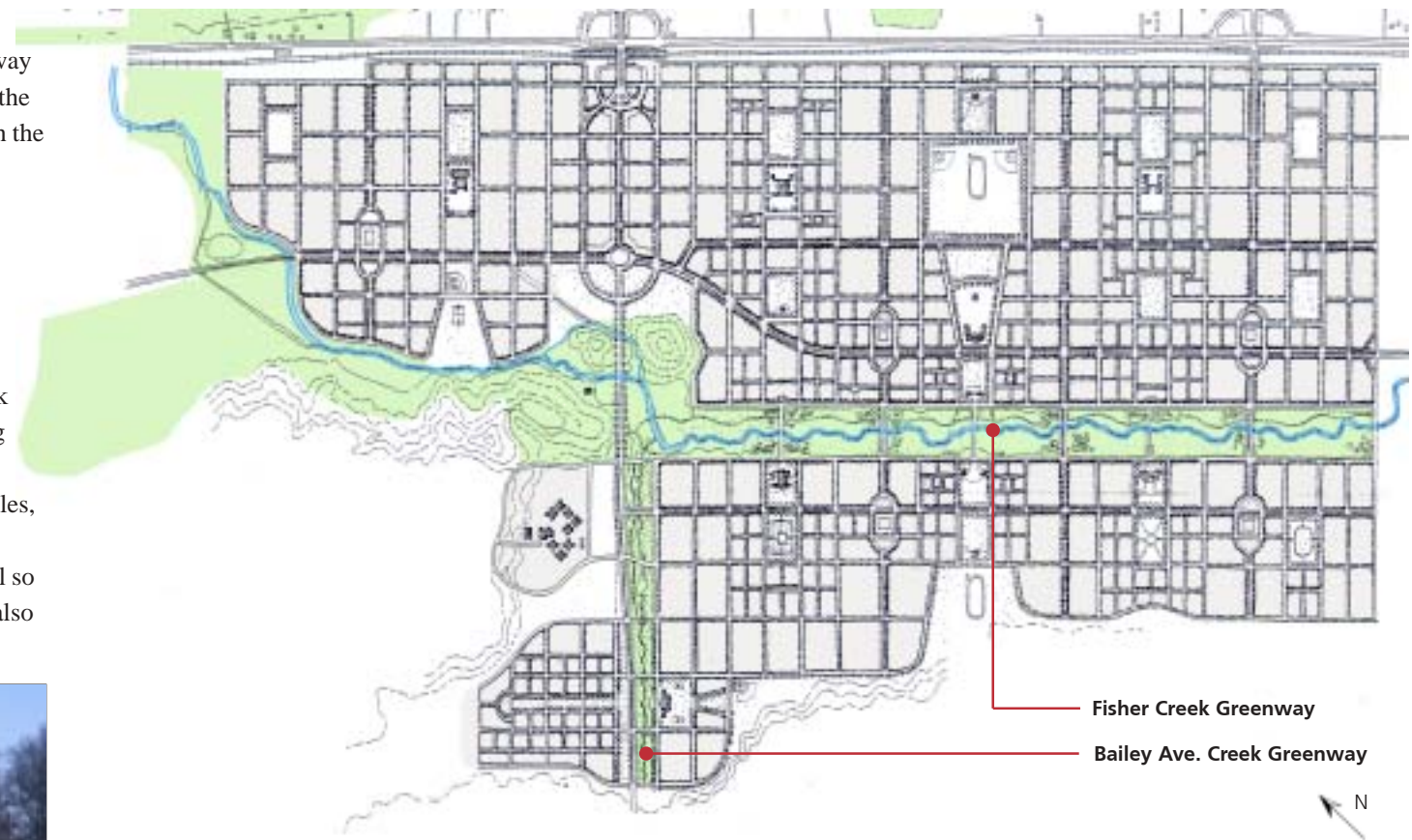
The presence of a well-designed, diverse, and accessible network of parks and community facilities is essential to the health and well-being of any community. The Vision includes 860 acres of new regional, community, and neighborhood parklands that are distributed within convenient walking distance for all residents and employees. Each type of park has different facilities and serves a different function within the community. The amount of parkland proposed meets the City of San José parkland requirements.

Regional Parkland

Regional parks typically include large land areas (more than 100 acres) and often are created to preserve a specific natural resource or amenity. As a result they often include a large component of natural land, are generally dedicated to more passive recreational activities, and are intended to serve the region. The Vision adds 560 acres of new regional parkland to the 800 acres of regional parkland already contained in the County's Coyote Creek Parkway. Together these regional parklands define the primary natural feature of the Vision: a network of greenways structured around the area's two creeks that extend as ribbons of natural open space through the new town, connecting it with the surrounding foothills and agricultural lands. The Fisher Creek Greenway extends north from Palm Avenue to Bailey Avenue where it intersects with the Bailey Avenue Greenway that extends along the south side

of Bailey Avenue from Santa Teresa Boulevard west to the foothills. North of Bailey Avenue, the Fisher Creek Greenway takes on a less formal character defined by the foothills of the Laguna Seca and Tulare Hill as it turns east to connect with the Coyote Creek Parkway east of Monterey Highway.

While a principal purpose of the greenways is flood management, these corridors also will provide significant recreational amenity. This parkland will be predominantly natural in character with opportunities for a range of recreational activities such as hiking, biking, and horseback riding. Trails within the greenways will connect to existing regional trails and to nearby County parks. All facilities, including trails, interpretive displays, restrooms, picnic tables, equestrian staging areas, etc., will be flood resistant and integrated into the design of the flood management channel so as not to impede storm flows. Community gardening may also be a suitable use in some portions of the greenways.



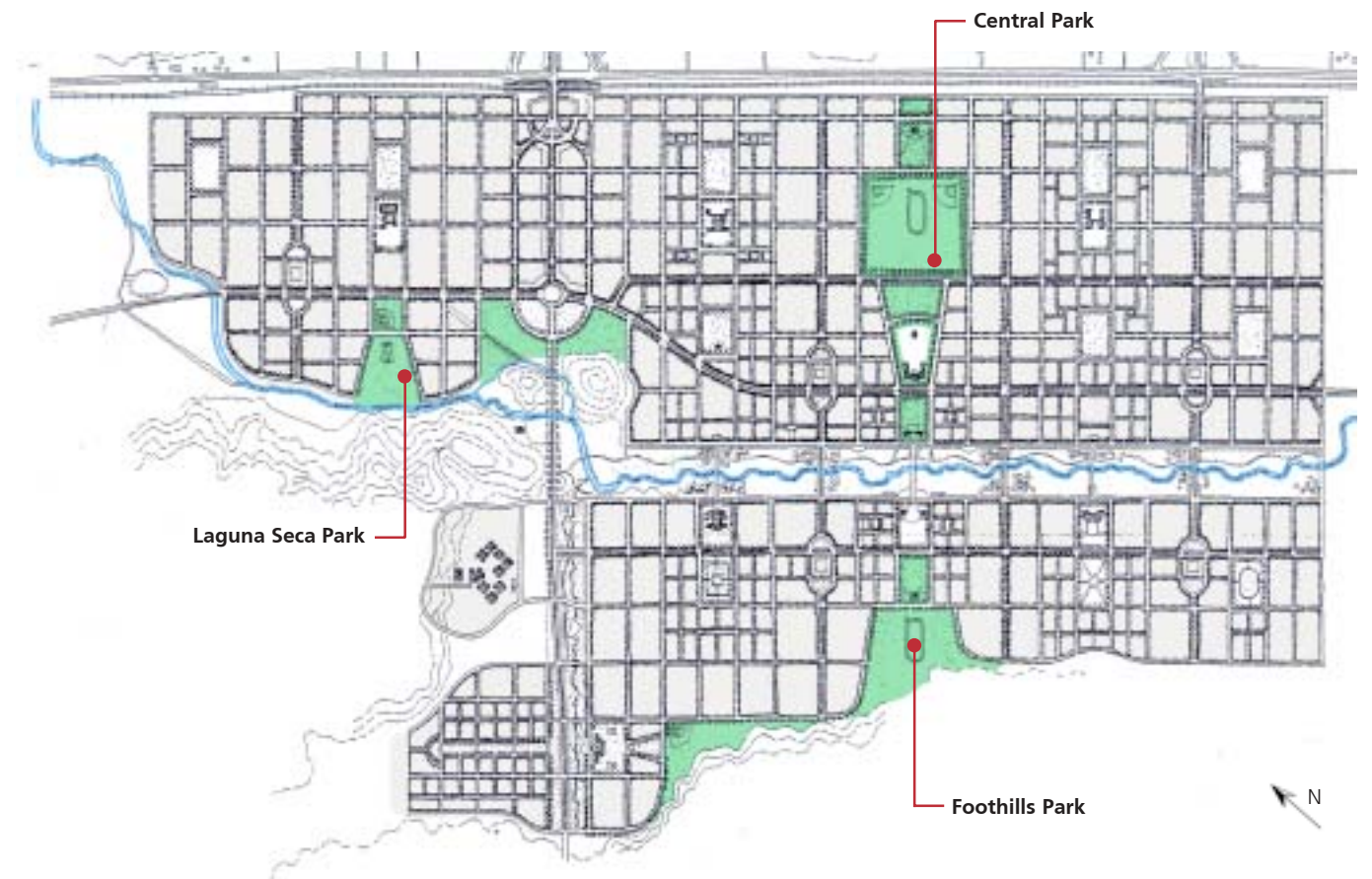
The Fisher Creek and Bailey Avenue Greenways will add 560 acres of new regional parkland to the Valley. They will also function as the overflow areas for Fisher Creek's flood management system.

