

V. TOWN STRUCTURE

As described in the preceding sections, the proposed design for the new town grows from the natural and built conditions of the existing site. The town is organized around a framework of open spaces and a grid of streets, boulevards, squares, and parks. The urban area of the proposed town occupies the land to the west of Monterey Highway and the existing Caltrain line, and is bisected by Bailey Avenue and Santa Teresa Boulevard.

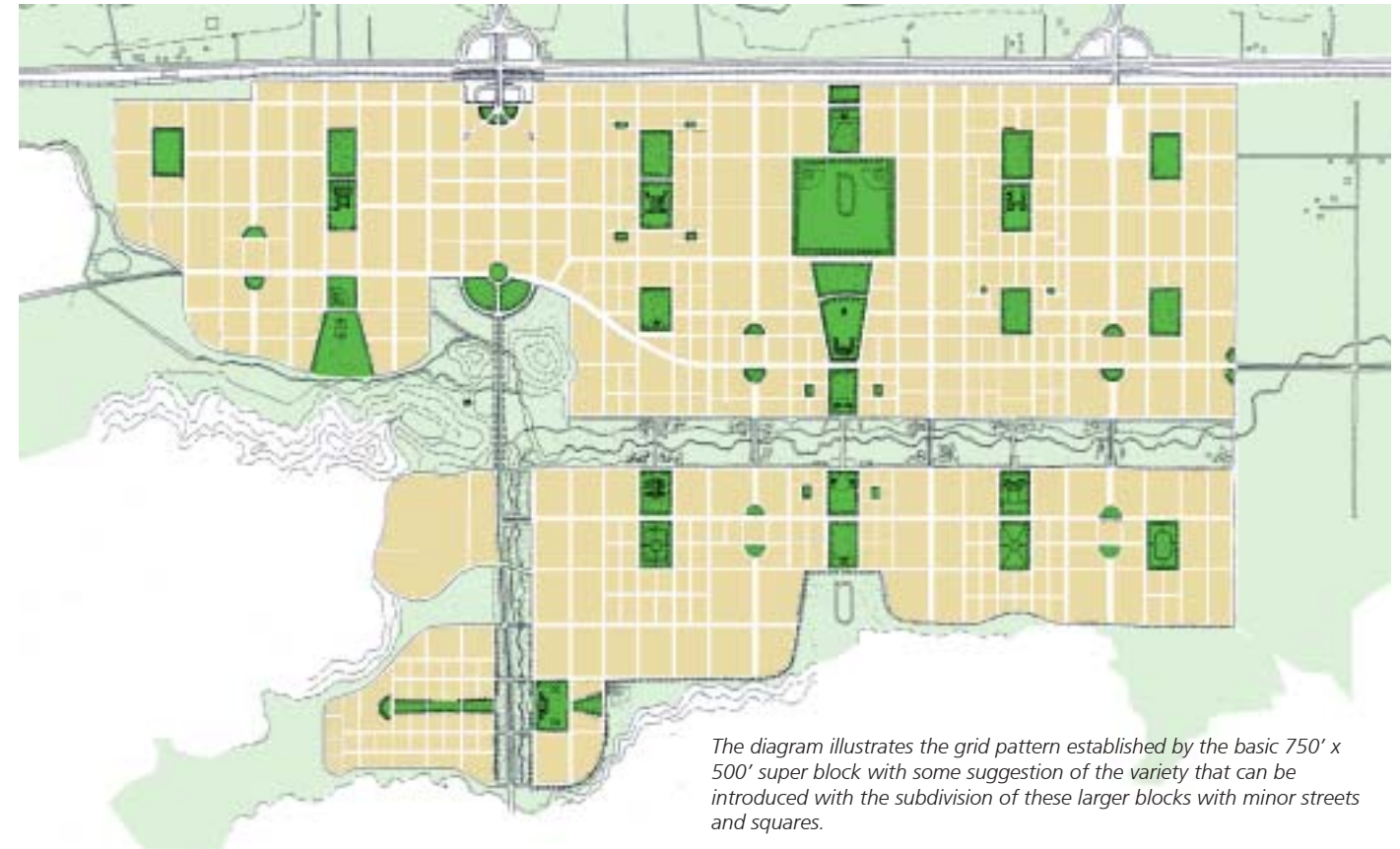
The boundary of the urban area is shaped by the foothills to the east, west, and north. To the south, Palm Avenue marks the boundary between the developed land and the Coyote Food Belt.

Coyote and Fisher Creeks, which flow north through the valley, form natural corridors that will remain as important

amenities and will continue to function as part of the flood management and park systems.

Coyote Creek, the larger of the two, retains its existing alignment as part of an agricultural and natural parkland corridor east of the town. Fisher Creek will be partially realigned and reconfigured to create an enhanced natural open space corridor and flood management channel running north-south through the town.

The combination of natural creeks and more formally landscaped parks is used to organize the town plan into four quadrants. The east-west Central/ Foothills corridor park bisects the north-south Fisher Creek corridor.



The diagram illustrates the grid pattern established by the basic 750' x 500' super block with some suggestion of the variety that can be introduced with the subdivision of these larger blocks with minor streets and squares.

A. Neighborhood Elements – Blocks and Squares

The interconnected street grid that gives structure to the town further subdivides land bounded by an existing framework of regional and agricultural roads. The basic unit of this subdivision is a large super block measuring 750 feet by 500 feet. These blocks, which are approximately 7 acres in size, are suitable for development by a single office or industrial user. However, for residential and most commercial uses, a further subdivision into smaller urban blocks, as shown on the accompanying illustration, is more appropriate. These smaller blocks are similar in size to those in older American cities and are supportive of pedestrian-scaled streets and walkable neighborhoods. Small blocks, dispersed traffic, and walkability go hand in hand.

Small parks are distributed throughout the residential and mixed-use fabric of the new town. These parks function as town squares or town greens within the grid of streets. They provide accessible open space at the heart of each neighborhood and give identity and desirable address to the buildings that face them and define their edges.

As noted, the basic block size is based on the underlying 750-by-500-foot grid dimensions that underlay the existing field and road pattern within Coyote Valley. This block has a 3:2 length-to-width ratio that is similar to those found in many California cities. With street rights-of-way removed, the net block size (i.e., developable area within the street framework) is reduced to 680 feet by 430 feet, or an area of 6.7 acres. This block size forms the basic building block of the town plan and

is capable of many variations in terms of subdivision. The diagrams to the right show nine different ways of subdividing a typical super block. Subdivision of the block should be mandatory for residential development, although the actual location of mid-block lanes can be left to the developers of super blocks.

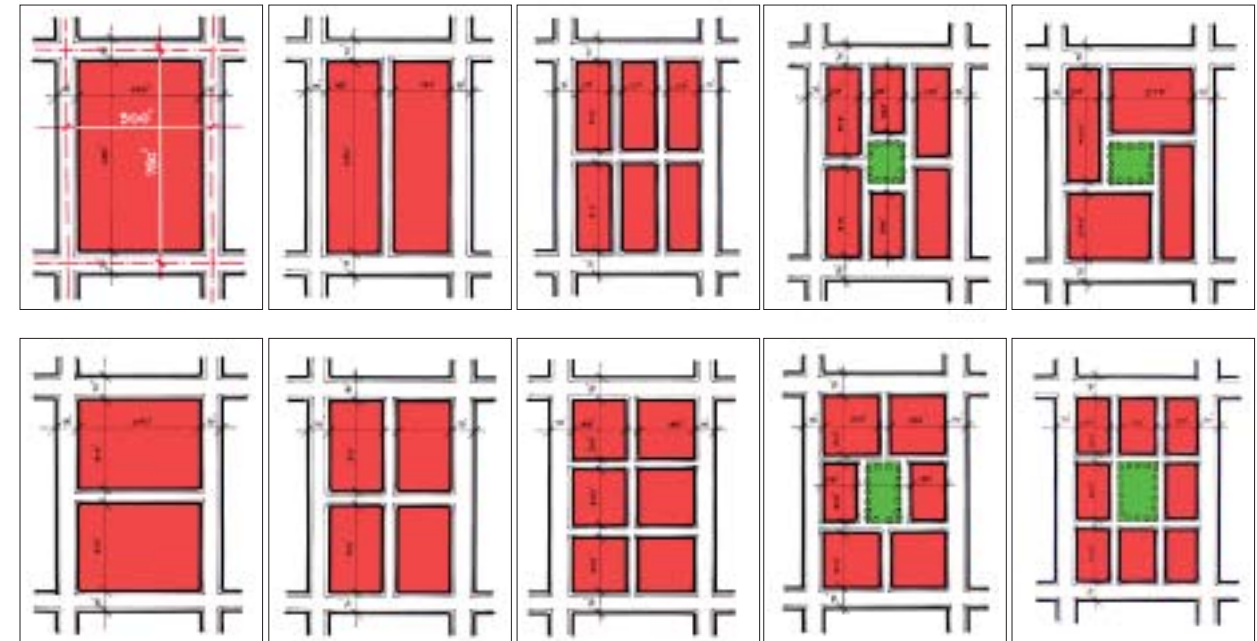
Several of the adjacent diagrams show the introduction of mid-block squares. These open space areas are similar in character to those found in Savannah, Georgia, Grammercy Park in New York, or South Park in San Francisco. They provide an oasis of greenery within the block and a focal point for the surrounding neighborhood.

