

# Appendices

## A. Agriculture

### Funding Sources for Agricultural Land Protection

A number of resources are available to support the protection of agricultural land. Farmers (or a non-profit owner) can apply for funds to sell development rights or establish agricultural conservation easements. Two main sources are:

- Farmland Protection Program (FPP) - U.S. Department of Agriculture (USDA). FPP provides funds to help purchase development rights to keep productive farmland in agricultural uses. Working through existing programs, USDA joins with State, tribal, or local governments to acquire conservation easements or other interests from willing landowners. USDA provides up to 50 percent of the fair market easement value. To qualify, the farmland must be privately owned, have a conservation plan, and be large enough to sustain agricultural production. The farm bill provide \$50 million (nationwide) for the Farmland Protection Program in 2002. This will increase to \$100 million in 2003.
- California Farmland Conservancy Program (CFCP) - California Department of Conservation (DOC). CFCP is a voluntary state program that seeks to encourage the long-term, private stewardship of agricultural lands through the use of agricultural conservation easements. The CFCP, formerly known as the Agricultural Lands Stewardship Program, was created in 1996. It provides grant funding

for projects that use agricultural conservation easements for protection of valuable farmland and rangeland.

Additional resources are available for farmers (or a non-profit owner) to secure term funding to support conservation practices, enhancements, restoration, or eco-system protection. Some of these are:

- Environmental Quality Incentives Program (EQIP - USDA) The Environmental Quality Incentives Program (EQIP) provides technical, educational, and financial assistance to eligible farmers and ranchers to address soil, water, and related natural resource concerns on their lands in an environmentally beneficial and cost-effective manner. Participants prepare conservation plans and enter into 5-10 year contracts to implement the plans.
- Conservation Security Program (CSP - USDA) CSP is a program in 2002 farm bill. Implementation of the program began in 2003. It offers three tiers of "green payments" that financially reward farmers and ranchers for good environmental stewardship. Payments will be based on the number and type of conservation practices that are implemented on a farm or ranch. The maximum payment for Tier I practices is \$20,000 annually, Tier II is \$35,000, and Tier III is \$45,000.

Depending on their location, farmers could be eligible for additional support for conservation practices that impact seasonal wetlands and waterways. Farmers with animal operations (specialty poultry or goat dairy) might be eligible for other types of funds. Committed farmers could also participate in the Williamson Act or Super Williamson Act in order to lower their property taxes.

Some funding sources will be applicable on a Food Belt-wide basis for activities such as infrastructure installations and improvements (e.g. roads, composting facility, cooling/packing/processing facility, utilization of waste water). These sources include CDFA and USDA rural development programs and the Santa Clara Valley Water District.

### Function of the Food Belt Center

It is anticipated that the Food Belt Center (see page 38) will need to provide the following types of services to direct the development and operation of the Food Belt:

#### Policy Stewardship

- Coordinating policy issues impacting agriculture and facilitating policy implementation. (One such policy could be the development of a town Food Policy Council and/or Sustainability Plan that would reinforce the importance of local agriculture.)

- Providing regulatory information to farmers
- Analyzing emerging taxation plans
- Expanding the pool of stakeholders

#### Marketing and Promotion

- Facilitating connections between institutional buyers and farmers. (The San Jose Unified School District has already expressed interest in purchasing Coyote Valley grown products.)
- Organizing promotional events
- Providing information about local producers including agro-tourism information and farm trail maps
- Developing a labeling initiative for Coyote Valley products
- Managing a central farmers' market or developing a central public market
- Providing information about small business development

There are a number of sources for marketing support including: CDFA block grants for agricultural marketing

initiatives; USDA Rural Development programs, Value-Added Development Grants, Community Food Security Grants, and Direct Marketing grants; UC Sustainable Agriculture Research and Education Program (SAREP); and UC Small Farm Center, especially its promotion of agro-tourism.

Promotion of Agricultural Literacy, Awareness, and Experience

- Coordinating of programs in schools
- Developing signage to prominently identify the agricultural preserve areas
- Managing urban agriculture plots.

Technical Assistance

- Providing information about technical assistance resources
- Sponsoring educational farm field days for farmers

Support for Ethnic Farmers and Consumers

- Assisting with translations
- Facilitating information access and exchange

Managing Leased Farmland Owned by the Center

This approach presumes that it would be feasible for the Center to develop a business plan to use a tax-free revenue bond or another mechanism to purchase farmland and lease various sized plots to farmers and allotment gardeners on various length terms. One advantage of this arrangement would be that the Center could then impose reasonable requirements for sustainable practices, which would maximize the land's long-term value.

# Appendices

## B. Circulation: Transportation Demand Management

Transportation Demand Management (TDM) is an integral component of the circulation system proposed for Coyote Valley. Transportation demand management includes various strategies to encourage more efficient travel behavior and to improve the quality of travel for all modes. The benefits of TDM are many, including: reduced traffic congestion, infrastructure costs, energy use, and pollution; and increased travel choice, safety, and equity. In short, TDM represents a more cost effective, flexible, and sustainable approach to transportation.

### "Built In" Elements of TDM

It is worth noting here that the Vision for Coyote Valley has TDM "built in." The Vision includes urban development densities, a mix of land uses, and connected streets in a pedestrian-oriented and human-scaled neighborhood form. And while each of these features has only a modest effect on travel demand, together they create a synergy that can reduce vehicle trips by between 20-35 percent compared to more auto-dependent neighborhoods. How is this possible? First, the higher urban densities and mix of uses proposed increase the number of potential destinations located in Coyote Valley, which reduces travel distances and the need for automobile travel. Second, the proposed higher urban densities increase the number of transportation options available in Coyote Valley since increased demand makes these options more cost effective. Finally, the higher densities tend to reduce traffic speeds, increase traffic congestion, and increase parking costs which makes driving relatively less attractive than alternative modes. The total result is reduced per capita automobile

ownership and use, and increased use of alternative modes such as transit, walking, or cycling.

### Additional TDM Strategies

In addition to these "built in" macro-scale elements, additional micro-scale TDM strategies can be used in concert to reduce vehicle trips by 25 percent or more. These additional strategies are generally applied on a development-by-development basis to reduce vehicle trips, particularly during commute hours. Key strategies are outlined below.

### Parking Pricing

Although it is often provided at no charge to the user, parking is never free. Each space in a parking structure can cost upwards of \$30,000. Even on-street spaces incur costs in terms of land value and maintenance. It is a traditional real estate practice to bundle the cost of parking in a lease or purchase agreement for the sake of simplicity. However, providing any service for free or at highly subsidized rates encourages use, and in the case of parking means that more spaces have to be provided to achieve the same rate of availability. As such, parking fees are an essential TDM component in the Coyote Valley Vision, in order to both reduce vehicle travel and ensure that pedestrians, cyclists, and transit riders do not pay for parking they neither want nor need.

Parking fees should not be viewed as a means of punishing those who choose to drive. In fact, drivers are generally more upset by parking fees when there are few alternatives to driving alone or owning a vehicle. Parking fees raise revenue

to cover the costs of providing a service, and by removing the parking subsidy, the economic playing field between travel modes is leveled. It is also critical that residents and employers are made aware that rents, sale prices, and lease fees are reduced because parking is charged for separately. Unbundling the cost of parking allows residents and employers to choose how much parking they wish to purchase. No resident, employer, or employee should be required to lease a minimum amount of parking.

The implications of parking fees have slightly different implications for residents, employees, and retail customers:

- For employees, a parking fee is the single most effective strategy of encouraging people to use alternatives to the automobile. In the Bay Area, parking charges have been found to reduce vehicle trips from between 8 and 21 percent, with reductions of up to 28 percent in other suburban California locations. Almost 90 percent of residents in Santa Clara County have free parking at work.<sup>1</sup>
- For residents, a parking fee will have a smaller effect on demand since it is easier for people to take transit or carpool to work than to give up a vehicle altogether. However, charging separately for parking will also reduce the cost of housing for people who cannot afford or choose not to own a car.
- For retail customers, it may be appropriate to provide free or subsidized short-term parking, at least initially, to maximize the economic vibrancy of a retail district.