Community Parks

Community parks are intended to serve the area within a mile of the park. They generally include larger recreation facilities for group activities and organized sports, including sports fields (soccer, football, baseball), tennis and basketball courts, playgrounds, aquatic facilities, and group picnic areas. Other facilities that might be incorporated include community centers, a library, or a performing arts center.

Coyote Valley includes three community parks, totaling 180 acres. The parks have been sited to ensure convenient access to and even distribution of recreational facilities for the entire community. All community parks are located on at least one bicycle route and are within easy walking distance of a Neighborhood Center and transit.

Between Laguna and Richmond avenues, Central Park and Foothills Park anchor a band of parkland that creates a continuous east-west connection between the Coyote Creek Parkway and the foothills of the Santa Cruz Mountains. Central Park, the largest and most formal of the three parks, is centrally located adjacent to the Middle School to serve the southeastern area of the community. Foothills Park, which is adjacent to the high school, is less formal in shape and creates an open space buffer between the urban area and the foothills, as well as an open space connection north to the Bailey Avenue Greenway. Laguna Seca Park is located between Santa Teresa Boulevard and the Fisher Creek Greenway between the Town Center and the northernmost neighborhood commercial center. This park will provide an important northern gateway to the Fisher Creek Greenway from the urban community.



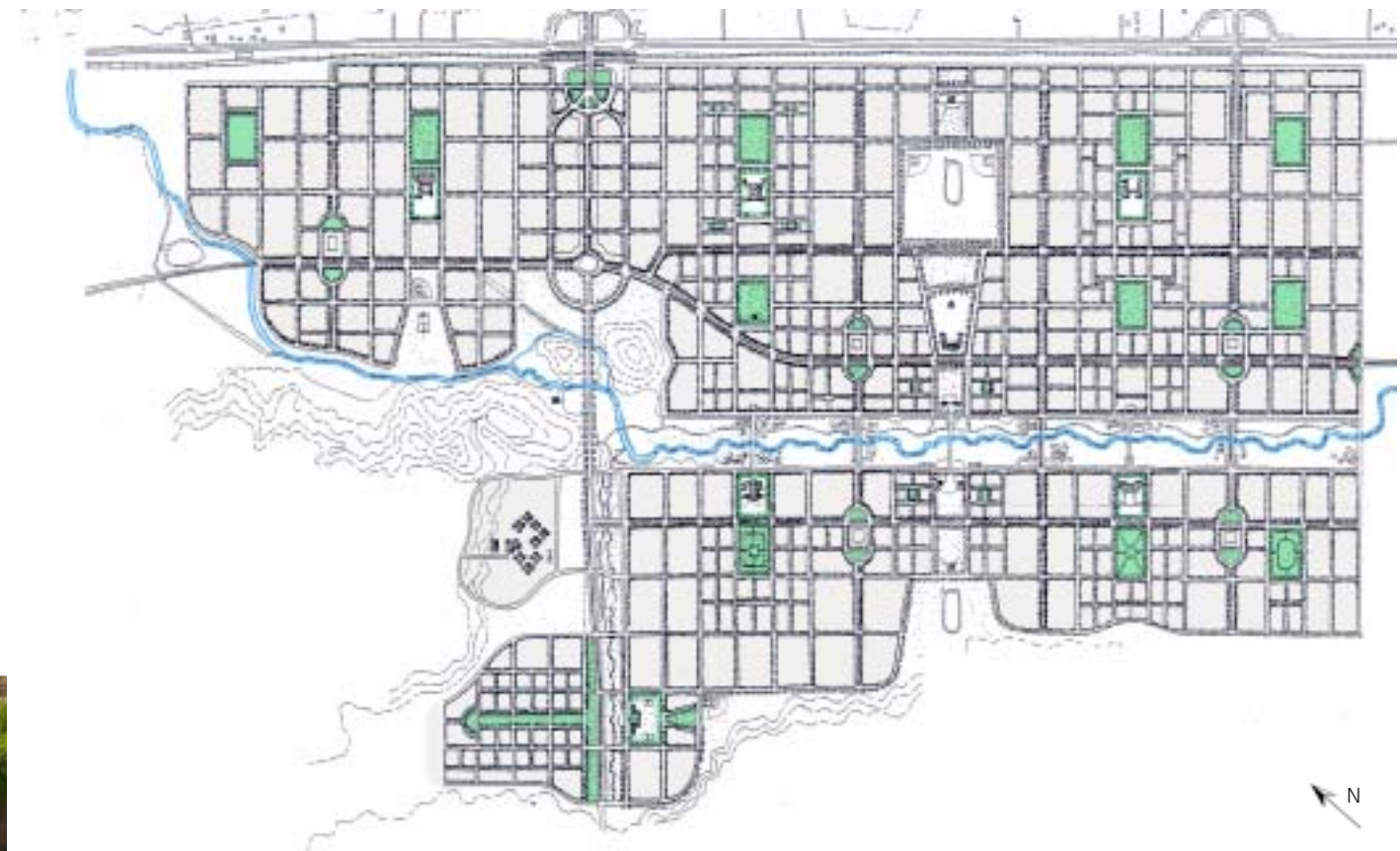
The Vision includes three new Community Parks totalling 180 acres.

Neighborhood Parks

The Vision includes 12 neighborhood parks, totaling 120 acres, distributed evenly throughout the town. These parks are intended to serve the neighborhood in which they are located. Thus, parks have been sited within a quarter mile of all residents and employees. They are also located on at least one bicycle route and are within easy walking distance of a Neighborhood Center. The neighborhood parks are sited to provide a focal point and community gathering area for each neighborhood. They generally occupy a full city block, approximately 7 acres in size, and are surrounded by uses that face onto the park. The design character and facilities in each park can vary and will contribute greatly to the character of the different neighborhoods. Typically neighborhood parks include smaller recreational facilities such as playgrounds, tennis and

basketball courts, and turf areas, but there is no requirement for active recreation facilities such as sports fields. Some parks may consist of an informal green for more passive enjoyment.

Several neighborhood parks are sited adjacent to elementary schools and the middle school to allow for some overlapping use of parks by the schools. This arrangement achieves a more efficient use of land and resources, while also reinforcing the concept of the neighborhood park as a gathering place and civic focal point for each neighborhood. Joint-use agreements between the Morgan Hill Unified School District and the City of San José will be necessary for the sharing of school yards and public park space.



Neighborhood Parks are located to provide a focal point for the neighborhoods they serve, and to be within easy walking distance of all residents and employees.

Other Parklands

Two other areas of parkland, which do not fall into the typical neighborhood, community, and regional parkland categories, will play an important role in meeting the recreation and open space needs of Coyote Valley residents and employees, and in building community character.

The Town Center Green, located at the western end of the Town Center, includes the area west of Santa Teresa Boulevard and within the arc of roadway created by the triad of Town Center streets. It provides a green terminus and will fulfill the role of the traditional town green, but in a more urban context; it is an urban park and focal point at the western end of the downtown. The Green also provides a transition between the town's urban core and the natural areas of the Bailey Avenue and Fisher Creek Greenways and preserves an important east-west view corridor along Bailey Avenue. Given its central location and adjacency to a transit station, the Green provides an ideal site for a weekly farmers' market and potentially a permanent central produce market that celebrates the agricultural heritage of Coyote Valley.

The Palm Avenue Greenway is a narrow band of open space that extends east-west across the Valley along the south side of Palm Avenue from Monterey Highway to the western foothills. This strip of open space provides a physical and symbolic transition, buffer, and gateway between the town and the

agricultural areas to the south. The Greenway will include a formal planting of trees that references the Valley's orchards and creates an attractive tree-lined passage across the Valley. From a recreation standpoint, the Palm Avenue Greenway is primarily a trail corridor, providing an open space connection suitable for equestrian use as well as for pedestrians and bicycles.

An Integrated Multi-Use Open Space System

The Vision incorporates natural, agricultural, and recreational elements to create a comprehensive and integrated open space system that fulfills many functions, including protection and enhancement of environmental quality, preservation of landscape character, preservation of agricultural potential, and enhancement of recreational opportunities.

Critical habitat areas in Coyote Valley—including sensitive riparian habitat in the Coyote Creek Parkway and serpentine habitat in the foothills above the valley floor—are preserved within public and private open spaces and are further buffered from development by open space, regional parkland, and agricultural designations that provide additional opportunities for both protection and connectivity. The open space system also preserves the visual character of the Valley through the integrated use of natural greenways and agricultural lands, reflecting both the



The Town Center Green and Palm Avenue Greenway are important open space features that will contribute to Coyote Valley's unique sense of place.

natural and agricultural history of the area. The restoration of Fisher Creek, the integration of agricultural uses within parkland areas, and the design of a new town around key natural features each contribute to the creation of a new place rooted in the existing landscape.