Policy Recommendations

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Provide a gridded network of streets based on a 750-foot by 500-foot block size to accommodate larger development formats while requiring subdivision into a more fine-grained development pattern of blocks and squares for most uses, but particularly residential.

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Require residential developers to subdivide super blocks, providing at least one mid-block minor street.

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Require the submittal of a plan for minor streets as a condition of development approval and the construction of at least one minor street prior to the occupancy of the first building permitted on a particular block.



The basic 750'x 500' block can be subdivided in numerous ways to add to the variety and pedestrian scale of the town.



South Park, San Francisco Savannah, Georgia Gramercy Park, New York
 These three diagrams show how the pattern of blocks and squares have been used in other communities to create distinctive urban neighborhoods.

B. Height Map

The height of buildings in neighborhoods and the clustering of tall buildings in designated areas are important parts of the new town's urban structure. To prevent patterns of low-density sprawl from becoming established in Coyote Valley, most areas have minimum heights for structures. It is important, however, that these minimum heights not attempt to concentrate development so aggressively that the controls simply drive development to more outlying and less regulated land. In the Town Center particularly, it is appropriate for there to be lower minimum height limits on catalytic development sites during an interim period to encourage establishment of the Town Center before market conditions support a true high-rise cluster.

Rather than establishing rigid maximum height limits, the Vision recommends that districts be defined with prevailing heights. Generally, prevailing heights identify the maximum building height considered appropriate for an area given its location and use characteristics, but do not represent fixed limits. Individual building projects can exceed designated prevailing heights as long as the project is consistent with the character of surrounding buildings. No prevailing height is

identified for the Town Center. It is desirable for the central core of the Town Center along Bailey Avenue to contain tall buildings. A dense concentration of development in the Town Center supports active pedestrian life in the town core, conserves land, and accommodates the City's proposed development program. It also concentrates population in the area best served by transit and gives focus and identity to the community as a whole. Finally, it provides development opportunities that are rare in the Bay Area for major employers to have prominent and highly identifiable signature buildings. For many of the same reasons, smaller concentrations of mid-rise buildings are appropriate at each of the Neighborhood Centers.

As illustrated in the accompanying diagram, the prevailing heights in the Neighborhood Centers and around the periphery of the Town Center will generally result in buildings in the 4- to 8-story range. Areas along the Santa Teresa Boulevard transit spine will generally result in buildings in the 3- to 5-story range. The balance of the town will generally be characterized by buildings in the 2- to 3-story range.



C. Density

The density map shown here is the corollary to the height map shown in the previous discussion. It shows the desired distribution of development throughout the community and the points of concentration at the Town Center and Neighborhood Centers. The Vision stipulates minimum densities to prevent patterns of low-density sprawl from becoming established in the Valley. No maximum densities are proposed, since providing more development on less land supports the goals of the Vision. Providing for light, air, open space and appropriate relationships with neighboring buildings and streets should be controlled through detailed design guidelines, not indirectly through density limits.

Housing densities in residential and mixed-use districts have been established to serve two important goals: affordable family housing should be distributed throughout the community, and affordable family housing is best provided with densities in the 25 to 35 units per acre range. For people without families (e.g., young singles, retirees, those in assisted living situations, etc.) housing densities can be higher while still maximizing affordability, since living units can be smaller. The goal of providing a range of housing types that appeal to the diversity of people who work in the Valley demands that

some areas not be developed as high-density apartments or condominiums. A limited number of sites are therefore classified with a density of 10 to 20 dwelling units per acre.

Policy Recommendations

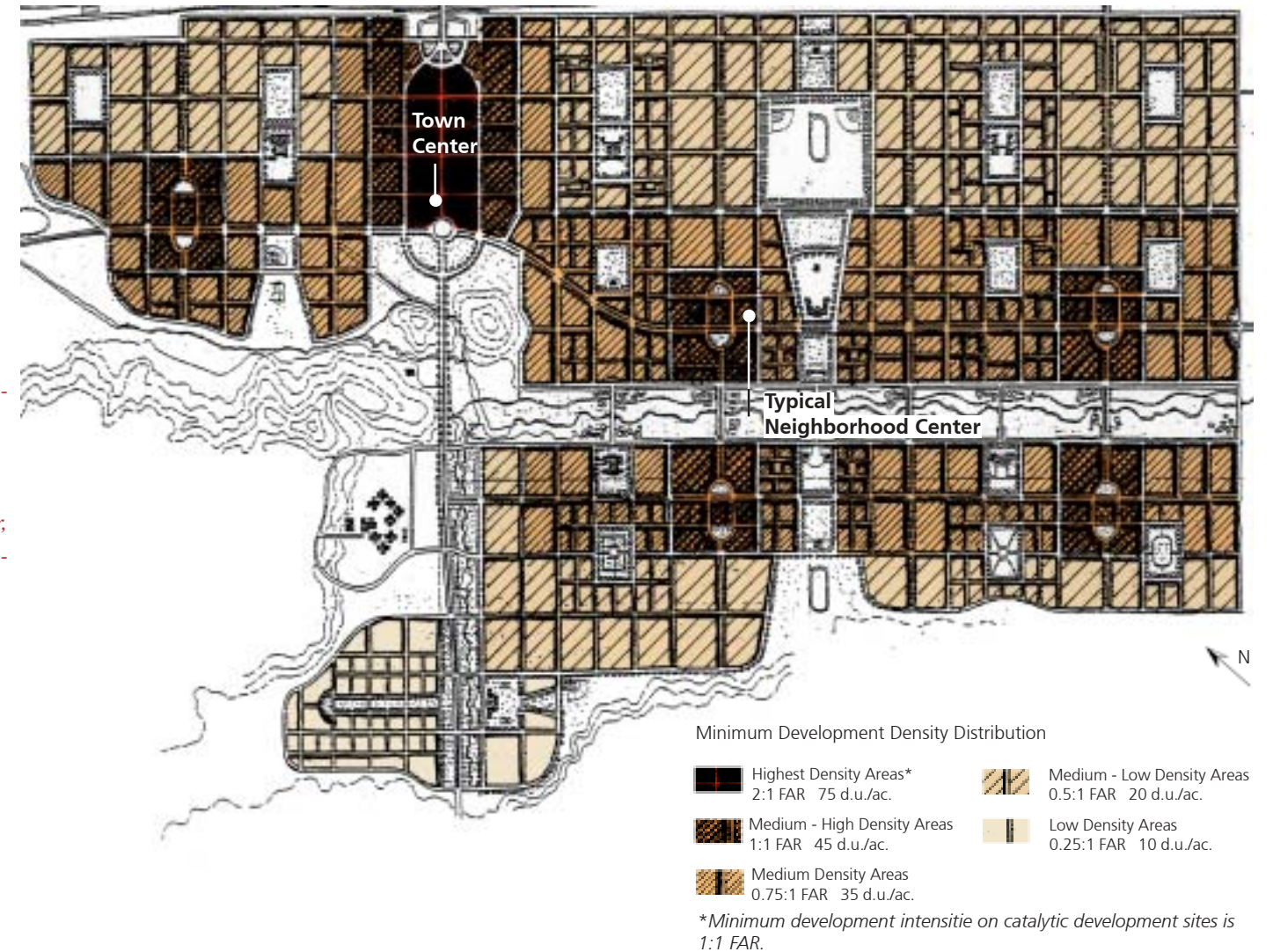
Establish minimum building height limits for the Town Center, Neighborhood Centers, and neighborhoods to discourage low-density sprawl, encourage compact development, and protect existing views.

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Establish minimum development densities for the Town Center, Neighborhood Centers, and neighborhoods to discourage low-density sprawl and encourage compact development.

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To jump-start development in the Town Center, permit a limited amount of development with lower densities and prevailing heights on catalytic development sites until market conditions support the true densities envisioned.