<sup>1</sup> RIDES for Bay Area Commuters, *Commute Profile 2002*.

- Parking meters are an effective way of encouraging turnover of prime "front door" parking spaces.

### Ridesharing

Ridesharing includes carpooling and vanpooling. Employment rideshare programs typically provide car and vanpool matching, vanpool sponsorship, preferential parking, and free parking to discourage single-occupant vehicle commuting. Since one of the greatest barriers to the use of ridesharing is lack of information, employment rideshare programs help fill this gap. In the Bay Area, the RIDES for Bay Area Commuters program offers online ridematching services to help commuters find a carpool partner.

### Shuttle Services

There are several types of shuttle services that use small buses or vans to provide public mobility. Circulating shuttles carry passengers for short trips along busy corridors, including business districts, employment and education campuses, and parks or recreation areas. A good example is the Emeryville GoRound that connects the employment and shopping areas in the city with the MacArthur BART station. Demand-response paratransit includes various types of flexible route transit service using small buses, vans, or shared taxis. Special mobility services provide mobility to persons with disabilities. Jitney services use vans or small buses to provide self-financing, privately-operated transit, such as the Caltrain Jitney service in San Francisco between Downtown and the Caltrain terminal on King Street.

### Alternative Work Schedules

Alternative work schedules are a useful way of staggering commute trips. Flextime allows employees to vary their daily work schedules, such as starting the day earlier or later than normal business hours. A compressed work week means employees can work fewer but longer days with one day off every week or every two weeks. Finally, staggered shifts, which has the same effect as flextime, can reduce the number of employees arriving and leaving a worksite at one time.

### Telework

Telework is comprised of a range of programs and activities that substitute telecommunications for physical travel. For instance, telecommuting allows employees to work from home or another location (such as a neighborhood telework office) in order to reduce commute travel. Teachers and students use telecommunications as a substitute for physical meetings in distance learning. Teleshopping (Internet shopping) refers to use of telecommunications to facilitate retail purchases and avoid physical visits to a store. Telebanking (Internet banking) allows banking and bill payment transactions to be completed electronically. Electronic government refers to use of telecommunications by government agencies to provide services that would otherwise require a visit to a government office. There are many more examples whereby the cyberworld can be used to accommodate a task, transaction, experience, etc., without physically requiring a trip to do so.

### Guaranteed Ride Home

These programs provide an occasional subsidized ride home to commuters who use alternative modes. For example, such a

program may provide a taxi ride or use of a company car if an employee must return home in an emergency or stay at work later than expected. Such a program addresses a common objection to the use of alternative modes.

### Bicycle Facilities

Cycling is an effective alternative transportation mode that is accommodated in the Vision in the form of an extensive bicycle network of bike lanes and trails. However, in order to maximize the benefits of this mode, bicycle facilities at home and work are required. For instance, many Bay Area cities, including Palo Alto, specify secure and weather-protected bicycle parking facilities for new developments. The inclusion of preferred bicycle parking and shower/changing facilities in employment centers provide significant incentive for employees to cycle to work.

### Car-Sharing

Car-sharing programs, such as City CarShare and Flexcar in the Bay Area, provide members with access to a vehicle without the need to own one. Around 25 members share each car, making reservations through the Internet and paying on a time and mileage basis. At residential developments, each car-sharing vehicle replaces five to six private cars. At employment sites, car-sharing can allow people to take transit to work by making a car available for errands during the working day.

### EcoPasses

The Valley Transportation Authority (VTA) runs a successful EcoPass program, which provides bulk transit passes at discounted rates to employers or groups of residents.

### Coyote Valley Parking Program

To achieve its vehicle trip reduction and sustainability goals, development in Coyote Valley must take a bold approach to parking supply, management and pricing. Implemented well, these strategies will reduce congestion, increase local transit use, encourage rational user choice, and help realize project goals.

The following discussion lays out a parking management approach for Coyote Valley that explains the parking strategies needed to achieve development goals, the benefits of those strategies and how the strategies can be implemented. This program is based primarily upon two highly successful Santa Clara County examples of sustainable transportation and parking management:

- *The Stanford University General Use Permit. Under its 1989 and 2000 General Use Permit Agreements, Santa Clara County has allowed Stanford University to build up to 4.4 million square feet of new academic development provided its peak period auto trips do not exceed 1989 levels. As a result of this traffic cap, Stanford has developed one of the most successful Transportation Demand Management programs in the country. Its transit, bike and TDM programs are entirely funded by parking fees, which are currently set at \$156 - \$368 a year. In addition, Stanford pays up to \$160 a year in cash to commuters who do not buy a parking permit. All Stanford employees get free rides on Caltrain, VTA and SamTrans transit, plus the university offers an extensive free local*

*shuttle network. For more detail on Stanford's programs, see [transportation.stanford.edu](http://transportation.stanford.edu), and for their General Use permit, see [http://www.sccplanning.org/planning/content/PropInfoDev/PropInfoDev\\_Stanford\\_University.jsp](http://www.sccplanning.org/planning/content/PropInfoDev/PropInfoDev_Stanford_University.jsp)*

- *The NASA Ames Research Park. NASA signed tenant agreements in February 2003 for a major new research campus located on Moffett Field. A major component of NASA's program is sustainable development, and as a result they have looked hard at parking and transportation issues. The signed agreements require that all NASA tenants must reveal the "true" cost of parking to Research Park employees, through direct parking fees or parking cash-out programs. The Development Plan also includes extensive investments in bicycle, pedestrian and shuttle infrastructure. Altogether, the investments reduce the parking demand on site from a typical four parking spaces per 1,000 square feet down to 1.9. For more detail, see <http://researchpark.arc.nasa.gov/NADP/NADP%20Oct2002.pdf>.*

### Parking Program Principles and Rationale Create a Shared Parking Supply

Parking should be a shared resource throughout Coyote Valley. By maximizing efficiencies between users, shared parking reduces the total amount of parking that would otherwise be needed. Shared parking also supports the use and development of large, strategically-placed parking structures that reduce the amount of land that must be dedicated to parking, thereby reducing land paving.

Parking consolidation also improves the pedestrian environment and traffic flow by limiting the number of curb cuts needed for typical development with multiple small surface lots. The elimination of numerous small lots also facilitates densification of land use, which helps create a more walkable, transit-friendly environment and is economically rational.

### **Establish a Third Party Entity to Construct and Manage the Parking Supply**

A parking management district or transportation management association should be established to construct and manage the parking supply. The third party entity will be charged with making decisions about parking construction in the context of broader transportation access goals and can therefore regulate parking supply according to a master site plan.

Having the parking managed by a third party eliminates the propensity for site-employers to provide free or reduced-cost as a perk to certain employers. In addition, central management of parking payment, maintenance, security, operations, information and janitorial services, relieves developers, tenants, and lessees from these responsibilities. In addition, centralized management facilitates uniform policies across Coyote Valley that will level the economic advantages between access modes. Finally, having a third-party managed parking supply separates the cost of parking from the cost of other real estate, which supports the project's sustainability goals.

### **Charge for Parking**

Charging for parking is the single most effective strategy to encourage people to use alternatives to the single occupant

vehicle. Parking charges have been found to reduce vehicle trips anywhere from 8 percent to 30 percent.

Free parking encourages people to drive, increases the costs of development, and encourages a built environment that does not put land to its highest and best use. The powerful subsidy of free parking makes driving the most economically advantageous and rational choice for travelers compared to walking, cycling, or using transit. Free parking is at odds with the goals of the Coyote Valley land use plan to reduce auto traffic and emissions.

