

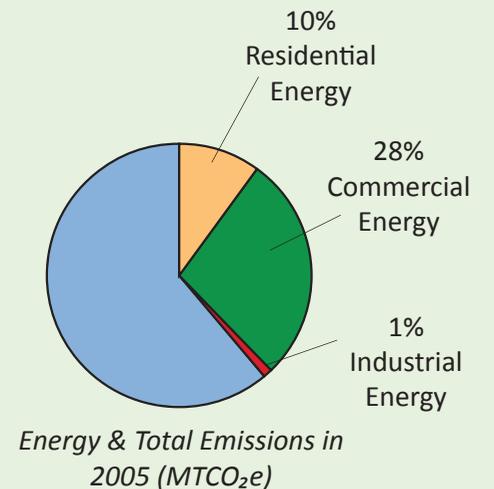


# CITY OF MILPITAS

## ENERGY

### FAST FACTS AT A GLANCE

- The City adopted **Green Building Regulations** for residential and nonresidential development in 2009
- **City Actions: Leading by Example**
  - o 2008: Existing City facilities retrofitted through PG&E's Energy Watch partnership, reducing 2005 electricity consumption by 19% and 2005 natural gas consumption by 22%.
  - o 2011: The City entered into Solar Power Purchase Agreement for 1 MW solar system.
  - o 2011: Replaced four diesel service pumps with cleaner electric models.



REPRESENTATIVE POLICIES AND PROGRAMS	WHAT IS MISSING FROM OUR LIST OF POLICIES AND PROGRAMS? <i>Are these policies and programs working? How can we take them further? Are there new opportunities?</i>
<p><b>Housing Element Policy F-1.1: Low Income Energy Efficiency</b> The City will continue to partner with local utility providers to promote participation of Milpitas' low-income residents in available energy efficiency programs, such as PG&amp;E's Energy Partners Program.</p>	
<p><b>Housing Element Policy F-1.2. Passive Solar Homes</b> The City will continue to promote use of passive solar devices and promote energy audits of existing homes.</p>	
<p><b>Transit Area Specific Plan. Policy 5.6: Energy Star Requirements</b> Require the use of Energy Star appliances and equipment in new residential and commercial development, and new City facilities.</p>	
<p><b>Midtown Specific Plan Policy 6.11: Energy Efficiency in new Development</b> Incorporate energy saving devices into new development in order to promote energy conservation.</p>	
<p><b>Green Building Regulations and Housing Element Policy F-1.6: LEED or BIG Checklists for New Development</b> Planning applications for new buildings include a completed LEED or Green Point Rated checklist.</p>	
<p><b>Green Building Regulations II-20-3.01 (a)</b> New construction of residential development of 5+ units must have at least 50 BIG points verified through BIG or LEED.</p>	
<p><b>Green Building Regulations II-20-3.01 (b): New Nonresidential LEED Requirements</b> New nonresidential Construction: Between 25,000 and 49,999 gross s.f. must be LEED certified (with verification).</p>	



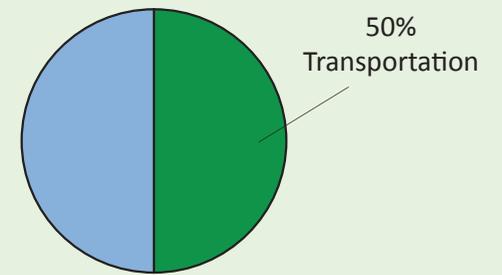


# CITY OF MILPITAS

## TRANSPORTATION

### FAST FACTS AT A GLANCE

- The Santa Clara Valley Transit Authority provides numerous transit services to the community, including **bus routes**, **light rail**, and **commuter trolleys**.
- A **new BART Station** is planned to open near the Great Mall by 2018.
- Four **pedestrian overcrossings** are planned to increase connectivity to transit facilities from surrounding Great Mall and neighborhoods.



Transportation & Total Emissions in 2005 (MTCO<sub>2e</sub>)

### REPRESENTATIVE POLICIES AND PROGRAMS

### WHAT IS MISSING FROM OUR LIST OF POLICIES AND PROGRAMS?

*Are these policies and programs working? How can we take them further? Are there new opportunities?*

#### **Bikeways Master Plan**

Identifies an implementation program to create approximately 70 miles of new bike lanes and facilities by 2030.

#### **Community Based Transportation Plan**

Pedestrian and bicycle overcrossings are identified as part of the city's Transit Area Specific Plan (TASP), with bicycle and pedestrian overcrossings that will tie into proposed high-density developments with existing VTA Light Rail stations along Great M.