D. Town Center

The size of the proposed development program, its distance from other established centers, and the scale of the Valley itself suggest that Coyote Valley needs a true mixed-use Town Center. The residential population of the Coyote community and its workforce population will be comparable to that of Mountain View, Redwood City, or San Leandro. The distances from central Coyote Valley to downtown San José and to Morgan Hill are comparable to that from Menlo Park to downtown Palo Alto or San Mateo to Burlingame. More than any other feature, the early establishment of the Town Center will give Coyote Valley a sense of place and of community that will prevent it from becoming simply featureless and centerless sprawl on the fringe of San José.

Automobile Access and the Pedestrian Environment

The establishment of a true Town Center in Coyote Valley requires purposeful strategies to address two difficult issues. First, the merchants and employers of the Town Center will require regional automobile access, even if the center is well served by public transit. Regional arterial roads capable of carrying the traffic volumes required tend not to be supportive of the pedestrian environment of a Town Center. No one is likely to propose replication of environments such as San José's San Tomas Expressway or Stevens Creek Boulevard as the centerpiece of the new Coyote Valley community. Such environments are, however, an automatic by-product of commercial zoning combined with the concentration of regional traffic on wide arterials.

The Vision looks to the highly successful model of downtown Palo Alto as an alternative to these unattractive places. Downtown Palo Alto has a remarkable similarity in scale to Coyote Valley, and in the physical relationship between the

main retail district, the freeway, and Caltrain. Large volumes of regional traffic daily move through downtown Palo Alto on University Avenue, which provides a direct connection between Stanford University and Highway 101. University Avenue, which is a two-lane and two-way street, is flanked by the couplet of Lyton and Hamilton Avenues. These three streets work together to effectively distribute both regional and local traffic while maintaining a scale that is compatible with a pedestrian district. Short blocks, relatively continuous street frontages, and ample parking, most of which is concealed in the middles of blocks, contribute to the success of this district.

The Coyote Valley Town Center closely follows Palo Alto's example. Bailey Avenue will be a two-lane, two-way street that functions as the main street of the new Town Center. Bailey Avenue will be supplemented by two new streets: a one-way westbound street one block to the north, and a one-way eastbound street one block to the south. The three streets are integrated into a downtown street environment that encourages walking trips and supports a pedestrian-oriented retail district. The mixed-use building typologies shown later in this chapter illustrate how parking can be accommodated in mid-blocks while continuous street frontages support a lively downtown.

Phasing of Development

A second critical issue the Town Center will face is phasing, the fatal flaw of many well-intentioned and otherwise well-conceived plans. It is appropriate and logical that the Town Center, which has the best regional access for automobiles and public transit within the new community, should house the highest concentration of employment and the highest-density residential buildings. Typically, however, older town centers have achieved their urban and transit-supporting densities only after generations of building and rebuilding.



The Town Center is structured on a triad of streets that will accommodate high volumes of east-west traffic while preserving a safe and attractive pedestrian environment. Public transit anchors the Town Center with the Caltrain station at the east end and a BRT/LRT station at the west end.

In Coyote Valley, which is about to change abruptly from rural to urban, the market does not exist initially for the high-density buildings envisioned for the urban core, yet it is essential to establish the Town Center at the outset to give focus, cohesion, and identity to the new community. This contradiction can be overcome by the designation of a limited number of catalytic development sites in the Town Center, and potentially in the Neighborhood Centers as well.

The catalytic sites are intended to jump start development of the Town Center before the community is able to attract high-rise office towers or residential development of the highest densities. These sites are strategically located on or near

Bailey and close to the transit stop at Santa Teresa Boulevard and the Caltrain station south of Bailey Avenue. They are also sites that are closest to existing utility infrastructure. During the early years, lower density commercial and residential development will be permitted on these sites.

Accessible utilities, automobile and transit access, and building densities that match market demand and current development economics encourage the early establishment of the Town Center and also help create the market conditions that will ultimately support appropriate higher density projects. This set of controls mimics the market dynamics that typically create vibrant town centers over long periods. It is appropriate

that these lower density development rights be "sunsetting" or phased out as the Town Center matures so that the development potential is not lost to low-density development.

Policy Recommendations

Establish the Town Center on a triad of streets including one-way couplets to carry through-traffic and a two-way "main street" to carry local traffic.

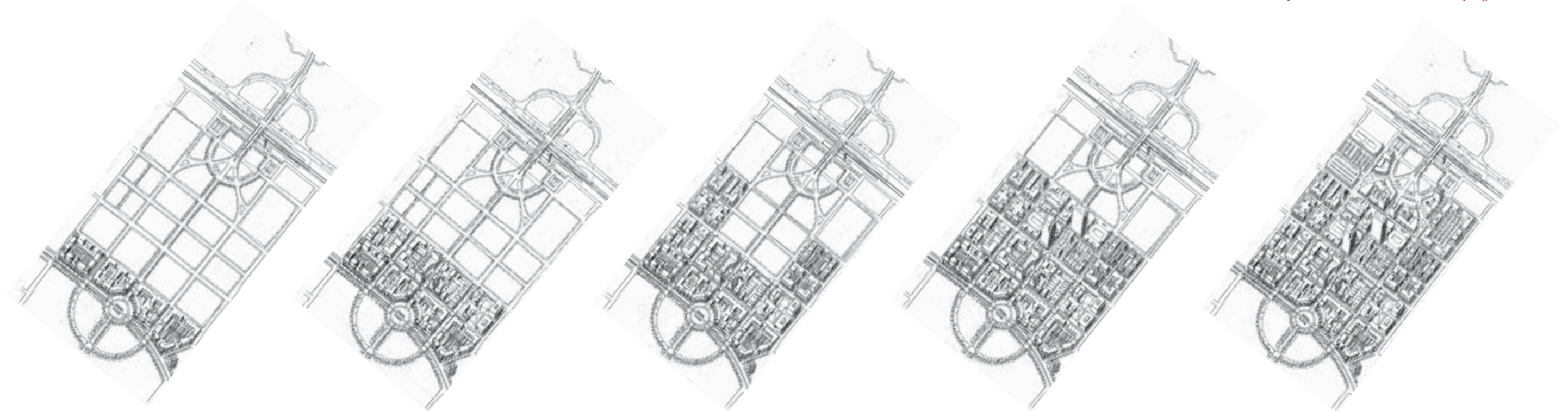
Establish the Town Center as a pedestrian- and transit-oriented urban core where the highest density of mixed-uses is located.

Locate buildings at the sidewalk to establish a consistent street wall.

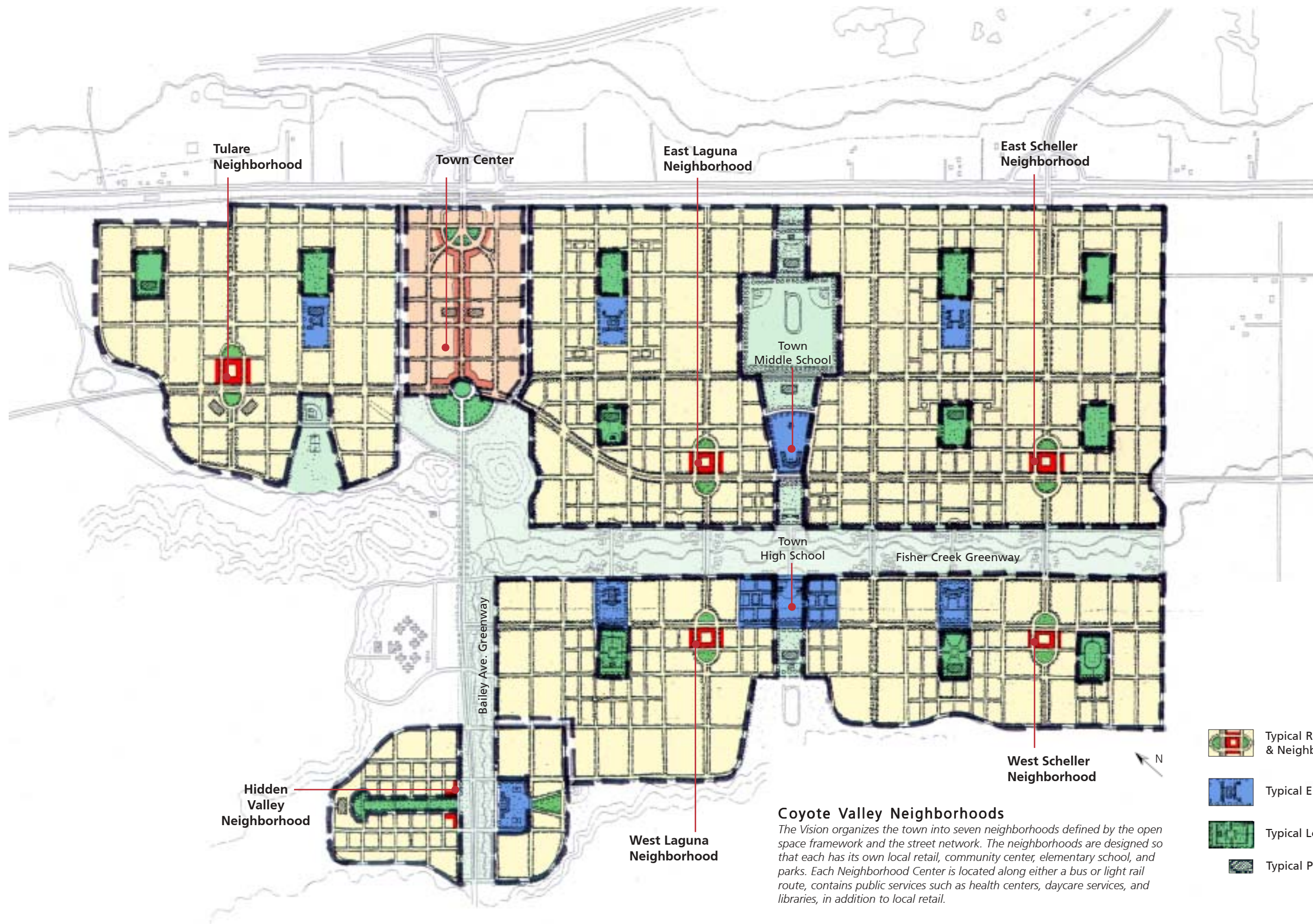
Locate off-street parking in parking structures and behind street-fronting buildings.