### **Implementation Strategy City General Use Permit**

To enable the above parking strategies, Coyote Valley must be governed by conditions that will prevent typical market-based parking decisions from occurring. The City will need to establish a conditional use permit that will set an Average Vehicle Ridership (AVR), mode split, vehicle trip cap, or maximum parking ratio at the site. If the latter mechanism - a maximum parking ratio - is selected, the ratio would have to be adjustable over the course of development to allow a rational parking phasing strategy.

### **Establish a Third Party Parking Entity**

A Third-Party entity should be established to construct and manage the parking supply. The entity could be called a Parking Management District or a Transportation Management Agency ("TMA"). The entity would be dedicated to the improvement of transportation access to Coyote Valley and to meet the conditions of the use permit. In addition to its parking responsibilities, the entity could also be responsible for running any site-wide, communally-funded Transportation

Demand Management programs that might be established. For the purposes of the following discussion, the entity is called a "TMA."

Each developer would be required to fund the TMA for the privilege of developing in Coyote Valley per the funding strategy described below. Those funding the organization would make up the TMA board of directors. In the early stages of development, the board would be developers, while in later stages it could include tenants as the funding requirement is passed on through rents.

Initially, the TMA would not have staff, but would simply be a decision-making body made up of the board of directors. The board will expand as the number of Coyote Valley developers increases and as Coyote Valley development is leased.

### **Establish TMA and Parking Financing Mechanisms**

To fund parking construction, maintenance and management, money that developers would have spent to build parking in a typical suburban office park will be spent on TMA fees, instead of parking. The parking standards for San Jose should be used to estimate these fees. For example, if the standard is 4 spaces per 1,000 square feet of development, the developer will pay to the TMA the cost of building this parking, rather than pay to actually build the parking. The fee will be established based on the market rate of parking construction in the Coyote Valley environment - including the value of the land underneath the parking.

A developer will have the choice to pay the TMA the cost of constructing the parking as a surface lot or as a structured lot. The annual fee would be based on the amortized annual cost of constructing the required number of parking spaces, maintenance for those spaces and the annual lease value of the land on which the parking is built. The fee would be due to the TMA for 25 to 35 years, depending on the amortization period selected. Thus, if a developer selects to pay for structured parking, construction costs will be higher but land lease costs will be lower. The opposite would be true for a developer selecting the surface lot option.

The TMA will be required to lease the land on which parking is built. Land lease fees would be paid back to the developer who owns the land on which the parking is sited. The TMA will also pay for parking construction costs of the garages.

There will be no free parking in Coyote Valley. Parking fees will be established to cover the full cost of the parking and the land. Some revenues from fees will be returned to the developers and others will be retained by the TMA to support Transportation Demand Management Strategies.

Furthermore, the TMA will build less parking than what the developers' fee could have paid for. Thus, there will be some surplus revenues from the fees paid by the developers that can also be used to support TDM. The following explains the parking financing mechanism in more detail:

- **Step 1:** Developers pay to the TMA a fee representing the annualized cost of
  - a) parking construction, and b) land value.

- **Step 2:**  
The TMA uses this money to pay a land lease back to the developer. This amount will be less than that paid by the developer to the TMA, because the TMA will lease less land than what the developer was charged for. The TMA will lease less land, because the TMA will need to build less parking than that paid for according to the fee formula. This surplus revenue can be used to support TMA staff and TDM programs.
- **Step 3:**  
The TMA pays for parking construction using TMA fees. The amount the TMA pays for parking will be less than the amount of developer fees collected, because the TMA will build less parking than paid for according to the fee formula. This surplus revenue can be used to support TMA staff and TDM programs.
- **Step 4:**  
Parking fees are set to cover the full cost of parking construction, maintenance and land costs. This fee is passed through the TMA to the developers to fully reimburse the developers for their initial investment in the TMA. Because some land costs have already been returned to the developers (Step 2), there will be a balance of revenue available to fund TDM strategies.

While developers will be required to pay up front without immediate benefits, in the long run their fees are fully reimbursed and as more land is available for development.

### Phase Parking Construction

The TMA will be responsible for decisions about parking construction. Because the board is made up of the developers,

the TMA could decide to hire one or more of the developers to build the parking. Parking supply, however, would be governed by the site master plan and the general use permit.

Decisions about parking supply would be dictated by the general use permit. If the permit sets a maximum or parking cap, the maximum/cap will dictate the amount of parking that can be built in each phase. If the permit sets a maximum number of vehicle trips allowed, the needed parking supply should be determined based on the allowable amount of vehicles. Parking should be supplied in order to support the vehicle trip goal.

For example, if the use permit requires that vehicle trips be reduced 30 percent beyond what is traditionally observed at nearby sites, then the parking supply should be 30 percent less than traditional requirements.

- **Phase 1:**  
Parking will be built gradually over the course of the development. Until a critical amount of development is achieved, it will be not be logical to build a large, consolidated structured parking supply. As such, it will appropriate to build surface parking lots during Phase 1. The surface lot supply would be a shared parking supply.

During Phase 1, parking should be built at a higher ratio than what will be ultimately required and desired at project build-out. With each phase of construction, the number of parking spaces per total square feet of development will decline. In addition, at the early stages of development, there will not be the necessary critical mass of people on site to support aggressive

Transportation Demand Management strategies, like transit and shuttle services that are needed to support a lower parking ratio.

All parking, even in Phase 1, however, should be constructed as controlled-access parking and should not be free. Parking fees should be established to cover the full cost of parking construction, land, and maintenance. Assuming that parking spaces were all provided in surface lots, the average annual cost of parking would be approximately \$3,355. This equals monthly, daily and hourly fees of \$280, \$12.75 and \$1.60 respectively. The assumptions used to develop these figures are shown at the end of this Appendix.

- **Phase 2:**  
Phase 2 will begin when development activity reaches levels to warrant the construction of a parking structure. The structure would consolidate parking for many different uses and be a shared supply.
- **Phase 3:**  
Phase 3 will begin when the Phase 1 surface lots are replaced with additional development. Parking for the additional development and the displaced surface lot spaces will be accommodated in consolidated, strategically placed parking structures.

### Parking Policies

The City of San Jose and the TMA should enforce the following parking policies among developers, their tenants and subtenants:

- There will be no free parking on site Monday through Friday. Depending on uses at the site, the TMA may decide to allow free parking after a certain time at night or on weekends, when demand is lower.
- Parking charges will take effect at the earliest feasible point in site development.
- Parking is priced based on the cost to provide parking and fund the site-wide Transportation Demand Management programs.
- Tenants, residents, employers, and employees are under no obligation to lease any minimum amount of the parking supply.
- In any lease agreements, parking costs will be separated from other lease costs.
- Employers that want to subsidize parking for their employees have the option to do so through parking cash-out arrangements only (i.e. employers are not able to absorb the cost of parking for their employees, unless they offer equal benefits to non-parking employees).
- Parking pricing and card-access technology will be used to provide economic incentives to those using transportation alternatives on an occasional basis.
- Access technology will be used to limit the need for extensive parking policing and permit systems.
- Parking supply will reflect anticipated trip reduction and opportunities for shared-use parking.

- Parking pricing will not reward long-term parkers.
- In the long-term, technology will be maximized to provide economic incentives to those parking outside the peak by charging flexible parking rates based on demand.
- The TMA will create uniform parking policies and procedures to support the shared system.
- The TMA will interface with all employees to provide parking information.
- Parking payment will be centrally managed - this entails coordinating with the TMA board and employers to develop systems for revenue flow, reconciliation, and employee parking pre-tax payment.
- Centrally manage maintenance, security, operations, information and janitorial services.

### Parking Fees

Parking prices will be charged using a time-based strategy so that long-term or more-frequent parking is not rewarded with discounts. This can be done using debit-card or smart card technology. The hourly rate per day will max out at eight hours and the daily rate per month will max out at 22 days per month. Anyone who parks less than eight hours per day or less than 22 days per month will end up paying less than the monthly rates.