#### **New BART Station in Milpitas**

A new BART station will be operational in Milpitas starting in 2018. The BART station will offer increased transit connectivity between the City and the rest of the Bay Area.

#### **Midtown Specific Plan Policy 4.2: Pedestrian Transit Connectivity**

Provide pedestrian connections between the transit stations and commercial, employment and residential destinations that are direct, attractive and interconnected with the larger city sidewalk and pedestrian path system.

#### **Transit Area Specific Plan Policy 6.31: Partner with VTA to improve transit stop amenities**

Coordinate with VTA to provide amenities at all transit stops within the plan area, including transit shelters, seating, waste receptacles, and signage.

#### **Transit Area Specific Plan Policy 3.54: Preferential Parking in Transit Area**

Encourage preferential parking measures for carpool and vanpool vehicles, guaranteed ride home services and other incentives to employees choosing transportation modes other than driving. Provide preferential parking for low-emission vehicles.

#### **Transit Area Specific Plan Policy 3.16: Transit Area TDM**

Establish and implement a travel demand management (TDM) program in order to encourage alternate modes of travel and thereby reduce automobile trips. Establish a funding mechanism to pay for the costs of the program, including the cost of a transportation coordinator to administer the program.



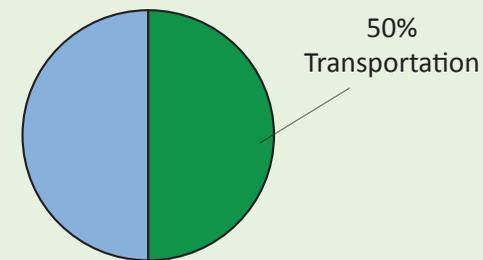


# CITY OF MILPITAS

## LAND USE

### FAST FACTS AT A GLANCE

- The City has adopted two Specific Plans: the Midtown Specific Plan and the Transit Area Specific Plan. The Plans support:
  - o **Denser, mixed-use** housing
  - o Increased **transit use**
  - o Increased **bicycle** and **pedestrian** activities.



Transportation & Total Emissions in 2005 (MTCO<sub>2e</sub>)

*Note: The Climate Action Plan will use land use strategies to address emissions from the transportation sector.*

### REPRESENTATIVE POLICIES AND PROGRAMS

### WHAT IS MISSING FROM OUR LIST OF POLICIES AND PROGRAMS?

*Are these policies and programs working? How can we take them further? Are there new opportunities?*

#### Land Use Element 2.a-1-22: Midtown Specific Plan

Develop the Midtown area, as shown on the Midtown Specific Plan, as an attractive and economically vital district that accommodates a mixture of housing, shopping, employment, entertainment, cultural and recreational activities organized within a system of landscaped boulevards, streets and pedestrian/bicycle linkages.

#### Land Use Element 2.a 1-24: Transit Area

Develop the Transit area, as shown on the Transit Area Plan, as attractive, high density, urban neighborhoods with a mix of land uses around the light rail stations and the future BART station. Create pedestrian connections so that residents, visitors, and workers will walk, bike, and take transit. Design streets and public spaces to create a lively and attractive street character, and a distinctive identity for each sub district.

#### Land use Element 2.b-1-4: Reduce Commuting

Support jobs/housing balance programs at the regional scale that reduce in- and-out commuting from Milpitas.

#### Land Use Element 3.b-G-1: Complete Streets

Develop a street network integrated with the pattern of living, working and shopping areas, and which provides for safe, convenient, and efficient vehicular movement within the City and to other parts of the region.

#### Housing Element Policy F-1.5: Mixed Use TOD

The City will continue to encourage mixed-use and transit-oriented development at transit nodes.

#### Housing Element Policy D-3: High Density Bonuses for Affordable Housing

The City will provide density bonuses and other incentives for projects which provide affordable units.

#### 2005-2010 Redevelopment Plan: Mid-Cycle Update Land Use 4: Mixed Use Mid Town TOD

Provide for a land use mix that supports major transit facilities.

#### RDA-1 Goal/Objective 4: Area 1 Mixed Use Development

Encourage a compatible mix of residential, retail, office, service-oriented commercial, public facilities and industrial uses.



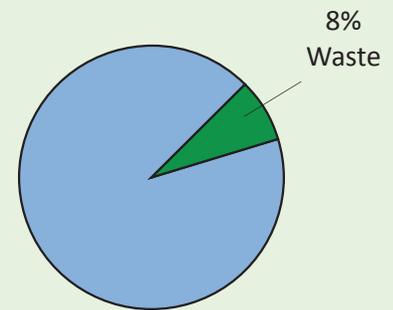


# CITY OF MILPITAS

## WASTE

### FAST FACTS AT A GLANCE

- **Residential recycling opportunities:**
  - o Curbside recycling for single-family residences, duplexes, and townhouses, and mobile homes.
  - o Recycling bins for apartment and condominium use.
- A **landfill gas capture system** at Newby Island Landfill captures methane emissions from City waste to produce energy.
- The City **educates staff and the community** about recycling and composting opportunities.