Locate pedestrian-generating uses, such as retail, with transparent storefronts at the street level to encourage pedestrian activity.





Provide pedestrian amenities, such as squares, plazas, public art, transit shelters, information kiosks, and landscaping.



This set of diagrams illustrates how growth in the Town Center might be initiated at designated catalytic development sites near Bailey Avenue and Santa Teresa Boulevard, with higher density development of the core occurring in a later phase.

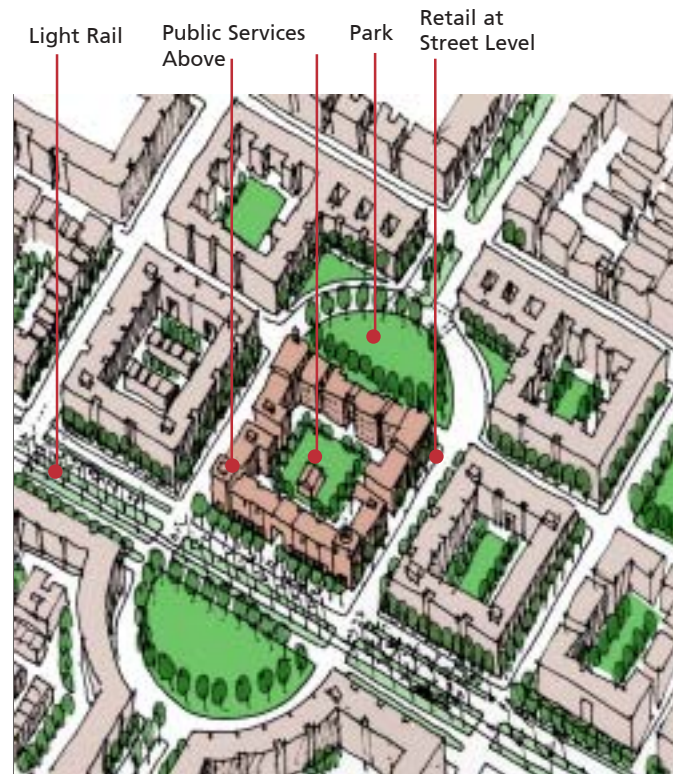


Coyote Valley Neighborhoods
The Vision organizes the town into seven neighborhoods defined by the open space framework and the street network. The neighborhoods are designed so that each has its own local retail, community center, elementary school, and parks. Each Neighborhood Center is located along either a bus or light rail route, contains public services such as health centers, daycare services, and libraries, in addition to local retail.

-  Typical Retail & Neighborhood Center
-  Typical Elementary School
-  Typical Local Park
-  Typical Public Building

E. Neighborhood Centers

In addition to the Town Center, which serves the entire community, each neighborhood of 10,000 to 12,000 residents needs a commercial center that is designed to provide a limited amount of convenience retail and community services within walking distance of residents. The retail will also need to be accessible and visible to regional auto traffic and public transit to be sustainable. The Neighborhood Centers shown on the adjacent map have been strategically located to achieve each of these goals. Each of the centers is located on a transit line and at least one boulevard. The centers also follow the model of the Town Center and divide arterial traffic into two small one-way streets to provide an appropriately scaled pedestrian environment.



Each Neighborhood Center contains a dense mix of public and private uses such as independent retail stores, a health center, a post office, a community meeting space, and a childcare and senior center.



Neighborhood Center of East Scheller

Policy Recommendations

Establish Neighborhood Centers as pedestrian- and transit-oriented villages meeting the daily service needs of the surrounding residents.

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Establish transit as an integral means of accessing Neighborhood Centers by creating a transit station in each center.

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Locate buildings at the sidewalk to establish a consistent street wall, and require the majority of these street walls to have transparent storefronts.

Locate off-street parking in parking structures or behind street-fronting buildings.

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Locate pedestrian-generating uses, such as retail, at street level to encourage pedestrian activity.

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Provide pedestrian amenities, such as squares, plazas, public art, transit shelters, information kiosks, seating areas, landscaping, and weather protection, to enhance and encourage pedestrian activity.

F. Schools

The National Center for Environmental Health has produced alarming data that shows how urgently the nation's standards for school design are in need of reform. Obesity, diabetes, hyper-activity and chronic depression are at epidemic levels among American school children. Epidemiologists link these diseases to lack of physical activity, poor diet, and indoor environments without daylight. Schools that children cannot walk or bike to, schools supported by their contracts with fast food purveyors, and the appalling invention of the windowless classroom are culpable in the calamitous state of our children's health. No responsible plan for Coyote Valley can fail to address these issues.

All schools in the Coyote Valley Vision have been sited to be centrally located to those they serve and to ensure convenient access from the surrounding neighborhoods. Elementary schools are in the neighborhood they serve. The middle school and high school are located on the network of community and regional parks that weave through the community, as well as near transit. The parks not only provide opportunities for recreational physical activity; they also provide safe and convenient pedestrian and bicycle routes from home to school.

Since Coyote Valley is in the Morgan Hill Unified School District, the Vision assumes the District's capacity standards for elementary (550 students), middle (750 students), and high schools (1,250 students). However, given the urban character envisioned for Coyote Valley, urban acreage standards (i.e., 7 acres for elementary, 14 acres for middle, and 20 acres for high school) are considered more appropriate than the State acreage

standards normally used by the Morgan Hill District (i.e., 10 acres for elementary, 20 acres for middle, and 40 acres for high school).

Smaller school sites are used in part because the Vision assumes joint use of parklands by the schools to address their open space needs. Joint use of public parkland by the school district will require reasonable arrangements for the security of school children and a level of cooperation and joint effort between agencies that value their autonomy. Given the state of children's health, it seems a small price to pay.

Although Coyote Valley students could be accommodated by the planned high school capacity within the Morgan Hill School District, it is both desirable and appropriate for Coyote Valley to have its own high school, and not depend on the remote Sobrato High School planned for Morgan Hill. Consistent with the goals of compactness and walkability, the high school site is centrally located within the community and occupies only half the 40-acre standard suggested by the State. A model for the kind of high school envisioned are the handsome urban high schools built in San Francisco in the 1920s and 1930s. Galileo High School depicted here is an example. It is a high-density building complex of enduring dignity, fully integrated with a vibrant mixed-use neighborhood, and a centerpiece for the surrounding community. Such a school in Coyote Valley can serve many valuable civic functions, including community use of the high school's gym, performance spaces, assembly rooms, and sports facilities.



Elementary Schools are generally located adjacent to a neighborhood park.



The Middle School has been centrally located along the east-west and north-south open space corridors.



Rosa Parks Elementary School, Berkeley, CA



Galileo High School, San Francisco, CA

G. Public Buildings

Like the schools, public buildings in Coyote Valley are strategically located on sites that make them the focus of community and neighborhood life. Public buildings like post offices, fire stations, and health clinics should be located in the Neighborhood Centers, wherever possible on sites that are given special status by the configuration of streets or parks. It is essential for the coherence of the community that the location of important public functions not be simply a residual of private development transactions, but that sites be carefully considered and secured in advance.

