

MILPITAS TRANSIT AREA SPECIFIC PLAI

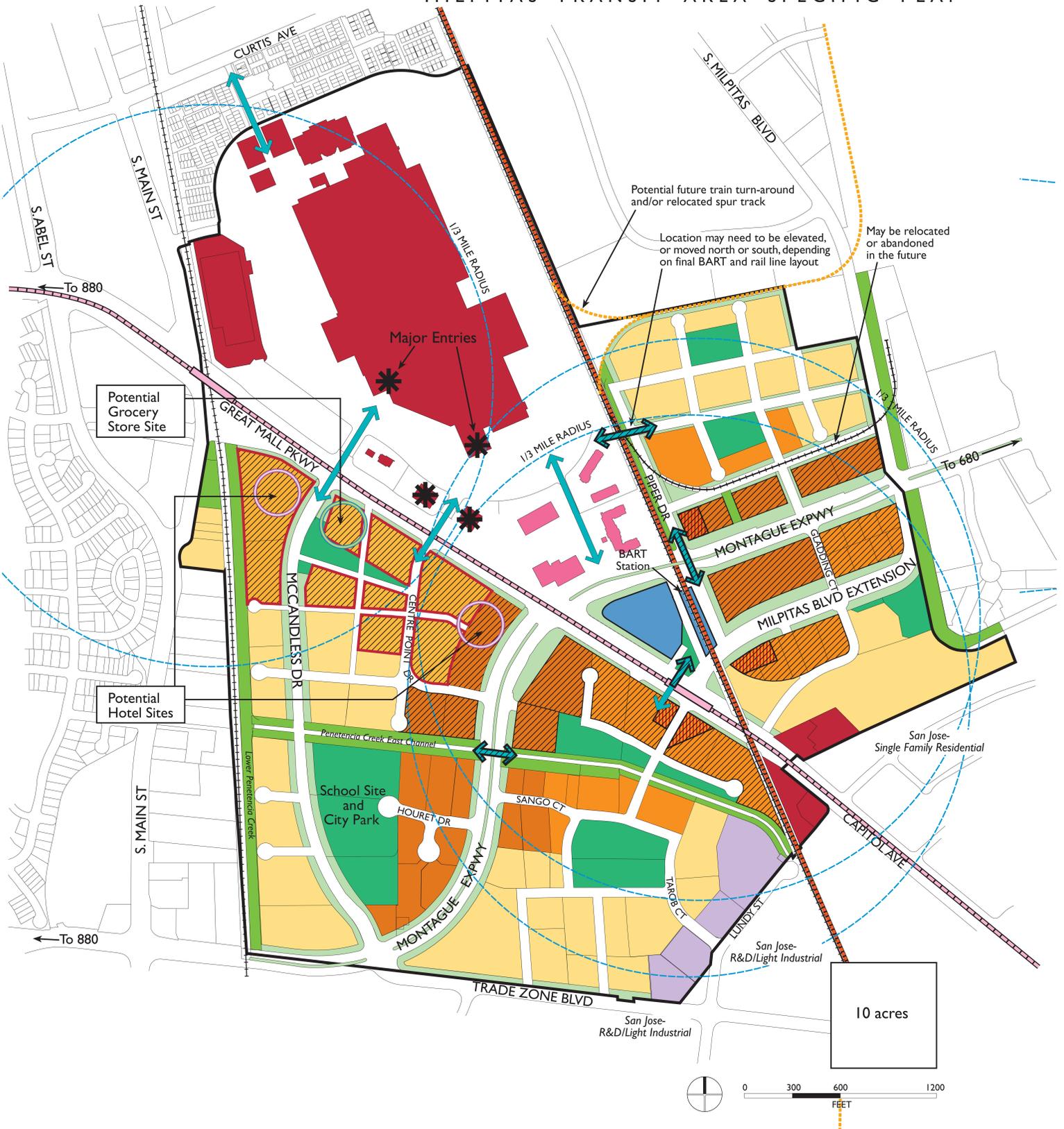


Figure 3-1





- Parks/Plazas/Community Facilities
- Linear Park and Trails
- Landscaped Front Yards and Buffers
- Proposed BART Line
- VTA Light Rail Transit
- Union Pacific Railroad and Railroad Spur
- Pedestrian Bridge
- Transit Area Walking/Jogging Loop
- Pedestrian/Bike Trails
- Study Area