The TMA, under the guidance of its board of directors, will develop a revenue and reconciliation model for the distribution of the parking fees generated to cover parking construction costs back to the parking owners. This will be determined based on parking data from the controlled-access card readers.

### Subsidized Employee Parking

A site employer may offer free or subsidized parking to its employees only through a parking cash-out program or transportation allowance program. When an employer subsidizes the cost of leased parking, California law requires the employer to offer parking cash-out. If the employer chooses to subsidize employee parking, parking cash-out arrangements will be required as part of lease agreements to ensure that partners and tenants do not absorb the cost of the parking without offering equal benefits to employees who do not park.

Through a parking cash out program, an employer offers its employees the choice of:

- free parking;
- a transit/vanpool subsidy equal to the value of the parking (of which a portion would be tax-free); or
- a taxable carpool/walk/bike subsidy equal to the value of the parking.

The Lessee pays the parking charges to the third-party parking manager on behalf of the employees who select to park on site. Employees who opt for the subsidies are not eligible to receive free parking from the employer. On days when these employees drive to work, they would be responsible for their parking charges.

The employer could also subsidize parking through a transportation allowance program. Through this program, each employee would be provided a monthly transportation allowance (e.g. \$50 per month). Employees can use it for parking, transit costs, or pocket the cash if they choose to walk or bike.

Employers offering parking cash-out or transportation allowance programs will have the option to contract with the on-site TMA to administer their programs.

### Subsidized Visitor Parking

Employers will be able subsidize their visitor parking in one of two ways:

- Purchase a supply of reserved parking that the employer can designate as visitor parking. The employer will be responsible for paying the monthly reserved fee to the third party parking management association.

- Purchase employer-provided validation stickers. These stickers will be priced at market rates.

### Residential Parking Charges

Residents will pay for parking separately from their housing rental costs. Each resident will be able purchase at least one parking space at their housing location. Residents may be able to purchase more than one on-site parking space on an as-available basis.

### On-Street Parking

It is expected that every street in Coyote Valley will be lined with on-street parking, greatly contributing to the area's parking supply while providing several benefits:

- Because there is no need for dedicated "drive aisles," on-street parking consumes between 50 percent and 66 percent of the paved land per space as off-street parking.
- On-street parking provides an effective physical and psychological buffer to protect pedestrians on urban sidewalks from adjacent traffic.
- On-street parking is critical for the success of "main street" retail, providing convenient access for motorists in a manner that does not harm the pedestrian realm.

It is also expected that fees will be charged for all on-street parking in Coyote Valley. These rates will be the same as the rates for the off-street garages, but they will primarily be charged hourly. Along most streets, fees can be paid at pay-and-display machines located at key locations and at all entrances to the area, and should be set up to take credit cards and debit cards. In retail areas, traditional parking meters can be used, but these should also emphasize convenience, accepting all forms of payment media.

In residential areas, residents may pay for on-street parking on an annual basis for themselves, along with as-needed and advance-purchase permits for their guests. Stanford University's daily parking permits have a calendar printed on them in lottery ticket format, allowing visitors to purchase them in advance and "scratch-off" the date they wish to use them.

### Parking Access

- Parking access for office park areas will be monitored through technology as opposed to manual policing of permits.
- All parkers will use card-access technology to enter any parking area.

- Card-access technology will be consistent between garages and lots and will feed into the same database regardless of parking location.
- Card access technology will be programmed to charge parkers based on an hourly/daily rate using debit-card technology.

### ESTIMATED COST PER PARKING SPACE

	Surface Parking	Garage Parking	Equally Mixed Supply
<b>Capital Costs</b>			
Construction cost per Space	\$2,000	\$11,500	
Controlled-access, debit card technology per space	520	350	
Project management at 3.45%	\$87	\$409	
Land Cost Per Space 1	\$12,500	\$5,000	
Total Capital Cost Per Space	\$15,107	\$17,259	
Annual Capital Cost Per Space 2	\$1,279	\$1,461	
<b>Operating Costs</b>			
Annual maintenance	\$30	\$150	
Utilities	\$5	\$8	
Annual parking management/staff	\$50	\$75	
Insurance	\$15	\$30	
Total/Space	\$100	\$263	
<b>Total Annual Cost Per Space</b>	\$3,355	\$2,515	\$2,935
<b>Monthly Fee</b>	\$279.58	\$209.58	\$244.58
<b>Daily Fee</b>	\$12.71	\$9.53	\$11.12
<b>Hourly Fee</b>	\$1.59	\$1.19	\$1.39

**Assumptions:**

Land Cost = \$1.5 million per acre  
 120 spaces per acre for surface parking; 300 spaces per acre for structured parking.  
 Financing at 7.5% over 30 years.  
 22 days per month; 8 hours per day.

# Appendices

## C. Town Center Scale Comparisons: North San Jose, Palo Alto & Mountain View

### Golden Triangle Area, North San Jose

The Golden Triangle Area of North San Jose represents the way Coyote Valley would be built if sprawl were the guiding force. This area was built in the last twenty years and consists of segregated land uses divided by large arterial roads and buildings set back from their streets by large areas of surface parking lots or minimal landscaped strips. There is nowhere to walk and every activity requires an automobile trip.

Housing is separated into large developments of the same type of building serving the same type of population or income group; all single family houses, or all rental apartment buildings.

Offices are in stand-alone buildings surrounded by parking lots and the minimal amount of retail is in the left-over portions of the big parcels.

### Traditional Town Centers

The Coyote Valley Vision Plan proposes that the Town Center follow a more traditional pattern as found in the downtown areas of communities such as Mountain View or Palo Alto. Both Castro Street in Mountain View and University Avenue in Palo Alto are examples of transit-oriented, walkable, mixed-use communities where it is possible to live and work without needing a car for every activity. Both have a train station at one end. Within the ten-minute walking distance, each offers a

wide range of shops, restaurants, offices and dwellings. Palo Alto, despite its upscale image even has a well-designed Single Room Occupancy (SRO) hotel for its lowest income levels.

### Arriving by Car

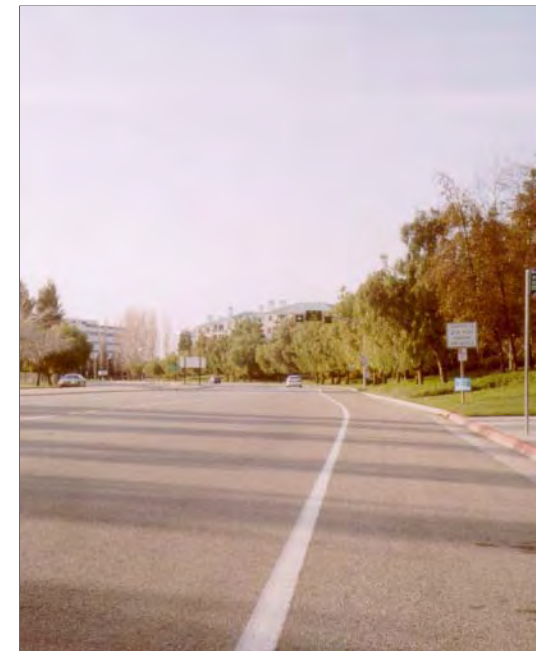
For those arriving by car, parking is available at meters on both Castro Street and University Avenue as well as in mid-block surface parking lots or structured parking garages hidden from view from the surrounding streets.

### A Ten-minute Walk

Contrast the experience that someone walking the same ten-minute distance would have at the Golden Triangle and the other two examples. In North San Jose one would pass 9 buildings in contrast to 44 in the same distance in Mountain View, and 69 in Palo Alto. In both of the traditional main streets the experience is lively, varied and active at all times of the day and evening.