Other public facilities, such as libraries and community centers, will be incorporated into the fabric of the Town Center, Neighborhood Centers, and community parks per City of San José standards. The population of the new town will require at least 22,000 square feet of library space that can be provided in two large or three smaller facilities. Suitable locations for two large facilities include the transit station area at the west end of the Town Center or the Central Park in the vicinity of the middle school. Three smaller facilities could be located at each of the Neighborhood Centers along Santa Teresa Boulevard.

The new town will require at least 40,000 square feet of new community center space in facilities that range from 5,000 to 10,000 square feet. One facility should be located at each of the three community parks. Ideally, a large facility would be co-located with a library in Central Park. Smaller facilities could be co-located in the neighborhood parks that are shared with school sites or integrated into each of the Neighborhood Centers to take advantage of transit access.



Libraries and community centers can be located in Neighborhood Centers or in local parks.



Public buildings like post offices, fire stations, and health clinics should be located in the Neighborhood Centers.



Albany Library & Community Center, Albany, CA



Post Office, Berkeley, CA

Policy Recommendations

SCHOOLS

Locate schools, parks, and other public facilities together to create a focal point for neighborhood life.

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Encourage the joint use of public parks by schools to support a more compact and pedestrian-oriented community.

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Provide a higher-density, urban-style high school, such as Galileo High School in San Francisco, to serve as an educational and civic center for the community.

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PUBLIC BUILDINGS

Locate public buildings and uses, such as post offices, government services, medical clinics, and daycare facilities, in Neighborhood Centers and adjacent to transit to ensure convenient access and signify their importance to community life.

Site public buildings at the terminus of street corridors or facing parks and public squares.

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Prepare a Community Service Plan to ensure adequate phasing and implementation of the range of local services necessary for those living and working in Coyote Valley as it grows.

H. Residential Use Districts

The Vision provides for varied residential districts that will create a wide range of housing choice and allow for the integration of affordable housing throughout the community. This range of housing choices is intended to make living in Coyote Valley attractive to the variety of people who will work there, thereby minimizing commuting. It also has the purpose of creating a diverse and therefore more interesting community. All residential building types will be subject to design guidelines that make them supportive of pedestrian-oriented neighborhoods.

The Vision assumes that the mix of housing in Coyote Valley will range in densities from a minimum density of 10 dwelling units per acre to upward of 100 dwelling units per acre. The assumption is that a relatively small portion of the Valley would be allowed to develop at the minimum density, and that the majority of the units would probably be in the 25 to 35 dwelling units per acre range where construction costs are most in line with affordability objectives and the likely near-term market. In order to achieve the City's target of 25,000 housing units, the Vision projects an average density of 28 dwelling units per acre for the new community.

Policy Recommendations

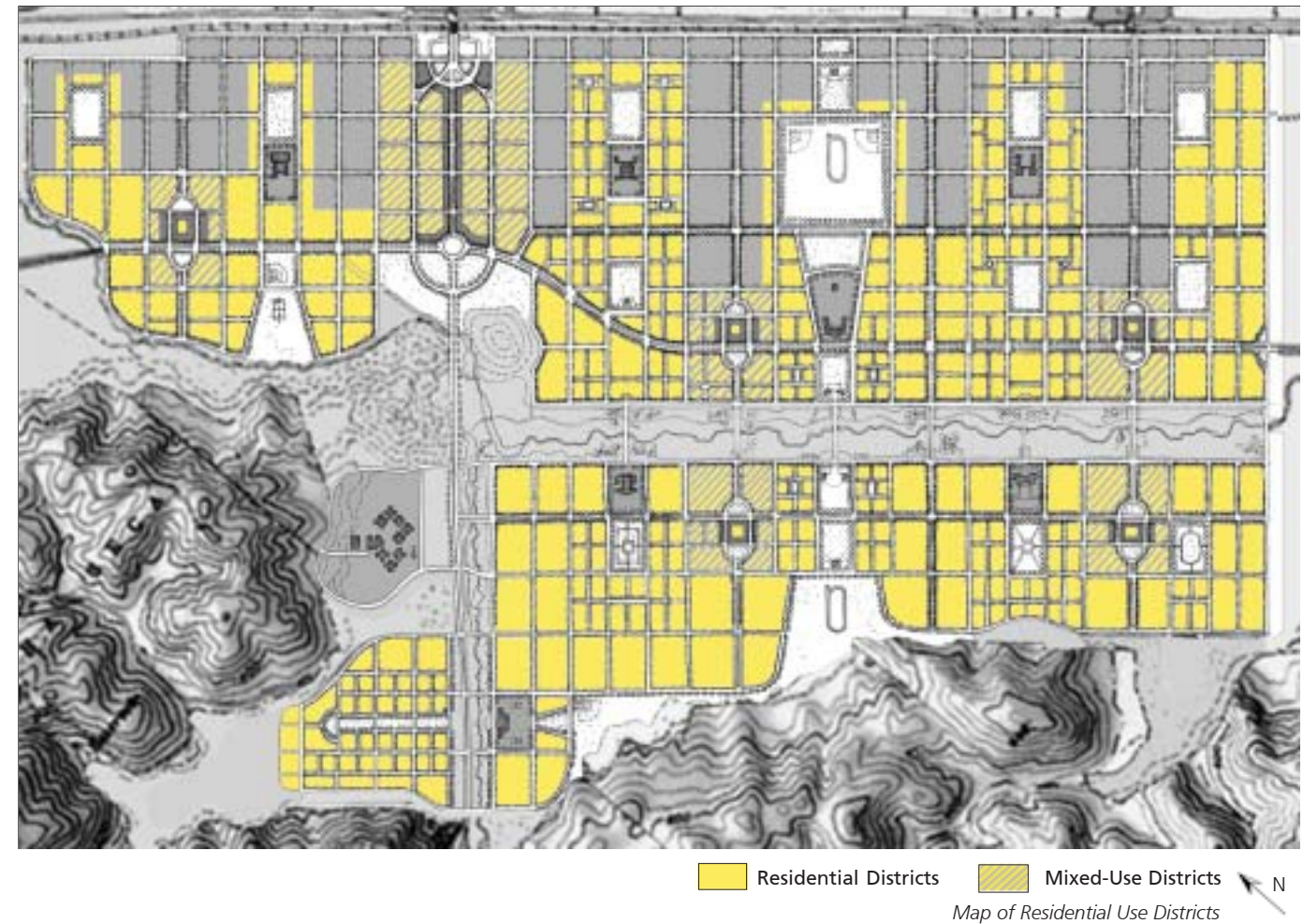
• • • • •
Provide a mix of housing types that appeal to a range of income levels, life stages, and lifestyles.

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Require at least 20 percent of all residential units to be affordable.

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Require parking for detached units to be located in the side yard or the rear.

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Require parking for attached units to be located in rear with alley access.

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Provide accessory units with alley access.



Residential: Low-Density



These two house types represent the lowest densities to be found in Coyote Valley.

- Residential Density: 10–15 Dwelling Units/Acre (DU/AC)
- Building Types: Detached and Semi-Detached with Secondary Units
- Parking Types: Private Garage, Alley Garage

2- and 3-story semi-detached dwelling with secondary unit over garage
15 DU/AC Density

2-story single-family detached unit with alley garage
10 DU/AC Density

Residential: Medium - High Density



Above a density of 32 dwellings per acre it becomes necessary to provide podium-parking garages—assuming a parking ratio of 2 spaces per unit. Below this density it is possible to provide either tuck-under wood-frame garages or surface parking, both of which are substantially less expensive than concrete parking podiums. This has implications on housing costs and in particular affordable housing. Requiring large amounts of the housing to be built with parking podiums will result in the need for larger subsidies to maintain affordability.

- Residential Density: 35–45 DU/AC
- Building Type: Midrise
- Parking Type: Podium

5-story stacked flats over one level of parking podium
45 DU/AC Density

Residential: Medium-Density



These moderate density house types are appropriate for affordable and market rate housing.

- Residential Density: 25–30 DU/AC
- Building Types: Townhouses at grade, Townhouses with tuck-under parking, Stacked Townhouses with tuck-under parking
- Parking Type: Private garages, Congregate garages

4-story stacked pair of townhouses over garage
30 DU/AC Density

3-story townhouses over own garage
25 DU/AC Density

3- and 4-story 8-plex with congregate garages
30 DU/AC Density

Residential: High-Density



In order to provide a choice of housing types and accommodate a wide variety of households, and to create a compact walkable town, certain areas will have higher densities.

It is recommended that the higher densities occur in the Town Center, the Neighborhood Centers and along the main transit routes. Densities of a 100 dwelling units per acre would result in a significant population close to shops and services.