Waste & Total Emissions in 2005 (MTCO<sub>2e</sub>)

### REPRESENTATIVE POLICIES AND PROGRAMS

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#### Recycling Programs for Residential Uses

**Source Reduction & Recycling Element Goal 1: Exceed State Waste Requirements** Meet or exceed state-mandated waste diversion rates through sources reduction, recycling and composting.

**Midtown Specific Plan Policy 6.18: Promote C&D Recycling in Midtown** Promote recycling of construction and demolition debris.

#### Source Reduction & Recycling Element Goal 2: Maximize waste reduction and diversion opportunities

Maximize source reduction, recycling and composting opportunities within the City of Milpitas.

#### Source Reduction & Recycling Element Goal 5: Community Education & Pride for Recycling Participation

Increase public awareness of the need to reduce and recycle the solid waste stream and provide information on how to participate in the local community programs.

#### Source Reduction & Recycling Element Goal 6: Commercial Sector and Hauler collaboration

Encourage and foster the participation of solid waste refuse collectors and the commercial sector in the solid waste management planning process and the implementation of necessary programs.

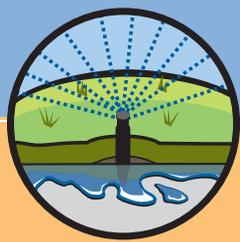
#### Source Reduction & Recycling Element Objective 6: Promote composting

Reduce generation of yard waste by promoting backyard or on-site composting.

#### Source Reduction & Recycling Element Contingency Measure 3: Consider additional source programs

Identify additional source reduction programs for consideration, including grant funding for technical assistance and public education, land-use requirements, modified disposal fees and economic incentive/disincentive programs.



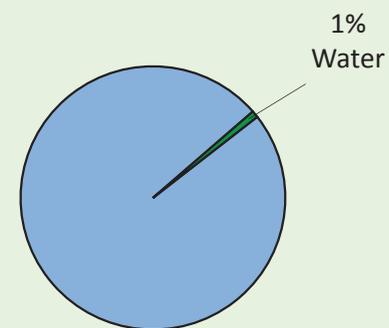


# CITY OF MILPITAS

## WATER

### FAST FACTS AT A GLANCE

- The City supports the **regional water conservation programs** of the Santa Clara Valley Water District and Bay Area Water Supply and Conservation Agency.
- Commercial customers in the City have the option to **use less energy-intense recycled water** for landscaping and outdoor uses.
- By 2010, city customers achieved a 23% reduction from 2005 water consumption levels through the use of recycled water and aggressive water education programs.
- The City implements a **Water Efficient Landscape Ordinance** for large developments and a **Water Conservation Code** for non-landscaping.



Water & Total Emissions in 2005 (MTCO<sub>2</sub>e)

REPRESENTATIVE POLICIES AND PROGRAMS	WHAT IS MISSING FROM OUR LIST OF POLICIES AND PROGRAMS? <i>Are these policies and programs working? How can we take them further? Are there new opportunities?</i>
<p><b>Midtown Specific Plan Policy 6.4: Continue Recycled Water Requirements</b> Continue to require new residential, commercial and industrial development South of the Hetch Hetchy right-of-way to install recycled water lines with other utilities serving the site. Require conversion of landscape irrigation to recycled water as soon as available. Use recycled water to irrigate landscaping associated with street landscaping and the creek trail system as feasible.</p>	
<p><b>Transit Area Specific Plan Policy 6.18: Construct new recycled water mains in Transit Area</b> Construct recycled water mains along Great Mall Parkway, Capitol Avenue, Montague Expressway, Sango Court, and into the Piper/Montague sub district.</p>	
<p><b>Transit Area Specific Plan Policy 6.19: New development recycled water lines</b> Per the Midtown Specific Plan, require new development to include recycled water lines for irrigation.</p>	
<p><b>Water Efficient Landscaping Ordinance Requirements for New Development</b> For new development with landscaped area over 3500 SF, choose one water efficient landscaping requirement:            1. The Water Budget Calculation Option; or            2. The Planting Restrictions Option:                a. The turf area may not be more than 25% of the landscape area or no more than 1300 square feet, whichever is lesser; and                b. At least 80% of the plants in the non-turf landscape areas shall be native plants, low- or no-water using plants. Water features are considered high-use for purposes of this calculation.</p>	