### Proposed Coyote Valley Town Center

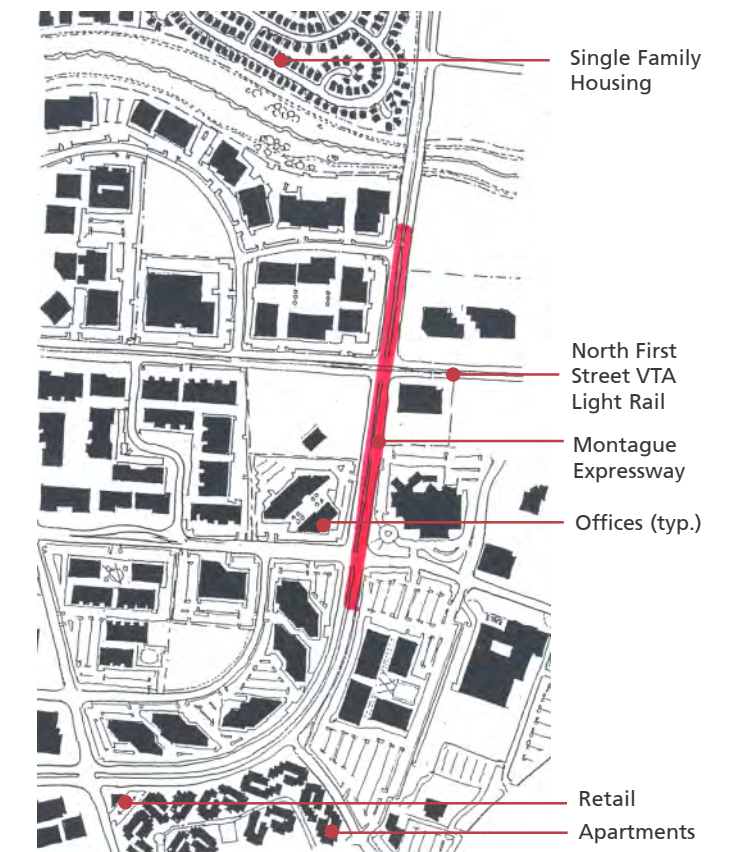
The proposed plan for Coyote Valley's Town Center draws for its inspiration from these other centers by having a main street that is narrow and pedestrian-friendly, served by public transit and with a rich mix of uses along its length. Similar to Palo Alto, a trio of streets allows through-traffic to bypass the center, while permitting transit and slower moving traffic, bicycles and pedestrians to have priority on the main street.



Montague Expressway, San Jose



North San Jose



Golden Triangle, North San Jose

The drawings above and to the right are all drawn at the same scale. Each red line represents a ten-minute walking distance.

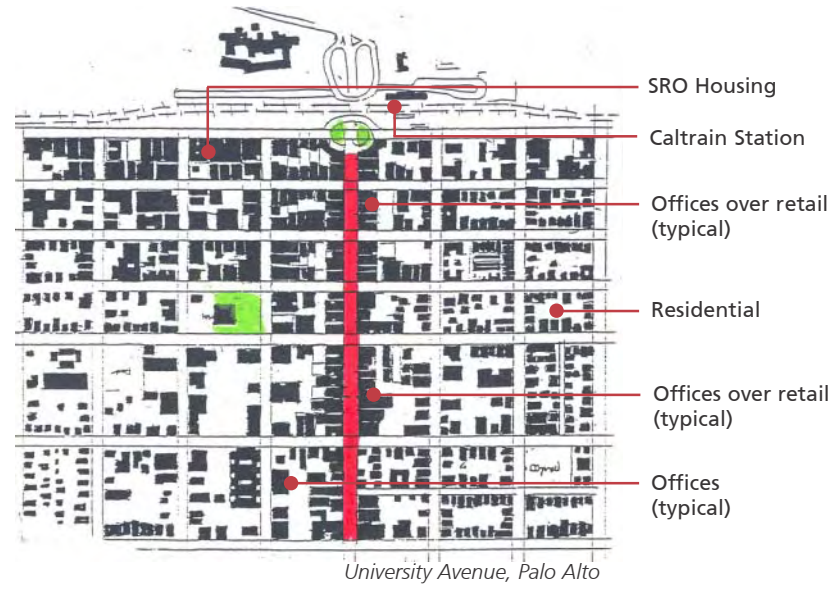




University Ave, Palo Alto



Castro Street, Mountain View



University Avenue, Palo Alto







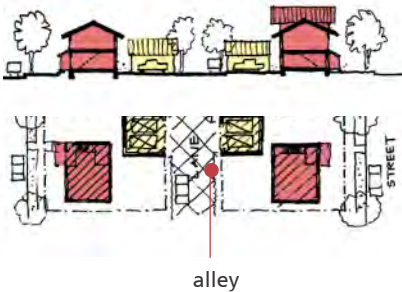
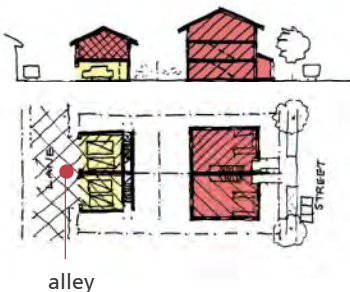
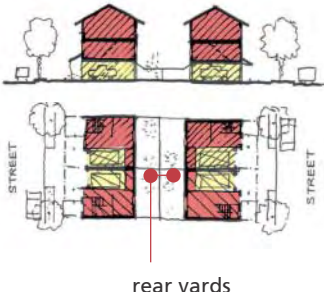
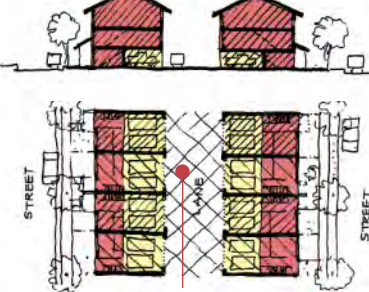




Castro Street, Mountain View



Coyote Valley Town Center

# Appendices

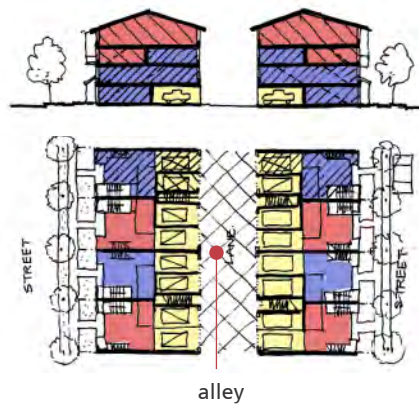
## D. Residential Density Matrix

	Single Family Detached	Semi-Detached with In-Law Unit	Front-Loaded Row Houses	Rear-Loaded Row Houses
	(2 Story) Garage at Rear	(2-3 Story) Garage at Rear	(3 Story) Garage at Front	(3 Story) Garage at Rear
				
				
Density Dwellings / Net Acre (DU/AC)	10 DU/AC	15 DU/AC	20-25 DU/AC	25-30 DU/AC
Parking Type	1 Car per Dwelling	1 Car per Dwelling	1 Car per Dwelling	1 Car per Dwelling
Construction Type	Wood Frame	Wood Frame	Wood Frame	Wood Frame
Construction Cost Index <sup>1</sup>	1.00 cost index	0.95 cost index	0.90 cost index	0.90 cost index
Stacked/ Unstacked Units				Unstacked
Individual Garage/ Podium Parking				
Wood Frame/ Concrete Construction				
Vision as Illustrated: 28.5 DU/AC avg. 25,000 Dwelling Units Total Percentage of each type 881 acres required total	1,000 DU 4% 100 acres 	2,500 DU 10% 167 acres 	6,250 DU 25% 250 acres 	3,500 DU 14% 117 acres 

<sup>1</sup> Cost index represents relative construction costs for each building type based on Bay Area standards.