- Residential Density: 75–125 DU/AC
- Building Type: Towers
- Parking Type: Podium

8-story “below life-safety” midrise apartment tower with 2–3-level parking podium
100 DU/AC Density

6-story stacked flats with 2 level parking podium
75 DU/AC Density

I. Employment-Oriented Use Districts

Since Coyote Valley will be a major employment center, the configuration of its commercial districts will determine much about the character of the community. This Vision is based upon the emerging model of "district" as opposed to the older model of "campus" as the organizing idea for employment centers. When Stanford Industrial Park was built in the early 1960s it represented a fresh new vision of clean industry in a green suburban setting. As that model has been reproduced over the last 40 years in places that have neither the locational advantages nor the natural setting of the Stanford lands, the model has come to represent something quite different from its progenitor. The office campus has come to stand for isolation, massive automobile trip generation, inefficient use of land, and loss of community. The Vision is based upon the conviction that as employment becomes increasingly located within transit-served, walkable, mixed-use communities, the older isolated campus type development increasingly will be perceived as obsolete real estate of diminished value.

An employment-oriented district must serve the same functional needs as the office park, the R&D center, the corporate campus, and the industrial park. It must be appropriately served by parking, it must accommodate buildings with large and flexible floor plates, and groups of buildings must sometimes function as a single, secured enclave. The accompanying drawings show how these requirements can be met with configurations of blocks that also create streetscapes that contribute to walkable neighborhoods and are compatible with other uses including residential on the adjacent block.

Of course some industrial, manufacturing, and bio-tech uses involve materials, products, or practices that are not compatible with other activities. These uses should not be

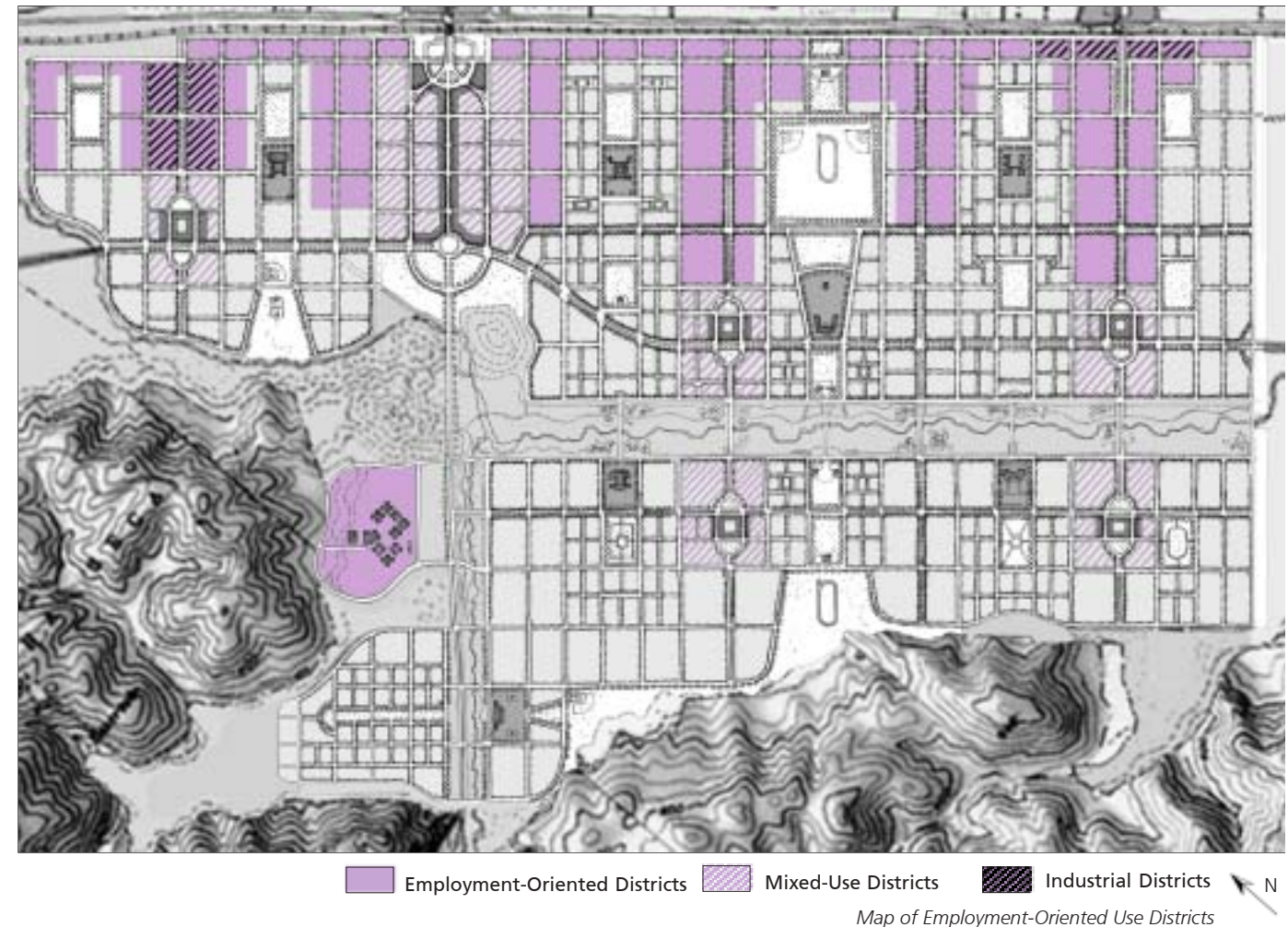
intermingled in a manner that would result in either real or perceived conflicts with more sensitive uses. The Vision designates two districts specifically for such uses, one at the northeast corner of the town and one at the southeast corner. Both are located close to Monterey Highway and the railroad tracks, and both districts would be separated from residential uses by less sensitive employment activities. The amount of land needed for such uses will be a function of the market as the community grows. The areas designated for them can be expanded if needed, but the concept is to keep these uses together in their designated areas.

The Vision assumes that the mix of employment-generating uses in Coyote Valley will range from a minimum density of 0.25 Floor Area Ratio (FAR) for lower-density and more land-intensive uses to an FAR upward of 3.00 for higher-density office-type uses. The assumption is that a relatively small portion of the Valley would be allowed to develop at the minimum density, and that the majority of the employment-generating uses would develop in the 1.00 FAR range. In order to achieve the target of 18 million square feet of employment-generating development, the Vision projects an average Valley-wide intensity of 1.00 FAR for non-residential development.

Policy Recommendations

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Locate off-street parking in parking structures or behind street-fronting buildings.

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Permit small-scale public, retail, and business service uses that meet daily employee needs while reducing trips, such as a deli or food court, dry cleaner, daycare center, ATM, fitness center, document service, courier, etc., to be located in commercial and industrial areas.



0.75 : 1 FAR Commercial Building Density



This drawing shows office development with surface parking at 2 cars per 1,000 square feet of building space. Development can take the form of perimeter block buildings hiding the surface parking lot on the interior of the site. Three-story, 50' high buildings are possible. Narrow-width floor plans are encouraged to maintain a continuity of the perimeter street-wall. When configured as narrow-width buildings, as encouraged by green building standards (e.g., 65'), every workspace can have access to daylight.

- Commercial Density: 0.75:1 FAR
- Parking Ratio: 2 cars per 1,000 sq ft
- Parking Types: On-site surface and head-in, on-street parking

Mid-block surface parking

On-street parking

Perimeter block office buildings

2 : 1 FAR Commercial Building Density



At this density it becomes necessary to jump in scale to the next height defined by building codes, namely 85'—"Below Life-Safety"—6 or 7 stories, made of concrete or steel-frame construction.

Structured parking-garages are necessary for on-site parking.

Development can take the form of mid-rise perimeter-block buildings configured around courtyards. This type is appropriate near transit.

- Commercial Density: 2:1 FAR
- Parking Ratio: 2 cars (or less) per 1,000 sq ft
- Parking Types: Off-site structured parking

Mid-rise office building

Off-site structured parking garage

1 : 1 FAR Commercial Building Density



At this density, some structured parking-garages become necessary. Development can still take form of perimeter-block buildings. Three-story, 50'-high buildings are possible.

- Commercial Density: 1:1 FAR
- Parking Ratio: 2 cars per 1,000 sq ft
- Parking Types: On-site surface and multi-story structured parking and head-in, on-street parking

Structured parking garage

On-street parking

Perimeter block office building

3 : 1 FAR Commercial Building Density



At this density it becomes necessary to build high-rise towers. This type of development is suitable in the Town Center.