The open space system is also based on the belief that agriculture can and should contribute to the quality of life in the new community while preserving the productive potential of the Valley's farmland. Not only will these lands supply fresh food and produce to the new community, they also will serve as visual open space, provide for recreational and educational opportunities, and continue to serve as habitat and forage for wildlife. Agricultural lands are connected to other park and open space lands within and surrounding the new town by a network of trails. This link is further enhanced by the integration of agricultural uses within parkland areas, such as community garden plots in the Fisher Creek and Bailey Avenue Greenways and a farmers' market site at the Town Center Green.

Finally, the open space system enhances recreation opportunities by creating parklands that accommodate a range of recreational experiences from fully developed active recreation facilities to natural areas with minimal facilities intended for more passive pursuits. All parklands in the new town are connected by a network of trails and bicycle routes that provide access to and between all open space lands within the Valley as well as the surrounding area, including trail connections to neighboring County parks, such as Santa Teresa, Calero, and Coyote Creek Parkway.

Policy Recommendations

Recreational Open Space

Provide 860 acres of new regional, community, and neighborhood parkland that includes both active and passive elements to meet the recreational needs of all residents and employees.

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Establish a 560-acre regional parkland greenway system that offers recreational opportunities, the ability to move through the new town in a park setting, and connections to regional County parks in the vicinity.

• • • • •

Restrict uses and facilities in the greenway to those compatible with the flood management and environmental enhancement objectives of the system, including multi-use trails, equestrian staging areas, interpretive displays, community gardens, picnic areas, etc.

• • • • •

Require that recreation facilities located within the greenways be flood resistant and sited such that flood flows are not impeded.

Focus neighborhood-scale active recreation and service facilities in neighborhood parks, including single-sport fields, hardcourts, and playgrounds.

• • • • •

Co-locate schools with neighborhood parks to maintain a compact urban form and provide an important gathering place in each neighborhood.

• • • • •

Establish joint-use agreements between the Morgan Hill Unified School District and the City of San Jose for the sharing of school yards and public park space.

• • • • •

Provide connections between all parkland and open space in Coyote Valley with a network of multi-use trails and bicycle routes. The internal trail system shall provide connections to existing and proposed regional trail routes that connect to regional and County parklands and open space.



Community & Neighborhood Parks
 Regional Parkland
 Agriculture Land



The Vision provides for a comprehensive open space system that integrates urban and regional parkland with agricultural land to provide a green framework for future development.

C. Circulation

The circulation system is one of the primary elements on which the new Coyote Valley community is structured. The system, which incorporates a full range of travel modes, including commuter rail, light rail, bus, bicycle, pedestrian, equestrian, and automobile, is designed to facilitate convenient access to work, home, shopping, and recreation within Coyote Valley, while also providing necessary links to the regional circulation system.

Roadway System

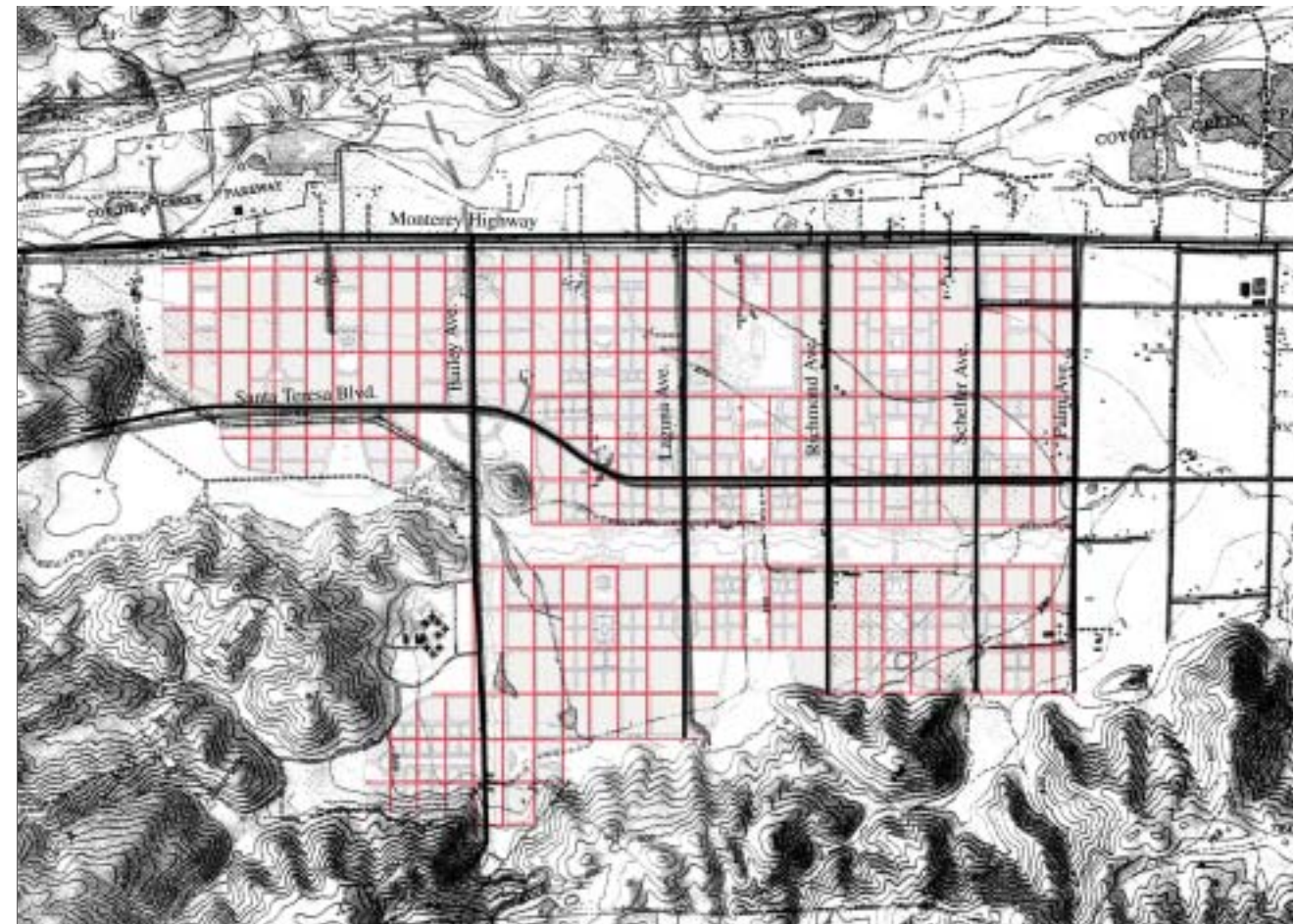
Existing Roadway System as Framework for the New Town

The existing pattern of agricultural subdivision, rural roadways, and rail lines, dates from the earliest settlement of Coyote Valley. This pattern is retained as the basic framework for the future circulation system and the new town. Monterey Highway, which is the historic El Camino Real, runs north-south along the length of Coyote Valley connecting Gilroy, Morgan Hill and San Jose, and forms the eastern boundary of the town. The single track Southern Pacific Railroad line runs parallel to the westside of Monterey Highway. The line currently provides Caltrain commuter service between Gilroy and San Francisco and daily Amtrak Coast Starlight service to and from Los Angeles. To the west, Santa Teresa Boulevard forms a central north-south spine through the community. Finally, a series of local-serving east-west agricultural roads divide the Valley into a pattern that responds to agricultural activities.

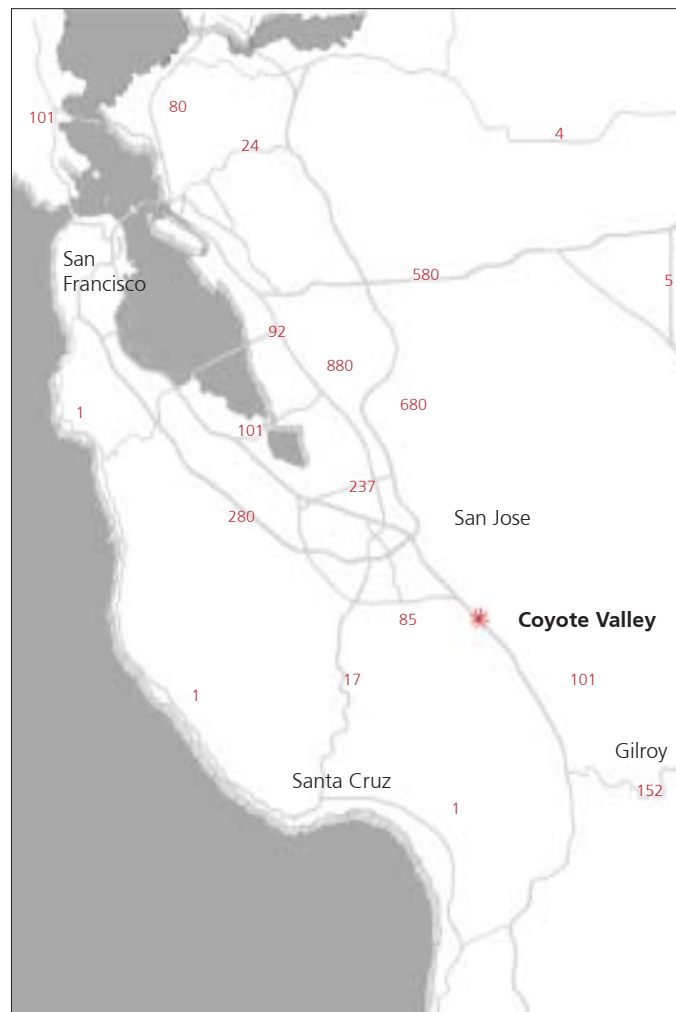
Proposed Street Network

The proposed street network for Coyote Valley is a dramatic departure from typical suburban patterns found elsewhere in Silicon Valley. It provides a return to patterns more typical of traditional urban neighborhoods, employing a highly integrated grid of streets that allows for an even flow and distribution of traffic and provides a variety of routes to all parts of town. Rather than creating a maze of cul-de-sacs and wide suburban arterials that serve the automobile well and pedestrians poorly, every street in Coyote Valley will accommodate vehicles, bicycles, and pedestrians safely and comfortably. The majority of the streets will have two travel lanes and narrow cross-sections that help reduce traffic speeds and ensure that pedestrians feel safe crossing at all intersections. A few streets that will need to carry larger traffic volumes are designed with four travel lanes, but also include features to ensure pedestrian safety and comfort.