**Stacked Rowhouses**

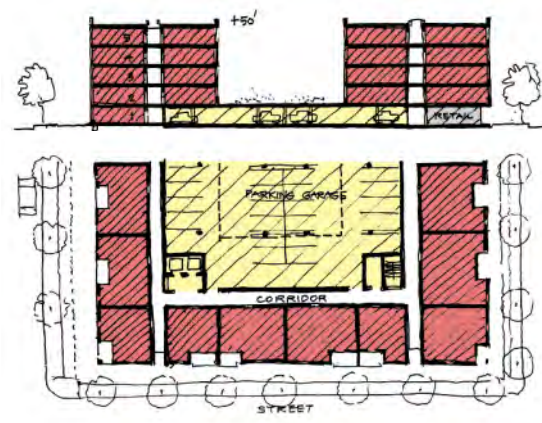
(4 Stories)  
Garage at Rear



30-35 DU/AC  
1 Car per Unit  
Wood Frame  
1.20 cost index

**Stacked Flats**

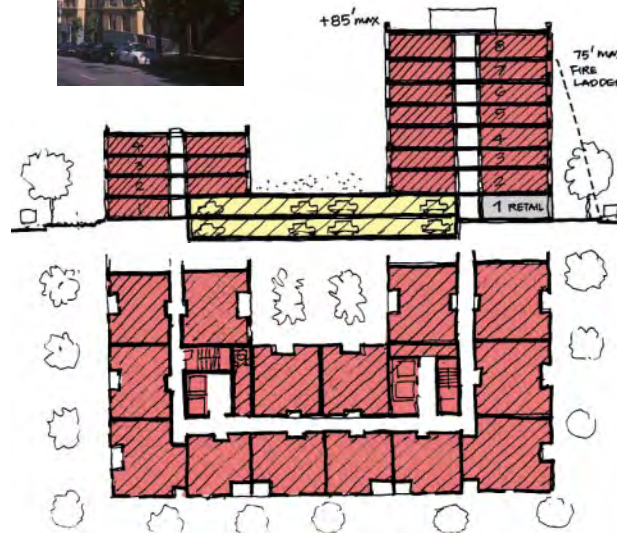
(5 Stories)  
1 Level Podium Parking



35-45 DU/AC  
1 Car per Unit  
Wood Frame over Concrete Garage  
1.60 cost index

**Midrise Stacked Flats**

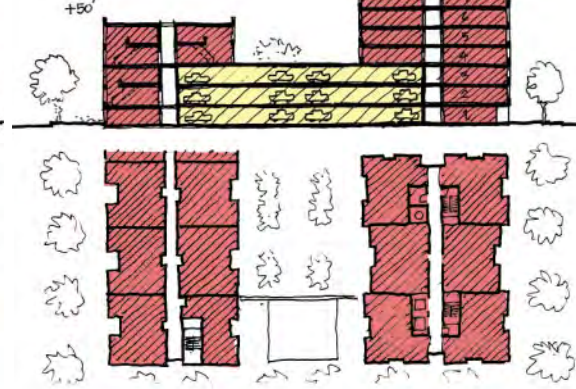
(below 8 Stories)/ Below Life Safety  
2 Level Podium Parking



45-75 DU/AC  
1 Car per Unit  
Concrete Frame  
2.00 cost index

**Highrise Stacked Flats**

(above 8 Stories)/ Above Life Safety  
3 Level Podium Parking



75-125 DU/AC  
1 Car per Unit  
Concrete Frame  
2.25 cost index

Stacked

Individual Garages

Podium Parking

Wood Frame Construction

Concrete Construction

**Percentage of Dwellings**

Unstacked/ Stacked  
40%/ 60%

Garage/ Podium Parking  
53%/ 47%

3,250 DU  
13%  
93 acres



5,000 DU  
20%  
111 acres



2,500 DU  
10%  
33 acres



1,000 DU  
4%  
10 acres



# Appendices

## E. Coyote Valley Housing Needs Analysis

### Overview of Housing Needs: Beyond a Jobs/Housing Balance

The relationship between jobs and housing is a key driver of existing development patterns in the Bay Area. Workers are often forced to commute long distances from areas with ample supplies of housing that they can afford and that meet their needs to areas with jobs. This pattern has substantial negative consequences for the environmental, the social, and economic sustainability of the community and the region, and threatens the economic vitality of San Jose.

The jobs/housing balance is a measure of the number of jobs available in a specific area compared to the number of housing units in the same area (or more precisely, the number of employed residents living in these housing units). However, just analyzing the quantity of jobs and housing in an area does not address the relationships between wages earned by people holding local jobs, resulting household incomes, and the need for housing that is affordable to those workers to enable them to live near their place of work.

As part of the Coyote Valley Vision, this additional analysis was conducted to estimate the types of jobs expected from commercial development in Coyote Valley. The analysis then converted these new jobs to likely wages, resulting household incomes of the households with these new workers living in

them, and related housing need by income level. This estimate of housing needed by income level within the future Coyote Valley community provides a critical step in understanding the affordable workforce housing needs that should be met locally to give all workers an opportunity to live near work, to reduce potential traffic congestion and mitigate other growth impacts.

### Methodology

The workforce housing needs analysis estimated housing demand generated by new employees working in the commercial development envisioned for Coyote Valley by the split between owner occupied homes and rental units (typically called the “tenure split”) and income level, expressed as percent of Area Median Income (AMI) to relate the findings to affordable housing programs and regulations.

### Economic Base Estimates

The Coyote Valley Vision assumes 50,000 “basic jobs” and 3,000 “retail/service jobs” will be located in the Valley. “Basic jobs” will primarily be in the high technology manufacturing, services, government, and finance, real estate, and insurance (F.I.R.E.) sectors, reflecting the economic base of the City and Santa Clara County. “Retail/service jobs” will mainly fall under the retail trade and services sectors. The Vision will also likely generate a small number of agricultural jobs, probably in the range of 100 to 300. Due to the difficulty of developing an

**Table 1: Estimate of Housing Demand from New Workers in Coyote Valley Vision Plan**

Industry Category (c)	Basic Jobs		Retail/Service Jobs		Total New Coyote Valley Jobs
	Industry Distribution (a)	New Coyote Valley Jobs (b)	Industry Distribution (a)	New Coyote Valley Jobs (b)	
Construction	0.0%	0	3%	83	83
Manufacturing	5.5%	2,757	0%	0	2,757
<i>High Technology</i>	20.3%	10,163	0%	0	10,163
Transportation and Public Utilities	0.2%	116	2%	46	162
Wholesale Trade	0.6%	316	10%	312	628
Retail Trade	1.3%	632	42%	1,247	1,879
F.I.R.E. (d)	7.4%	3,675	0%	0	3,675
Services	36.5%	18,250	38%	1,125	19,376
<i>Business Services</i>	18.5%	9,251	3%	91	9,343
Government	9.7%	4,838	3%	95	4,933
<b>Total</b>	<b>100.0%</b>	<b>50,000</b>	<b>100.0%</b>	<b>3,000</b>	<b>53,000</b>

Notes:  
 (a) From ABAG Projections 2002. Figures show the distribution of new jobs in Santa Clara County between 2000 and 2020.  
 (b) New Basic Jobs in Coyote Valley: 50,000  
 New Retail/Service Jobs in Coyote Valley: 3,000  
 (c) This analysis does not address housing demand created by additional agriculture employment in Coyote Valley open space areas. Based on existing agriculture employment in southern Coyote Valley, 100 to 300 permanent agriculture jobs are expected.  
 (d) Finance, Insurance, and Real Estate