- Commercial Density: 3:1 FAR
- Parking Ratio: 2 cars (or less) per 1,000 sq ft
- Parking Types: Off-site structured parking

Off-site structured parking garages

High-rise office building

J. Mixed-Use Districts

While it is appropriate that some of the land in Coyote Valley be devoted to blocks with a single use—residential, commercial, or industrial—it is also desirable for substantial areas of the plan to be mixed-use.

The accompanying illustrations show how residential, office commercial, and retail uses and their parking can be integrated with one another in ways that conceal parking in the middle of blocks and build continuous street frontages supportive of pedestrian life.

Policy Recommendations

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Provide for both the vertical and horizontal mixing of uses.

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Permit public and commercial uses that are complementary and contribute to the creation of a vibrant social environment.

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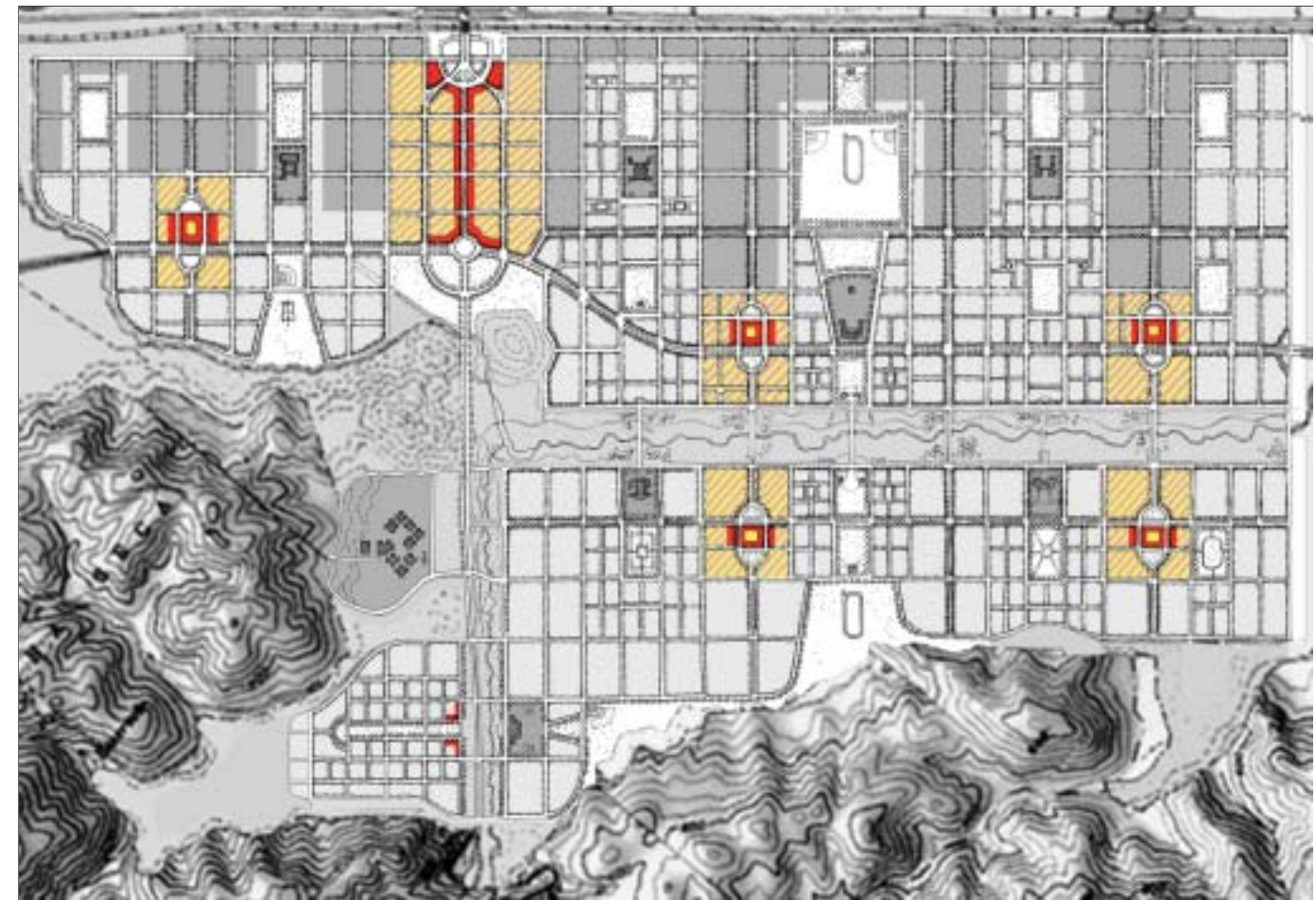
Locate pedestrian-generating uses, such as retail, at street level to encourage pedestrian activity.

• • • •

Locate non-pedestrian-oriented uses on upper floors or in separate structures located in the rear.

• • • •

Prohibit auto-oriented uses in mixed-use districts, such as auto services, motels, personal storage, drive-thru, surface parking, etc.



Neighborhood Retail and Community Center Mixed-Use Districts
Map of Mixed-Use Districts

Mixed-Use: Live-Work Lofts & Residential



This diagram shows the compatibility of Live-Work-Loft-type buildings adjacent to perimeter of the block enclosing surface parking. A mid-block alley divides the block allowing the different uses to face each other across the street. The 3- and 4-story townhouses are arranged on either side of parking courts and either face the streets or a mid-block landscaped common space.

- Commercial Density: 0.5:1 FAR
- Residential Density: 30 DU/AC
- Parking Ratio: 2 cars per 1,000 sq. ft.

3- and 4-story townhouses over garages
 2-story Live-Work Lofts with on-street, head-in parking and on-site surface parking

Mixed-Use: Commercial, Retail & Residential



This block is on Bailey Avenue in the Town Center district and shows the mix of uses possible. Retail uses line Bailey Avenue at ground level with either residential or commercial uses above.

Parking is accommodated in a variety of ways, either on street, on interior surface parking lots, or in structured parking garages. The parking structures are lined with other uses to minimize their impact on the street. If two sides are left open, then the parking garage can be naturally ventilated.

- Commercial Density: Up to 2:1 FAR
- Residential Density: 30-50 DU/AC
- Parking Ratio: 2 cars per 1,000 sq. ft.

Parking garage wrapped with building space on two sides
 Mid-rise residential buildings over ground floor retail
 Mid-block surface parking lot
 Commercial perimeter block office building

Mixed-Use: Commercial & Residential



Perimeter block development with surface parking on the interior. This layout shows how it is possible to accommodate mixed uses on the same block. Three-story commercial office buildings are located on one end facing the streets with both on-street, head-in parking and on-site surface parking. The interior parking lot is hidden from view from the surrounding streets by housing lining the streets. Duplex semi-detached townhouses with side-yard parking are shown.

- Commercial Density: 1:1 FAR
- Residential Density: 25 DU/AC
- Parking Ratio: 2 cars per 1,000 sq ft

On-street, head-in parking
 3-story office buildings
 2- and 3-story semi-detached townhouses with side-yard parking

Mixed Use: High-Density Commercial, Retail & Residential



This block is on Bailey Avenue and illustrates the density envisioned as the town matures. A combination of high-rise office buildings and mid-rise residential buildings are shown. The buildings facing Bailey Avenue have ground floor retail with mixed-uses above.

Parking is provided by a combination of on-street, and podium or structured parking garages.

- Commercial Density: 3:1 FAR and over
- Residential Density: 75-100 DU/AC
- Parking Ratio: 2 cars per 1,000 sq. ft.

Structured parking garage with liner buildings
 High-rise office building over retail
 Perimeter block commercial
 Mid-rise residential buildings over retail with podium parking

K. Building Precedents

Residential Buildings

Coyote Valley’s proposed range of house types and densities will be similar to the examples shown here. In order to create a compact, walkable, transit-oriented community, the overall density will be higher than most of San José, with an average net density of 28 dwellings per acre. The lowest-density neighborhoods will consist of single-family houses similar to those shown here. Townhouses and “Tuck-Under” row-houses with front doors facing a street or court and individual garages served off the rear are an attractive house type that gives both individual identity as well as being compact and efficient. At higher densities stacked units, one above the other, are required. These can take the form of either walk-up or corridor-access layouts and require podium parking rather than individual garages.



10 Dwelling Units per Acre **The Alameda, San José**
Single-family detached houses with side yard garages.



20 Dwelling Units per Acre **Eden Palms, San José**
Attached townhouses with rear yard garages.



27 Dwelling Units per Acre **Georgetown, San José**
“Tuck Under” townhouses with alley access to garages at the rear

Commercial and Mixed-Use Projects

The examples shown here indicate the types of office buildings that would be appropriate for the scale and character of Coyote Valley as an urban environment. The lowest-density buildings shown with mid-block surface parking are still good urban buildings that hold the street-wall and are part of the urban fabric, rather than stand-alone suburban buildings set amidst a sea of parking.