Based on the framework established by existing roadways, the internal street network establishes a 750-foot by 500-foot block dimension, a 3:2 length-to-width ratio that is similar to city blocks found elsewhere in the Bay Area, including San Francisco, Palo Alto, and Mountain View. The grid of 750' x 500' super blocks creates a highly flexible framework that can accommodate all types of development and be subdivided into a series of smaller, pedestrian-scaled blocks that easily accommodate the integration of parks and squares into neighborhood design.



The proposed street network builds upon the existing road network. Red indicates new street network. Black indicates existing roads.



Regional highway access to Coyote Valley

Regional Access

Highway 101, Monterey Highway and Santa Teresa Boulevard will provide regional and sub-regional vehicular access to Coyote Valley. Although detailed traffic analysis will be needed for confirmation, the Vision assumes that two new interchanges ultimately will be needed on Highway 101 to serve buildout of Coyote Valley: one at Bailey Avenue and one at Scheller Avenue. These two existing streets will be extended east from Monterey Highway and connect with Highway 101 where Caltrans has reserved rights-of-way for future interchanges. The Bailey Avenue interchange, which has already been approved by the City of San Jose, is slated to begin construction in 2003. At present, VTA's 2020 Transportation Plan only includes the interchange at Bailey Avenue. In order to reinforce the use of transit, the Scheller Avenue interchange will only be built if and when traffic can no longer be accommodated by the single interchange at Bailey Avenue.

As subregional facilities, Monterey Highway and Santa Teresa Boulevard will carry both regional and local traffic. Given the alignment of the railroad along its west side, Monterey Highway will have limited direct access into the new community. As a result, it will serve as a high-volume, limited access, through corridor linking Coyote Valley to urban areas to the north and south. By comparison, Santa Teresa Boulevard will serve a much greater role in local

vehicular circulation, although it also will be the primary corridor for accommodating regional rapid transit.

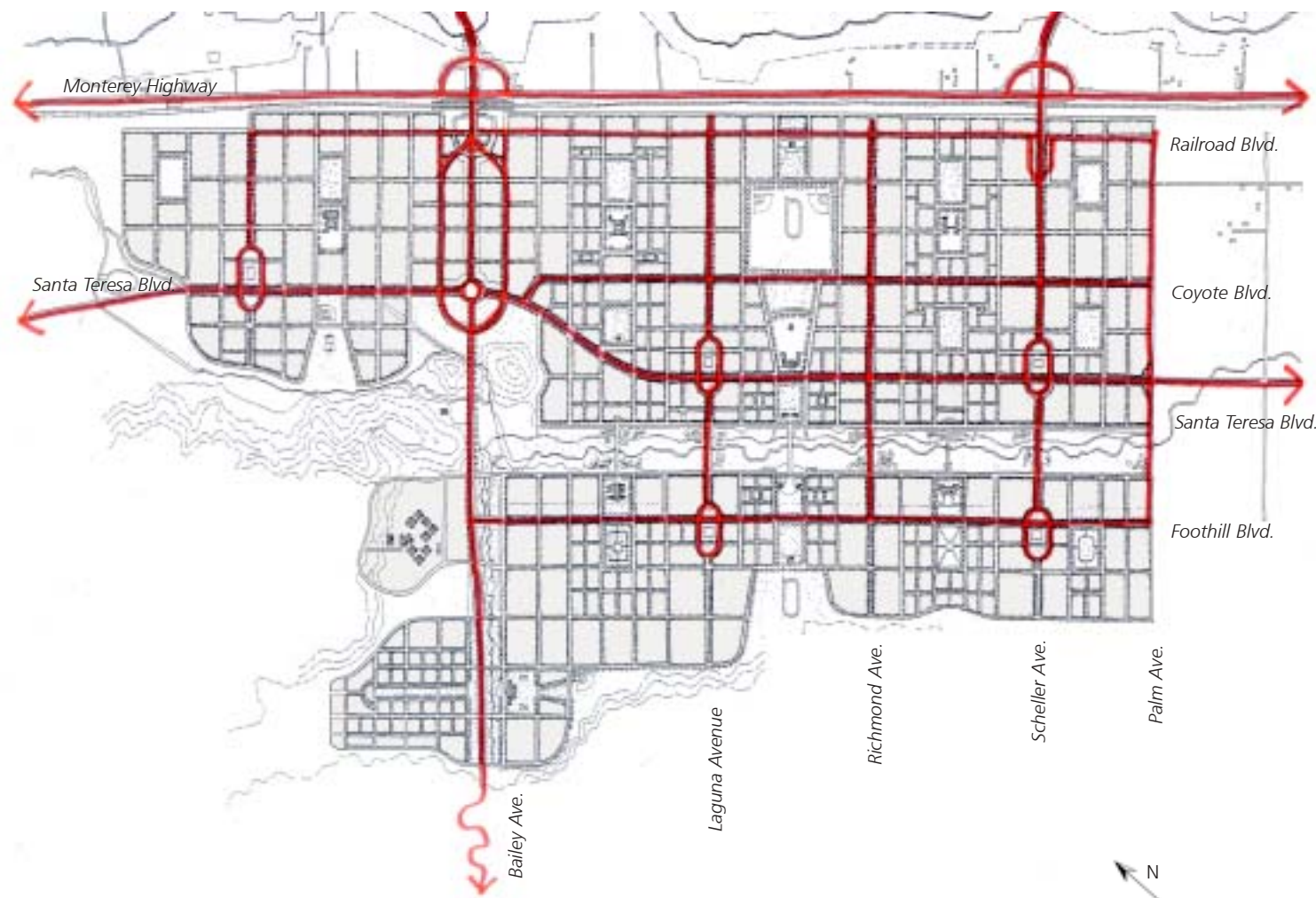
Local Access

Local access within the new community will be provided by a series of east-west and north-south minor boulevards which are

interconnected and subdivided by a series of smaller local and minor streets. Existing streets such as Bailey Avenue, Laguna Avenue, Richmond Avenue, and Scheller Avenue will be upgraded to serve as key east-west corridors in the new community.



Regional access to Coyote Valley



Framework of major roadways proposed within Coyote Valley.

Street Types

Major Boulevards

Monterey Highway and Santa Teresa Boulevard are designated as major boulevards. Although both will serve as major arterials, their design will differ to respond to their function within the community.

Monterey Highway

Given the agricultural land use along the eastside, and the restrictions on at-grade railroad crossings on the westside, Monterey Highway will function as high-volume, limited-access thoroughfare in a rural setting. The street cross-section includes two travel lanes in each direction separated by a landscaped median and left-turn pockets as needed. Consistent with the rural setting and absence of adjacent uses, no on-street parking will be provided. Similarly, bike lanes and sidewalks will not be provided on both sides of the street, rather a more rural multi-purpose trail will be provided along the eastside of the road. A paved trail will accommodate pedestrian and bicycle users while a parallel unpaved trail will accommodate equestrians. Landscape treatment along the corridor will be rural in character.

Santa Teresa Boulevard

By contrast, Santa Teresa Boulevard is envisioned as a grand urban boulevard that can accommodate high volumes of transit and vehicular traffic while maintaining an attractive and walkable urban neighborhood. Santa Teresa Boulevard is seen as emulating the great boulevards of America and

Europe with high-density housing, offices, and retail fronting directly onto the corridor and supporting an active pedestrian street life. Santa Teresa Boulevard is designed with two high-volume, center travel lanes in each direction separated by a landscaped median and dedicated transit lane that will accommodate rapid transit service. Low-speed side lanes are provided on each side of the main corridor to provide local, front-door access to uses fronting on the corridor. These side lanes are separated from the main travel lanes by a landscaped median and from adjoining development by a broad, tree-lined sidewalk.

Minor Boulevards

Seven minor boulevards, including two north-south routes and five east-west routes, will complement the major boulevards in Coyote Valley. These minor boulevards will serve as collector streets within the town providing connections to regional circulation routes and between neighborhoods. The minor boulevards are modeled after streets such as Dolores Street in San Francisco, a gracious street with four travel lanes, one parking lane in each direction, wide sidewalks, and a grand landscaped central median with palm trees. Minor boulevards will serve both residential and non-residential neighborhoods.