**HOUSEHOLD INCOME DISTRIBUTION BY INDUSTRY CATEGORY (a)**

Industry Category	Annual Household Income Category (b) (c)			
	Very Low	Low	Moderate	Above Moderate
Mining and Agriculture (d)	29.0%	18.4%	28.5%	24.1%
Construction	18.0%	19.3%	28.1%	34.6%
Manufacturing	12.9%	17.0%	28.5%	41.6%
<i>High Technology</i>	9.1%	14.6%	26.9%	49.3%
Transportation and Public Utilities	12.7%	17.7%	29.3%	40.2%
Wholesale Trade	14.4%	18.7%	26.2%	40.8%
Retail Trade	22.0%	20.0%	25.6%	32.4%
F.I.R.E. (e)	13.2%	15.5%	24.8%	46.5%
Services	19.2%	16.7%	23.7%	40.4%
<i>Business Services</i>	19.3%	18.6%	24.4%	37.7%
Government	18.7%	20.5%	23.4%	37.4%

Notes:  
 (a) Household income distribution data from 1990 Census Public Use Microsample (PUMS) for Santa Clara County. This is most recent data allowing for cross-tabulation of occupation by industry and household incomes. 2000 PUMS data not available until Summer 2003.  
 (b) Reflects 2001 HCD-defined income levels. Analysis assumes that while HH incomes may change, the distribution among income categories will be similar in 2020.  
 (c) Very Low Income Households - up to 50% of Area Median Income (AMI). Up to \$48,000 for 4-person household in 2001. Low Income Households - up to 80% of AMI. Was up to \$74,250 for 4-person household in 2001. Moderate Income Households - up to 120% of AMI. Was up to \$115,200 for 4-person household in 2001.  
 (d) This analysis does not address housing demand created by additional agriculture employment in Coyote Valley open space areas.  
 (e) Finance, Insurance, and Real Estate

Sources: Association of Bay Area Governments, *Projections, 2002*; U.S. Census Public Use Microsamples, 1990; BAE, 2003.

accurate estimate of the number of agricultural jobs, they are not included in this analysis.

To estimate demand for Coyote Valley housing generated by the Vision’s projected employment, the number of new Coyote Valley jobs were broken down by industry, based on Association of Bay Area Governments (ABAG) employment projections for Santa Clara County through 2020, and the land uses envisioned for Coyote Valley. Considering the stated desire of the City to place a substantial number of high technology jobs in the Valley, the ABAG forecasts were adjusted to increase the anticipated overall proportion of new employment in high tech, business services, and F.I.R.E jobs.

Next, a distribution of household incomes of employees within each major industrial sector for the Santa Clara County economy was developed, based on data from the 1990 Public Use Microdata Sample (PUMS), a detailed set of raw data from the Census’s long form (1990 PUMS data was used because data from the 2000 census was not yet available). All of the PUMS income figures were inflated from 1989 to 2001 dollars using the San Francisco-San José-Oakland CMSA Consumer Price Index (CPI). The PUMS data was then analyzed to develop a household income distribution for every industry, using intervals that match the 2001 California Department of Housing and Community Development income

limits for Santa Clara County. As a last step in the demand analysis, the household income distributions for each industry were applied to the projected number of new jobs. This resulted in the number of new Coyote Valley jobs by industry and associated household income category. The total number of jobs was then divided by the assumed employees per household (1.6) to determine the potential number of households, by income level, that would demand housing in Coyote Valley (see Table 2).

### Non-working Households

In addition to workforce housing, residential communities have non-working residents. The workforce demand analysis considers only workers in Coyote Valley and does not account for housing needed to house non-working residents of the area including the elderly and special needs populations. To estimate the number of no-worker households that will likely reside in Coyote Valley, it was assumed that Coyote Valley would have the same proportion of non-working households as San José in general. According to the 2000 Census, 7.6 percent of San José families have no workers in the household and these families earn incomes 40.6 percent of the San José average household income.

**Table 2: Coyote Valley Housing Units by Household Income Level for New Workers**

	Very Low Income HHs	Low Income Households	Moderate Income HHs	Above Mod Income HHs	Total
<b>Total New Jobs By HH Income Level (b)</b>	<b>8,800</b>	<b>9,100</b>	<b>13,200</b>	<b>22,000</b>	<b>53,000</b>
<b>Housing Need for New Workers by Income Level:</b>					
Owner Households (c)	3,400	3,500	5,100	8,500	20,600
Renter Households (c)	2,100	2,200	3,200	5,300	12,700
<b>Total Units by Income Level (d)</b>	<b>5,500</b>	<b>5,700</b>	<b>8,300</b>	<b>13,800</b>	<b>33,300</b>
<i>Percent of Total Households</i>	<i>16.5%</i>	<i>17.1%</i>	<i>24.9%</i>	<i>41.4%</i>	<i>100.0%</i>
<b>Additional Units Needed for Households with No Workers (e)</b>					
Total Coyote Valley Housing Supply (based on General Plan Targets)					<b>25,000</b>
Citywide Percentage of Families w/o Workers					<b>7.5%</b>
Households with Workers	1,170	680	30	30	<b>1,900</b>
Distribution of Household Income for Households w/o Workers (f)	61.5%	35.6%	1%	1%	
<b>TOTAL DEMAND</b>	<b>6,670</b>	<b>6,380</b>	<b>8,330</b>	<b>13,830</b>	<b>35,200</b>
	18.9%	18.1%	23.7%	39.3%	100.0%
<b>TOTAL PROJECTED HOUSING SUPPLY</b>					<b>25,000</b>
<b>TOTAL PROJECTED HOUSING SUPPLY/(DEMAND) BALANCE</b>					<b>(10,200)</b>
<b>TOTAL VERY LOW/LOW INCOME UNITS NEEDED</b>					<b>13,050</b>
					37.1%

**Notes:**

- (a) Very Low Income Households are at 50% of Area Median Income (AMI). Low Income Households are at 80% of AMI. Moderate Income Households are at 120% of AMI.
- (b) Calculated by applying Household Income Distribution to Total New Coyote Valley Jobs in Table 1.
- (c) Owner-occupied households in San Jose per 2000 Census - 61.8%
- (d) Assumes Employed Residents per Household in Coyote Valley = 1.6
- (e) The workforce demand analysis considers only workers in Coyote Valley and does not account for housing needed to house non-working residents of the area. According to the 2000 Census, 7.57% of family's have no workers and these families have 40.6% of the average household income.
- (f) Household income distribution derived by adjusting San Jose household income distribution downward 40.6%. Workerless families have 40.6% the household income as the San Jose average.

Sources: U.S. Census, 2000; BAE, 2003.

## Findings

The following findings are shown in Tables 1 and 2.