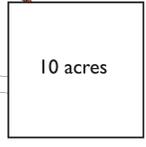
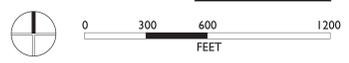


Figure 3-6

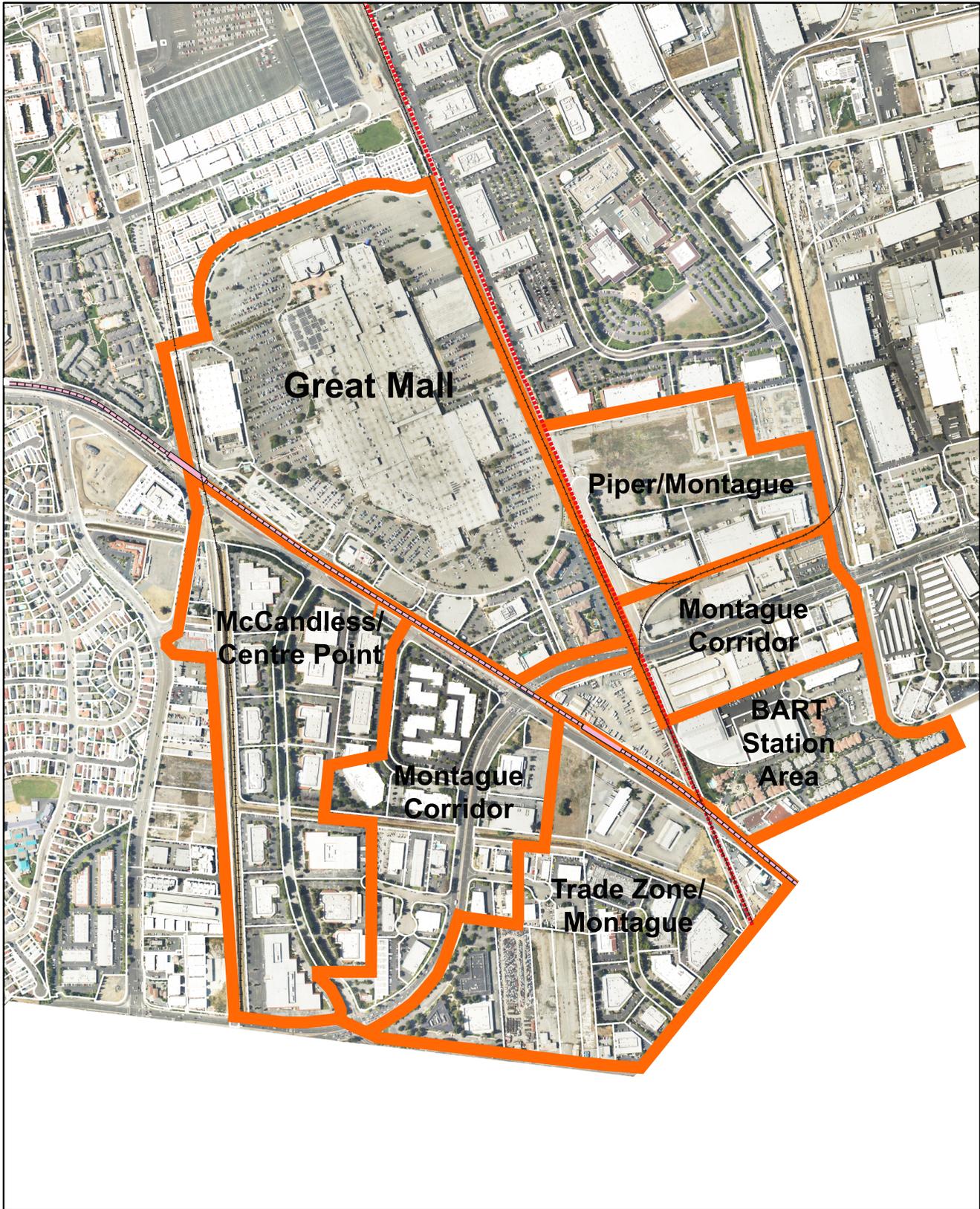


Figure 4-1