Commercial "Main Streets"

Several streets in Coyote Valley are intended as town- and neighborhood-serving commercial "main streets." These streets are modeled after traditional Bay Area main streets, such as University Avenue in Palo Alto and Castro Street in

Mountain View. Bailey Avenue between Monterey Highway and Santa Teresa Boulevard will be the primary commercial street in Coyote’s Town Center. Other similar commercial streets will enclose the public squares at the three transit villages on Santa Teresa Boulevard and at the two Neighborhood Centers west of the Fisher Creek Greenway. These narrow, two-lane commercial streets will maintain a strong pedestrian orientation and human scale, incorporating amenities such as wide sidewalks, retail storefronts, outdoor seating areas, landscaping, and on-street parking.

In the Town Center, the Bailey Avenue main street will also carry significant vehicle traffic due to its connection with Highway 101. To accommodate high traffic volumes and maintain walkability, circulation in the Town Center has been designed as a triad of commercial streets (i.e., three parallel streets) rather than a six- or eight-lane arterial. Bailey Avenue will begin at its interchange with Highway 101 as six-lane arterial until it reaches the Caltrain line west of the freeway. At this point, Bailey Avenue will divide into three streets. One two-lane street will curve north,

continuing westbound as a one-way street that will distribute traffic between Highway 101 and Santa Teresa Boulevard. One street will continue westbound through the Town Center as the commercial main street, a two-lane, two-way corridor through the district. South of Bailey Avenue, a two-lane eastbound one-way street will distribute traffic between Santa Teresa Boulevard and Highway 101. West of Santa Teresa Boulevard, the triad of streets will join together again to form Bailey Avenue. This street configuration has the advantage of allowing retailers to locate on the most highly visible and heavily trafficked streets in the Town Center while maintaining a pedestrian-oriented shopping environment. At the same time, it allows high traffic volumes being funneled to and from Highway 101 to be distributed into the finer grid of streets in Coyote Valley without introducing large, multi-lane arterials that compromise community character.

Local Streets

Local streets in the new town provide one- and two-way connections between collector boulevards and commercial main streets in residential and non-residential

neighborhoods. These streets are the backbone of the street network, providing local movement within and between neighborhoods. They also are used to define urban parklands and the urban/rural edge of the town. Typical local streets in Coyote Valley will include two travel lanes, and either one or two parking lanes. These streets will be lined with shade trees for pedestrian comfort and a sense of enclosure.

Minor Streets

Minor streets complete the proposed street network for Coyote Valley. These mid-block streets provide one- and two-way connections between local streets in residential neighborhoods. Representing the finest grain of the grid, these streets are narrow, typically providing two travel lanes without a parking lane, or one travel lane with parking. Alleys could further subdivide minor streets providing access to garages and living quarters at the rear of residential lots. Minor streets can also serve the purpose of providing variety within the grid by providing an unexpected or uncommon element, such as terminating at a park or square.

Policy Recommendations

Provide an interchange at Highway 101 and Scheller Avenue only after the interchange at Bailey Avenue is operating at full capacity.

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Maintain Monterey Highway as a rural limited-access route through Coyote Valley.

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Establish Santa Teresa as the primary multi-modal travel corridor, including a segregated right-of-way in the median to accommodate rapid transit service.

• • •

Establish a traditional urban grid system of streets to evenly distribute traffic, provide a variety of routes, and encourage a safe pedestrian environment.

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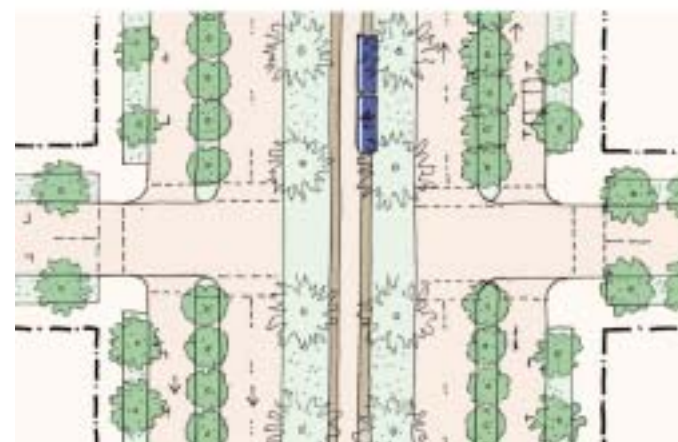
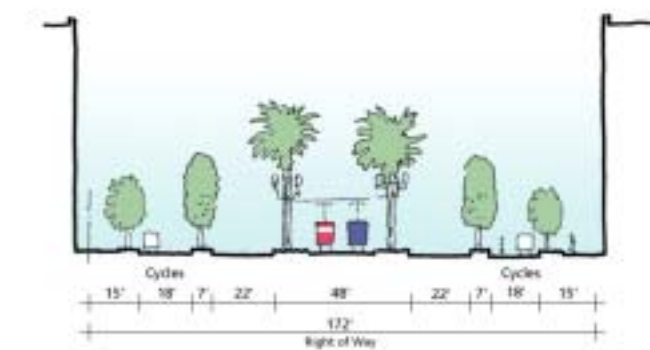
Establish Bailey Avenue between the Caltrain line and Santa Teresa Boulevard as the primary commercial street in Coyote Valley and the "main street" of the Town Center.

• • •

Structure the Town Center on a triad of commercial streets that allows retailers to locate on highly visible and heavily trafficked streets while maintaining a pedestrian-oriented shopping environment.

Major Boulevard
Santa Teresa Boulevard

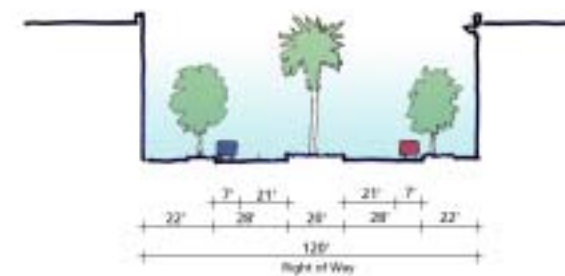
Santa Teresa Boulevard is designed as a multi-way arterial with a dedicated right-of-way (ROW) in its median for transit and separate frontage roads on either side serving the adjacent buildings. The overall right-of-way is 172 feet with a 48-foot wide median containing Bus Rapid Transit lanes (or, ultimately, VTA Light Rail tracks). The frontage roads are separated from the through lanes by a tree-lined median. These frontage roads are pedestrian-oriented with a paved surface intended to act as a traffic-calming element and make them suitable for bicycles, on-street parking and pedestrians. Closely planted canopy street trees on the side medians separate the slower, pedestrian-oriented realm from the higher-speed through lanes. The sidewalks in front of the buildings on either side of the boulevard are 15 feet wide with their own planting strip and rows of street trees. Taller palm trees, spaced at greater distances are proposed on either side of the tracks on the central median. The through lanes are 22 feet wide in each direction—two 11-foot wide traffic lanes. Shattuck Avenue in downtown Berkeley is an example of this type of boulevard (although without the dedicated transit lane). (For additional examples see *The Boulevard Book*, by Allan Jacobs and Elizabeth Macdonald, MIT Press).



Major Boulevard - Santa Teresa Blvd.



Shattuck Avenue, Berkeley



Minor Boulevard



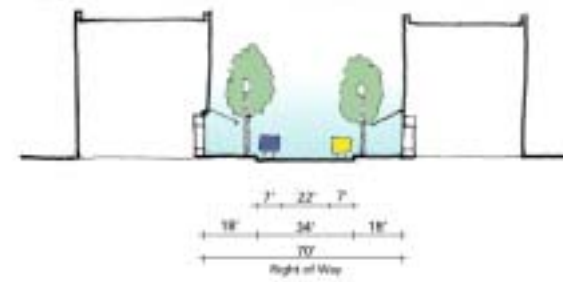
Castro Street, Mountain View

Minor Boulevards

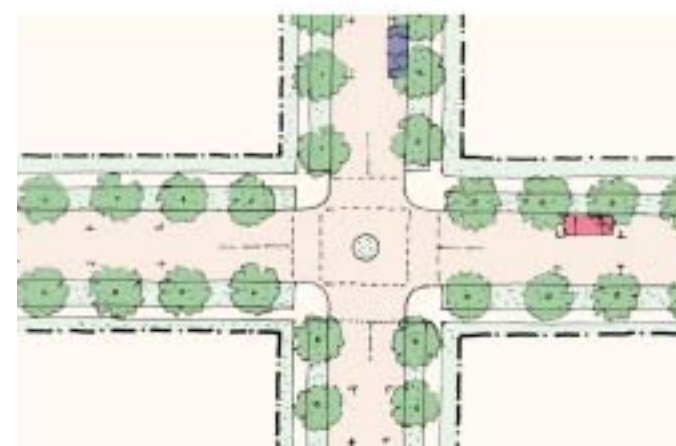
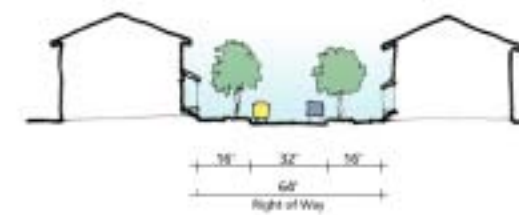
The minor boulevards such as Laguna, Richmond, Scheller, Coyote and Foothill Boulevards are intended to carry neighborhood traffic through the town. The overall right-of-way (ROW) is 120 feet—the same as San Francisco's beautiful Dolores Avenue. The street section consists of a 20-foot wide median planted with tall palm trees, with a 28-foot wide roadway on either side. The roadway consists of two 10'-6" wide travel lanes and a 7-foot wide parking lane. The sidewalks are 22 feet wide with a generous planting strip and closely planted canopy street trees.