- **Jobs/Housing Balance for New Workers.** The analysis indicates that the overall balance of the number of jobs and resulting number of units needed to house new workers within the Valley will not be met by the Vision's planned 25,000 housing units. Workforce housing needs will require at least 33,000 housing units, leaving an overall gap of at least 8,000 units in terms of total planned supply. This result is due to the fact that the Vision accepts the City's target of 50,000 primary jobs and 25,000 housing units, this mix is unbalanced in the direction of jobs.
- **Very Low Income Workforce Households.** The analysis indicates that at least 16.5 percent of the workforce will earn very low incomes (incomes up to 50 percent of Area Median Income, which was approximately \$48,000 for a four-person household in 2001). To fully meet the need of very low income workers, 5,500 housing units that are affordable at this income level will have to be provided. This analysis projects that this income level will demand at least 3,400 ownership units and 2,100 rental units.
- **Low Income Workforce Households.** The analysis shows that 17.1 percent of the workforce will earn low incomes (between 50 percent and 80 percent of Area Median Income, approximately \$48,000 to \$74,250 for four-person household in 2001). To fully meet the housing need of low income workers, another 5,700 units would need to be affordable at this income level. This analysis estimates that this need includes at least 3,500 ownership units and 2,200 rental units.
- **Moderate Income Workforce Households.** The analysis indicates that 24.9 percent of the workforce will earn moderate incomes (defined as 80 percent to 120 percent of AMI, in 2001, this would equate to between \$74,250 and \$115,200 for a four-person household). To fully meet the housing need of moderate income workers 8,300 units will need to be affordable at this income level. Moderate income households can typically afford rental housing in San Jose, but can not afford to purchase most newly constructed housing units available in the marketplace today. As Coyote Valley market-rate units would be newly constructed and able to command relatively high prices because of the beautiful setting and amenities of the Vision, without assistance programs these moderate income workforce households will also face difficulty living near their workplace.
- **Non-Worker Households.** Assuming that there will be 25,000 housing units in Coyote Valley, this analysis indicates the need for 1,900 units to house non-working households. Based on the 2000 Census figures indicating that these households have incomes significantly lower than San José averages, demand for 1,170 Very Low and 680 Low Income units can be expected from non-working households.
- **Overall Housing Demand/Balance.** Including Workforce and non-worker households, housing demand will require approximately 35,200 housing units, leaving an overall gap of 10,200 units in comparison to total planned supply in Coyote Valley. This analysis indicates demand for 6,670 units of Very Low Income, 6,380 units of Very Low Income, and 8,330 units of Moderate Income housing. As noted above, this analysis does not include housing for between 100 and 300 agricultural workers. A small number of units will need to be provided to accommodate these workers.
- **Relationship to San Jose General Plan Affordability Goals for Coyote Valley.** The above analysis shows that, to meet the needs of the Coyote Valley workforce and households with no workers, at least 37.1 percent of all housing units developed in Coyote Valley will need to be affordable to very low and low income households in order to match the wages earned by jobs in the same area and accommodate non-working households. An additional 23.7 percent of housing units will need to be priced at levels affordable to moderate income workforce households. Even though the City's general plan does not call for providing the amount of housing necessary to meet the Valley's total housing demand, the Vision calls for the 25,000 housing units that are planned to be proportionally targeted as affordable across income levels based upon the needs revealed by this analysis. Doing so will allow people of various income levels to live close to work, will help reduce the number of commuters into Coyote Valley thereby minimizing traffic and smog and will help to build an overall more diverse community.
- **The San Jose General Plan only calls for 20 percent of housing units in Coyote Valley to be affordable, and does not specify the income range.** If this remains the goal, this Housing Needs Analysis indicates that the General Plan goal will fall far short of meeting the Valley's future affordable housing needs. To meet the affordable housing needs for Coyote Valley, the City will need to aggressively pursue the policies and programs described in Chapter VI of the Vision, including a robust inclusionary zoning policy.

# Appendices

## F. Land Use Program Matrix

<b>COYOTE VALLEY VISION LAND USE &amp; DEVELOPMENT PROGRAM</b>	
<i>Land Use</i>	<i>Development Program (North and Mid Valley Only)</i>
Residential	<b>25,000 dwelling units<sup>2</sup></b> (20,000 Market Rate du's/5,000 Below Market Rate du's required)
Employment-Oriented Commercial Office, R&D, & Industrial	16.7 million square feet <sup>1</sup>
Retail & Service Commercial	1.5 million square feet <sup>2</sup>
Population	<b>80,000 residents</b> (@ 3.2 persons/household <sup>3</sup> )
Schools	6 elementary schools (40.2 acres <sup>4</sup> ) 1 middle school (14.5 acres <sup>4</sup> ) 1 high school (21.5 acres <sup>5</sup> )
Parks	560 acres of new regional parkland 120 acres of neighborhood parks 180 acres of community parks
Employment	50,000 primary/office jobs (@ 3 jobs/1,000 s.f.) <sup>1</sup> 3,000 retail/service jobs (@ 2 jobs/1,000 s.f.) <sup>2</sup>
Employed Residents	40,000 (@ 1.6 employed residents/household <sup>7</sup> )
<b>Proposed Development Intensity</b>	
Employment-Oriented Commercial Office, R&D, & Industrial	1.00 average Floor Area Ratio (FAR) <sup>10</sup>
Retail & Community Services	1.00 average Floor Area Ratio (FAR) <sup>10</sup>
Residential	<b>28.5 dwelling units per acre<sup>9</sup></b>
Parks	7 acres of Regional Parkland per 1,000 population <sup>6</sup> 2.0 acres of Community Parkland per 1,000 population <sup>6</sup> 1.5 acres of Neighborhood Parkland per 1,000 population <sup>6</sup>
Schools	6.7 acres <sup>8</sup> per Elementary School 14.5 acres per Middle School 21.5 acres per High School
<b>Land Use Allocations (Acreage)</b>	
Residential	881 acres
Commercial Office	463 acres (includes 383 ac. new development plus 80 ac. IBM campus)
Retail & Service Commercial	35 acres
Schools	76 acres
Parks	860 acres
Agriculture	435 acres (plus 175 acres that is also designated for flood management)
Flood Management Facilities	505 acres (all of which is designated as Regional Park)
Miscellaneous (e.g., habitat areas, fringe open space, rail corridor, etc.)	160 acres
Circulation (assumes 25% of developed area)	580 acres
<b>Total Gross Acreage in Mid &amp; North Valleys</b>	<b>3,490 acres</b>

**NOTES:**

<sup>1</sup> Minimum City of San Jose projections for Coyote Valley

<sup>2</sup> Coyote Valley Vision project's projection

<sup>3</sup> Average household size in City of San Jose is 3.2 residents per unit, and 3.16 for renter occupied units, according to 2000 US Census

<sup>4</sup> The number of schools is based on Morgan Hill School District guidelines that recommend 550 students per elementary school, 750 students per middle school, and 1,250 students per high school. Student generation rates were derived from sampling of recently developed attached housing in the Evergreen district of the East Side Union High School District of San Jose. Given the projected densities in Coyote Valley, the generation factors that have been used specifically relate to the Evergreen data for Attached Market Rate units and Attached Below Market Rate units.

<sup>5</sup> The Vision project's projections show Coyote Valley generating approximately 1,250 high school students at buildout. Based on this, the Vision assumes that an additional urban style high school will be needed within the planning area

<sup>6</sup> Ratios represent minimum City of San Jose standards as set forth in the General Plan

<sup>7</sup> Per the 2000 US Census the City of San Jose has 1.6 employed residents per household

<sup>8</sup> School acreage standards assume a more urban setting, and are less than State standards

<sup>9</sup> The following table illustrates the distribution of residential densities that is envisioned for Coyote Valley and will achieve this overall density.

<i>Number of Units</i>	<i>% of Total Units</i>	<i>Development Intensity</i>	<i>Required Acreage</i>	<i>% of Total Acres</i>
1,000 du's	4%	10 du/ac	100 acres	14%
2,500 du's	10%	15 du/ac	167 acres	28%
6,250 du's	25%	25 du/ac	250 acres	22%
3,500 du's	14%	30 du/ac	117 acres	9%
3,250 du's	13%	35 du/ac	93 acres	8%
5,000 du's	20%	45 du/ac	111 acres	12%
2,500 du's	10%	75 du/ac	33 acres	6%
1,000 du's	4%	100 du/ac	10 acres	1%
<b>25,000 du's</b>	<b>100%</b>	<b>28.5 du/ac</b>	<b>881 acres</b>	<b>100%</b>

<sup>10</sup> The following table illustrates the distribution of commercial development intensities that is envisioned for Coyote Valley and will achieve this overall density.

<i>Commercial Floor Area (million square feet)</i>	<i>% of Total Floor Area</i>	<i>Development Intensity (Floor Area Ratio)</i>	<i>Required Acreage</i>	<i>% of Total Acres</i>
0.338 msf	2%	0.25	31 acres	7%
0.958 msf	5%	0.50	44 acres	10%
2.091 msf	12%	0.75	64 acres	15%
10.890 msf	60%	1.00	250 acres	58%
2.614 msf	14%	2.00	30 acres	7%
1.307 msf	7%	3.00	10 acres	2%
<b>18.198 msf</b>	<b>100%</b>	<b>1.00 FAR</b>	<b>429 acres</b>	<b>100%</b>