The mixed-use examples are all from Bay Area communities showing the desirability of shops under offices or residences making lively streets where people can shop, have lunch, and be within easy walking distance of a wide range of services without needing to drive to every destination.



0.75:1 FAR **Third St., San Rafael**
Office building, surface parking, and subterranean garage.



2:1 FAR **Castro Street, Mountain View**
Midrise office building and structured parking.



3:1 FAR **University Center, Palo Alto**
Midrise office building and structured parking.



35 Dwelling Units per Acre **Cahill Park, San José**
Rowhouses with podium parking at the rear.



45 Dwelling Units per Acre **Avalon, San José**
3-story stacked units over retail with podium parking.



75 Dwelling Units per Acre **Villa Torino, San José**
4-story stacked flats over two levels of podium parking.



100 Dwelling Units per Acre **Downtown San José**
5-story stacked townhouses and flats over 2 levels of podium parking.



Live-Work Lofts **San Pablo Ave, Emeryville**
Live-work units and townhouses.



Offices over Retail **Castro Street, Mountain View**
Small offices over retail, near surface parking.



Offices over Retail **University Ave, Palo Alto**
Offices over retail, structured parking.



Mixed-Use Building **Shattuck Ave., Berkeley**
Apartments over offices over retail.

L. Industrial & Large Retail Buildings

Though the focus of the Vision is on its mixed-use neighborhoods, residential fabric, and open space network, it also contains industrial districts. Most employment is better located in mixed-use neighborhoods than in single purpose "campuses," but there are some important elements of the local economy, such as some high-tech manufacturing and bio-tech uses, whose form and function are not amenable to integration with housing or other sensitive uses.

The premise behind the organization of these districts is that isolated buildings in a sea of parking are no more appropriate or inevitable for industrial uses that they are for offices. Industrial workers also benefit from working in walkable neighborhoods and having accessible places for lunch and services. A properly organized industrial district does not have to be the ugly part of town.

The adjacent illustrations show how industrial buildings with normal standards of floor plate size, truck access, and parking can be configured into urban blocks that shape a pedestrian environment and are themselves an attractive and coherent element of townscape.

Policy Recommendations

• • • • •
Establish industrial districts that can accommodate uses and processes that are incompatible with residential and other non-residential uses in the new town.

• • • • •
Permit small-scale retail and business service uses that meet daily employee needs while reducing trips, such as a deli or food court, dry cleaner, ATM, etc.

• • • • •
Locate off-street parking behind or beside street-fronting buildings.

• • • • •
Require buffering and screening along the boundaries of the industrial district to provide additional security and compatibility.

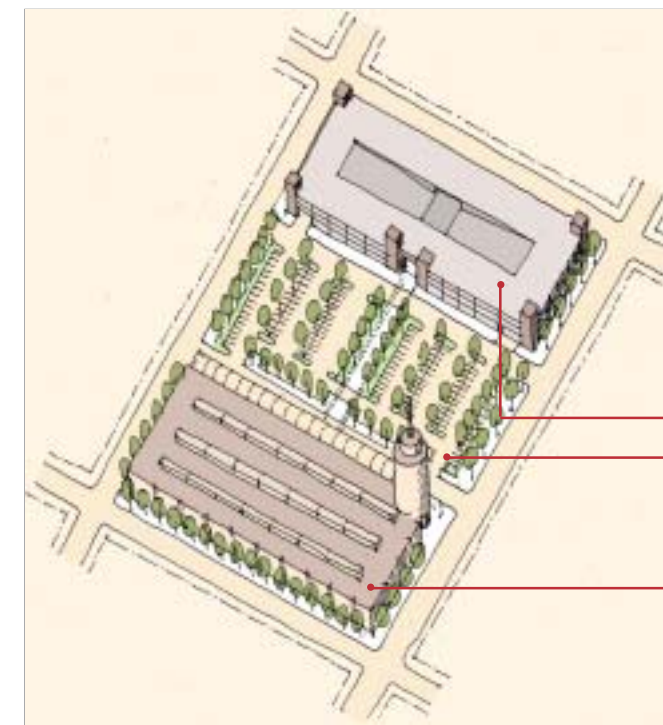
Distribution Buildings With Truck Parking



Industrial and warehouse uses can be designed to fit into the Coyote Valley urban fabric with buildings that hold the surrounding street-walls and form secure truck delivery courts within. Office buildings can be located at the entry side and car parking can be accommodated with both head-in parking on the surrounding streets as well as surface parking within the block.

- On-street, head-in parking
- Warehouse/Distribution building
- Secure truck parking area
- Office building facing street

Combinations: Large Retail Buildings



Even large-scale retailers can find a place within Coyote Valley! Buildings should hold the street-walls and have store fronts facing the surrounding streets. Parking should be landscaped and structured to avoid acres of empty lots.

- Structured parking garage
- Surface parking landscaped
- Retail building with store fronts facing the street

M. Green Buildings

A goal of the Vision is to support sustainable building practices to the highest degree possible. The field of “green” building is rapidly evolving, and the Vision for Coyote Valley should similarly evolve to accommodate and support new practices, technologies, and standards as they emerge. Currently the LEED (Leadership in Energy and Environmental Design) Green Building Rating System is the most developed standard that addresses sustainable building practices for the building types that will accommodate most of the new employment in the Valley. The City of has adopted Green Building Policies that recommend adoption of green building principles and practices, their application to City projects, and promotion of these practices to the private sector. The City should promote the application of the San José Green Building Policy goals and the San José LEED Green Building Rating System to new development in Coyote Valley.

The LEED system and other standards for environmentally appropriate buildings (e.g., standards operative in the U.K., the Netherlands and Germany) share some common principles. All favor (or mandate) office buildings with narrow floor plates as opposed to the very deep buildings that are common in Silicon Valley. Narrow buildings are far superior to deep buildings with regard to daylighting, possibilities for natural ventilation, indoor air quality, and energy use because they require less mechanical equipment to meet health standards. It should be noted that narrow floor plate buildings provide another significant advantage for the Coyote Valley Vision. As shown in the preceding Employment-Oriented Use District illustrations, the continuity of street frontages that support the pedestrian character of streets and districts is more easily achieved with narrow buildings than with deep floor plate buildings.

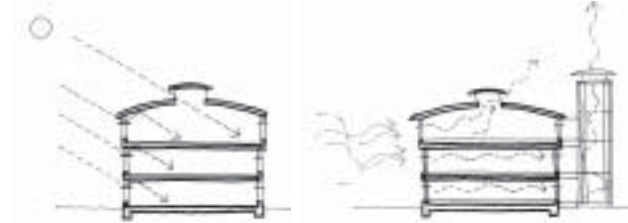
Policy Recommendations

• • • • •

Require non-residential buildings to achieve at least the minimum standards for LEED certification.

• • • • •

While LEED standards do not yet exist for multi-family housing or neighborhood design, apply such standards in Coyote Valley as they become available.



Daylight Penetration
Light shelves and roof monitors allow daylight to reach every workspace.

Natural Cross Ventilation
Glass enclosed stair tower acts as a thermal chimney.



Office buildings with narrow floor plates can permit every workspace to be accessible to daylight, thereby reducing the need for artificial lighting. Light shelves at the windows and top floor roof monitors can control and disperse the amount of daylight and reduce glare from direct sunlight.

Heavily insulated grass roofs reduce the amount of heat-gain in the summer and help reduce the need for expensive air conditioning. During the mild winter and early spring months it should be possible to rely on natural ventilation altogether.

Structured parking garage

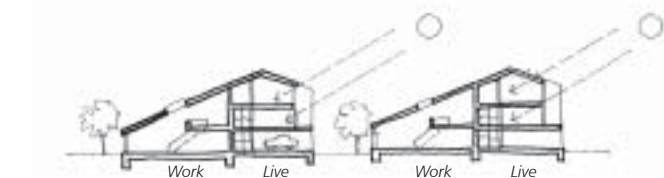
Narrow-width office building to allow maximum daylight

Roof monitors and grass roof

Green Live-Work Lofts



South-facing solar panels power electric vehicles. Solarium and cross ventilation creates stack effect.



Daylight penetration to dwelling and northlight to workspace



The BedZed Live/Work Development in London is shown as an example of a balanced community with south-facing townhouses back-to-back with north-facing office/work spaces. All the units are naturally ventilated with roof cowls to draw air through, and rooftop solar-collectors provide power for neighborhood electric vehicles. The development has its own power plant using wood-chips as fuel and generates more electricity than it consumes.

South-facing townhouses back-to-back with offices

North-facing office/ work spaces

Mid-block pedestrian lanes