**Commercial Main Street,
Bailey Avenue at the Town Center**

Bailey Avenue in the Town Center is designed as a transit-oriented, pedestrian-friendly main street serving the mixed-use businesses in Coyote Valley's Town Center. It has a 70-foot wide right-of-way (ROW) and a 34-foot curb-to-curb dimension, with 18-foot wide sidewalks on either side. The roadway has on-street metered parking on both sides. The sidewalks will include closely planted canopy street trees, decorative lamp standards, banners, and awnings. It is similar to Mountain View's Castro Street in scale and character.



Commercial Main Street - Bailey Ave.



Typical Residential Street

Typical Residential Streets

The typical residential streets throughout the town are designed to have a 64-foot wide right-of-way (ROW) and a 32-foot curb-to-curb dimension. The narrow cross-section is intended to reduce traffic speeds in residential neighborhoods while providing on-street parking on both sides of the street. At intersections a small landscaped roundabout is intended as a traffic-calming device. The 16-foot wide sidewalks on either side will have generous planting strips and closely planted canopy street trees.

Mid-block lanes, not shown here, are designed with a narrower right-of-way dimension to create more intimately scaled environments.



Castro Street, Mountain View



Residential Street in Davis

Transit System

As previously noted, the circulation system for Coyote Valley incorporates a variety of transit systems, including commuter rail, bus rapid transit, and potentially light rail.

Commuter Rail

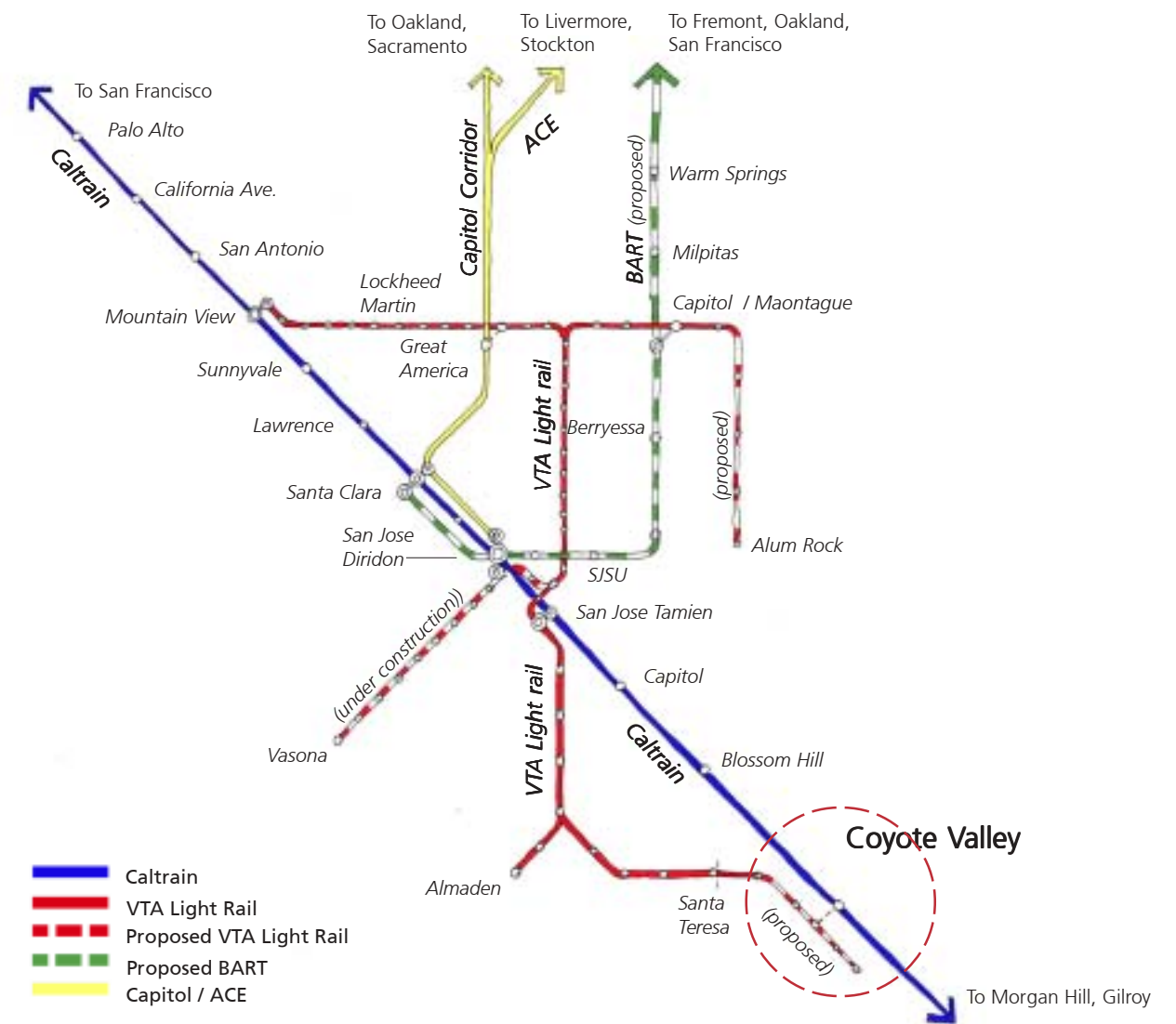
Caltrain provides commuter rail service between San Francisco and San Jose. Commute hour service is also provided between San Jose and Gilroy on the Southern Pacific Railroad line. Only four morning northbound and four afternoon southbound trains are offered between Gilroy and San Jose during commute hours. This is partly due to the fact that only single-track facilities exist between San Jose and Gilroy. No Caltrain stations are currently located in Coyote Valley. Despite the limited commute hour service currently provided between San Jose and Gilroy, the addition of a Caltrain station in Coyote Valley is an important part of the Vision. The Valley Transportation Authority's (VTA) Valley Transportation Plan 2020 includes significant service and operations upgrades for Caltrain, including electrification and double-tracking to Gilroy. These upgrades, which could begin in 2006 if funding is available, are likely to result in significant increases in ridership, particularly for San Jose-Gilroy commuters. The proposed location for the Coyote Valley station is one block south of Bailey Avenue on the southeastern edge of the Town Center commercial district. The station will become the focus for higher-density, mixed-use development in this portion of the Town Center.



Caltrain is expected to add a new station and tracks to enhance service.



Caltrain will provide one means of commuting to and from Coyote Valley.



Rapid Transit Service

Coyote Valley is an excellent location for establishing high-frequency rapid transit service connecting to VTA's existing transit network in San Jose. Such service in Coyote Valley is particularly important since only a portion of the Valley will be within easy walking distance of the proposed Caltrain station near Bailey Avenue, and Caltrain will serve primarily longer distance, regional commuters. Rapid transit will provide far greater service coverage from a primary transit spine along Santa Teresa Boulevard. This route will bring frequent rapid transit service to within one-half mile of the majority of residents and employees in Coyote Valley.

Two key requirements must be met if the transit spine along Santa Teresa Boulevard is to attract enough passengers to make it a reality: frequency and travel time. Fifteen-minute service throughout the day will be the minimum required to attract a large enough volume of riders and offer a choice of travel options. Service at 10-12 minute intervals is preferred, particularly at peak times. Since travel times will have to be competitive with the private automobile, a dedicated right-of-way and priority traffic signaling within the spine is necessary.

The Vision assumes that in the near term, ridership levels will not be high enough to justify the cost of providing rapid

light rail transit (LRT) service to Coyote Valley. While the VTA's Valley Transportation Plan 2020 includes funding to study the extension of LRT to Coyote Valley, there is no guarantee such an extension will become a reality. However, bus rapid transit (BRT) provides an elegant solution by offering service levels, travel times, and passenger comfort comparable to those of light rail as well as additional flexibility. A segregated right-of-way, signal priority measures, pre-paid boarding, and wider stop spacing than regular bus service will minimize travel times. More importantly, the capital cost of BRT is likely to be less than half that of light rail and can be implemented far more quickly. This is particularly true if BRT is integrated into the design of a roadway from the outset. As such, the proposed design for Santa Teresa Boulevard includes a dedicated right-of-way in the median for BRT and will permit an upgrade to LRT should future ridership and funding permit.

Four rapid transit stations are proposed at 3/4-mile intervals along Santa Teresa Boulevard. Three of the stations will provide the focus for higher density mixed-use Neighborhood Centers, including one center north of Bailey Avenue and two south. The fourth station will be located at Bailey Avenue in the Town Center. These centers will integrate the rapid transit station as part of a vibrant and pedestrian-oriented place for working, shopping, and living. Pedestrian-oriented amenities



A dedicated Bus Rapid Transit (BRT) lane along Santa Teresa Boulevard will provide convenient near term transit service to Coyote Valley.



The dedicated BRT lane on Santa Teresa Boulevard can be easily converted to light rail as demand and economics permit.

could include public plazas and squares, water features and public art, landscaping, seating areas, convenience retail, and community services (e.g., day care, health care, etc.).

Local Transit Service

Local transit service is an essential component of the Coyote Valley transit system and is intended to complement the commuter rail and rapid transit components of the system. Two local bus loops are proposed. One loop will serve the Town Center and area north of Bailey Avenue, the other the Town Center and area to the south. These loops will provide service in both directions so that riders are not forced to make a long trip to reach a destination that is "behind them" on the route. A frequency of 10-15 minutes is preferable, at least during peak hours, and timed transfers should be provided for service between the Caltrain and Bailey Avenue rapid transit stations. The local service will place all residents and workers in Coyote Valley within easy walking distance of transit, including those who cannot afford or may not want an automobile.

Policy Recommendations

Establish a Coyote Valley Caltrain station one block south of Bailey Avenue that is integrated with the higher density mixed-use development associated with the Town Center.

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Provide grade separations at the Southern Pacific Railroad tracks for Bailey Avenue and Scheller Avenue, in a manner

that optimizes development opportunities nearby and preserves pedestrian orientation.

• • • • •

Extend rapid transit service to the town in a segregated right-of-way located in the median on Santa Teresa Boulevard. Implement bus rapid transit (BRT) as a cost effective and flexible system in the near term and reserve the potential to upgrade to light rail transit (LRT) if and when demand warrants it and funding permits.

• • • • •

Provide four rapid transit stations located at 3/4-mile intervals along Santa Teresa Boulevard.

• • • • •

Establish pedestrian-oriented Neighborhood Centers around rapid transit stations.

• • • • •

Provide local transit service in the form of two bi-directional bus loops (one north of Bailey Avenue and one south) to ensure transit is within easy walking distance of all residents and employees.

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Provide 10-15 minute service intervals on local transit loops, particularly at peak times, with timed transfers for service between the Caltrain and the Bailey Avenue rapid transit station.

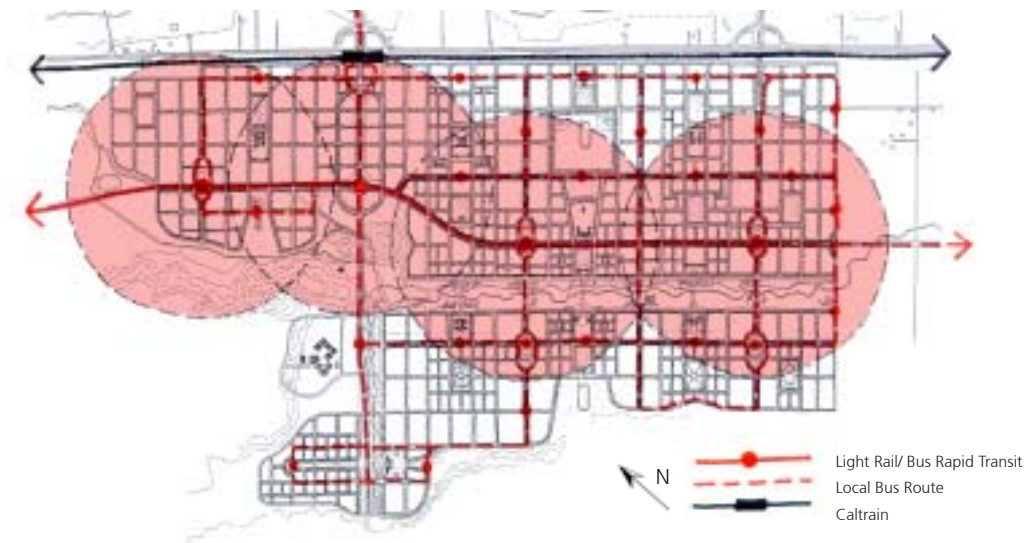
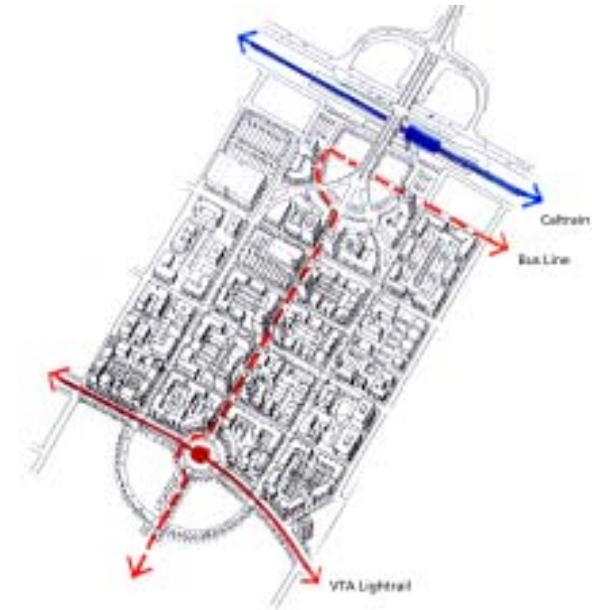
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Establish 10-12 minute service intervals as the goal on the rapid transit line, particularly at peak times.

A comprehensive transit plan considers all modes of transportation - Caltrain, Bus Rapid Transit (BRT), Light Rail Transit (LRT), bikes and pedestrians.

The diagram to the right shows a bus line that connects Caltrain system with the Light Rail system.

The map below shows the proposed LRT alignment and how the station locations are pedestrian friendly. The circles indicate the areas accessible to each light rail station within a 15 minute walk.





Bicycle facilities need to be integrated with other transportation facilities.

Trail System

The circulation system in Coyote Valley incorporates a network of bicycle, pedestrian, and equestrian routes designed to accommodate both local and longer-distance trips.

Bicycle Routes

Cycling will be an important mode of transportation in Coyote Valley with the proposed street network providing a comprehensive network of on-street bicycle routes (i.e., bike lanes) with high connectivity. This network is supplemented by a system of off-street multi-use trails through park and open space areas. Altogether the bicycle system will provide a network that addresses the need of the full community in terms of function, experience, physical ability required, and scenic experience. Bike lanes will be provided on boulevards and some local streets providing experienced riders, particularly commuters, with the most direct routes through the Valley. On Santa Teresa Boulevard, cyclists will use the slow-speed side lanes in each direction—striped bike lanes will not be necessary. While local and minor streets are, for the most part, not striped, these streets provide less experienced riders, particularly children, the opportunity to get around easily between home, school, and the park on less-traveled routes. Where streets are interrupted by urban parks, bicycle routes will continue straight through.

The park and open space network in Coyote Valley also provides important off-street facilities for recreational cyclists.

Within the town, paved bike paths that are separated from street are provided along the Fisher Creek, Bailey Avenue and Palm Avenue greenways, as well as Monterey Highway to accommodate both north-south and east-west travel. Several connections are also provided to the Coyote Creek Parkway that will link Coyote Valley to San Jose and Morgan Hill. These connections are located at existing entrances to the Parkway, including at Coyote Ranch Road, Riverside Drive (Sycamore Rest Area), and the Eucalyptus Rest Area just south of Ogier Road.

Pedestrian Routes

The park and open space network will provide significant opportunities for pedestrians to move within the urban and open space areas. This off-road system is integrated with the street system to allow people to walk throughout the Valley with minimal conflict with vehicular traffic. The Fisher Creek, Bailey Avenue, and Palm Avenue Greenways each include multi-use trails that will provide connections to surrounding parkland and open space areas. Trail connections to the 15-mile long Coyote Creek Parkway, Santa Teresa County Park to the north, and Calero County Park also will be provided.

Equestrian Routes

Equestrian facilities in the vicinity of Coyote Valley are currently provided in the Coyote Creek Parkway and Santa Teresa County Park. An equestrian trail extends more than

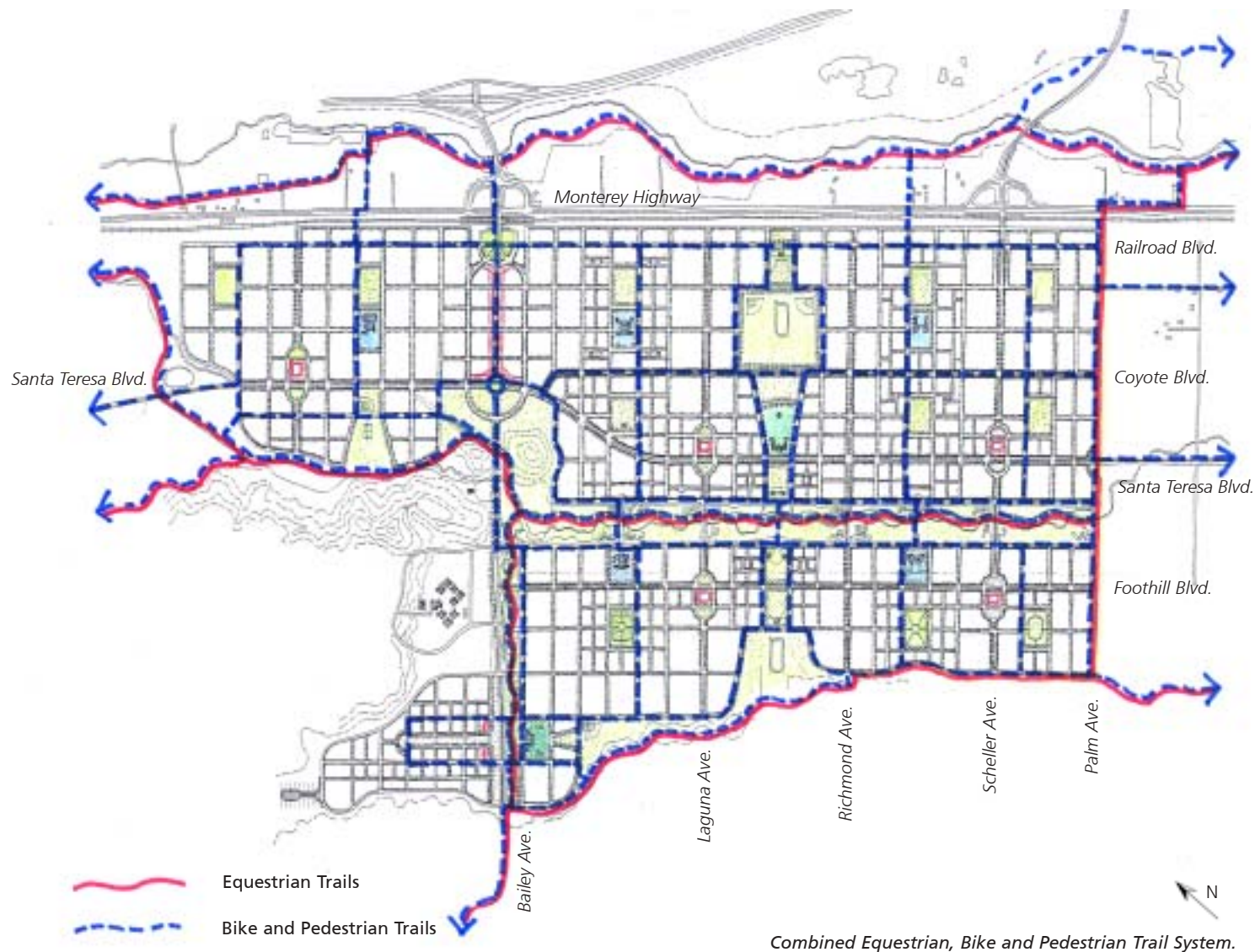
6.5 miles south from the Coyote Ranch Road area through the Parkway to an equestrian staging facility at Burnett Avenue just east of Highway 101 at the Walnut Rest Area. At Santa Teresa County Park, facilities include an equestrian staging area, corral, and 14 miles of unpaved multi-use trails. The Vision expands the opportunities for equestrian use by incorporating equestrian trail facilities into the Fisher Creek, Bailey Avenue, and Palm Avenue greenways and linking these trails to existing and proposed trail systems in the adjoining areas. These dirt surface trails will parallel the paved multi-use paths provided in the greenways.

Policy Recommendations

Provide a comprehensive bicycle network that includes on-street bike lanes on major routes in the urban area, off-street paved multi-use paths through the greenway system, and connections to regional trail facilities in surrounding parkland and open space areas.

• • • •

Provide a pedestrian and equestrian trail network in the greenway system that connects to surrounding parkland and open space areas, including County trail and equestrian facilities at Coyote Creek Parkway, Santa Teresa Park, and Calero Reservoir. Dirt surfaced, equestrian trails will parallel the paved multi-use paths.



Transportation Demand Management (TDM)

Transportation Demand Management (TDM) is an integral component of the circulation system proposed for Coyote Valley. Besides helping greatly to reduce the traffic impacts of Coyote Valley on the surrounding regional roadways, TDM will be critical to achieving several key goals, including:

- Land use patterns that are defined by buildings and open spaces, rather than surface parking lots;
- Streets that are welcoming not just to cars, but to bicyclists and pedestrians;
- Shifting infrastructure costs from oversized streets, parking structures and other auto facilities into high-quality urban amenities; and
- Improved air and water quality, safety, and social equity.

The TDM program proposed for Coyote Valley is based on other innovative programs in Santa Clara County, including those at NASA Research Park and Stanford University. These locations generate between 25 and 35 percent fewer automobile trips than neighboring employment centers due to their TDM programs. At NASA Research Park, tenants are required to make the true cost of parking visible to commuters in the form of parking charges or parking cash-out. Under the parking cash-out program, the employer provides free parking to employees who drive, but also pays the cash value of that parking to employees who do not drive in the form of free

transit passes, taxable cash or other benefits. Tenants at NASA Research Park have also been required to form a Transportation Management Association (TMA) which provides free transit passes, carpool matching, extensive shuttle program, and other services. Tenants benefit by saving on parking construction costs and by offering their employees an attractive, pedestrian-oriented campus unlike most of their Silicon Valley neighbors.

At Stanford University, the institution operates under a General Use Permit Agreement with Santa Clara County that has allowed up to five million square feet of development since 1989, but required the campus to maintain its peak period auto trips at 1989 levels. To remain in compliance with the permit, Stanford offers a partial parking cash-out program, extensive shuttle services and free regional transit passes to its employees.

The Coyote Valley TDM Program

The Vision incorporates the following elements of a comprehensive TDM program that will reduce peak period auto trips by more than 30 percent.

- Parking pricing is the most effective, economically efficient and equitable element of TDM. By removing steep subsidies for the car, parking pricing can help create

- an effective market for a full array of transportation choices. Based on Silicon Valley land prices, the actual price of surface parking starts at \$2,000 per year, with structured parking slightly lower despite the typical per-space construction cost of \$30,000. To be most effective, parking fees should be charged by the day or hour—with no discount rate for monthly or annual permits—giving employees an incentive to leave their cars at home.
- Parking Cash-out allows employers to avoid the employee retention problems of parking charges while still achieving the effectiveness and fairness of parking fees. Parking cash-out programs treat transportation as an employee benefit and subsidize employee commutes by the same amount regardless of how employees choose to get to work. Employees who drive get free parking, employees who take transit get free transit passes plus some taxable cash, and employees who walk or bike get the full value of parking in the form of taxable cash.
 - Ridesharing, including both carpooling and vanpooling, is a critically important program in low-density Santa Clara County where most residents cannot reasonably take transit or bike to work. Where parking pricing or cash-out programs are offered in suburban areas, carpooling usually takes the largest share of the resulting mode shift. To make ridesharing work, online ridematching services should be offered in coordination with RIDES for Bay Area Commuters program, along with preferential parking.

- Transit passes provide a strong incentive for employees to try taking transit to work, and they should be offered for both Caltrain and VTA services.
- Shuttles and other feeder transit are important for distributing commuters within Coyote Valley, particularly between the Caltrain station and the rapid transit bus line on Santa Teresa Boulevard. They should be provided free to all users.
- Alternative work schedules and telecommuting are increasingly popular in Silicon Valley not only to reduce peak period traffic but also to improve overall employee morale.
- Carsharing is a highly effective tool to reduce auto ownership, especially to allow two-car households to become one-car households. By providing hourly neighborhood rental cars for Coyote Valley residents, cars are also made available for employees who need to run errands during the day.
- Guaranteed Ride Home programs offer an insurance policy for all commuters who leave their cars at home. In the event of an emergency or unexpected schedule change, Coyote Valley should offer free taxi rides or rental cars to stranded employees.
- Bicycle facilities, such as secure bike parking, good bicycle routes, clothes lockers and showers, are all important for encouraging biking to work.

For more detail on TDM programs and opportunities, refer to Appendix B.

Policy Recommendations

Transportation Demand Management Program

Implement a comprehensive Transportation Demand Management (TDM) program to reduce vehicle trips, particularly during commute hours. Such a program could include:

- *Parking pricing to encourage the use of other commute modes and promote an effective market for a range of transportation choices;*
- *Parking cash-outs whereby transportation is an employee benefit with commutes subsidized by the same value regardless of the commute mode;*
- *Ridesharing such as carpooling and vanpooling and including a ridematching service in conjunction with the RIDES for Bay Area Commuters program;*
- *Transit passes for employees on both VTA and Caltrain systems;*
- *Shuttles to distribute commuters between Caltrain and rapid transit stations to major employment centers;*
- *Alternate work schedules and telecommuting;*
- *Carsharing including hourly rentals for residents and for employees who need to run errands during the day;*
- *Guaranteed ride home program for employees in the event of a personal emergency or unexpected schedule change; and*
- *Bicycle facilities in employment centers such as secure parking, showers, and change facilities.*

Coyote Valley Parking Program

- *Establish, as part of the development approval process in Coyote Valley, a measure for determining the grounds for approval based on parking demand, such as average vehicle ridership, mode split, vehicle trip limits, or maximum parking ratio.*
- *Establish an independent Transportation Management Agency (TMA) to manage parking supply and improve transportation access in Coyote Valley.*
- *Fund TMA efforts by requiring parking impact fees for new development in Coyote Valley based on the market rate of parking construction.*
- *Determine parking supply based on expected trip reductions by the Transportation Demand Management (TDM) program and opportunities for shared parking*
- *Prohibit discount pricing on long-term or more frequent parking.*
- *Require a cash-out or transportation allowance program for any employer that subsidizes parking for employees.*
- *Require residential owners and renters to pay for parking separately from their unit cost.*
- *Provide on-street parking in Coyote Valley as a means of reducing the land area allocated to parking, buffering pedestrians from adjacent traffic, and providing convenient front door access along retail streets.*