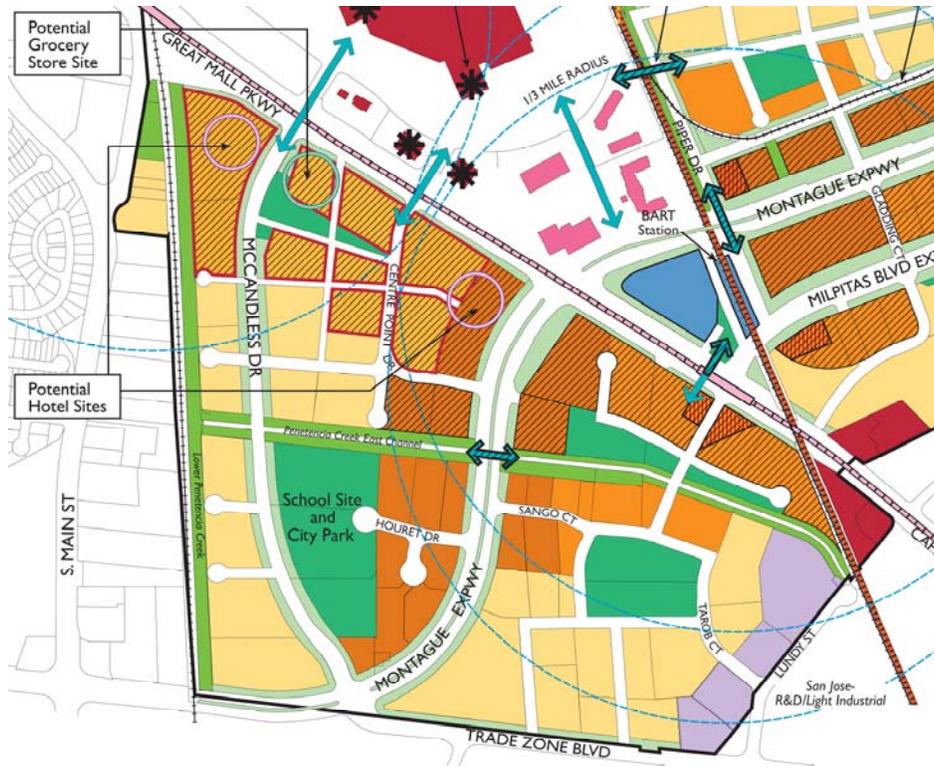


Figure 4-3



Figure 4-9

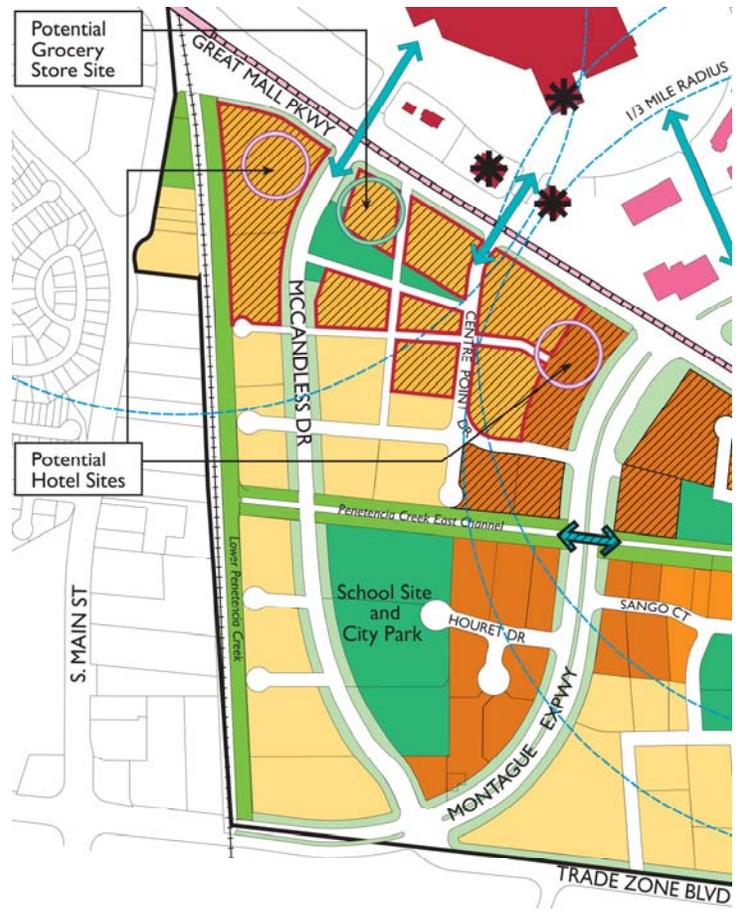
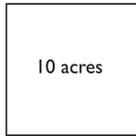


Figure 4-11

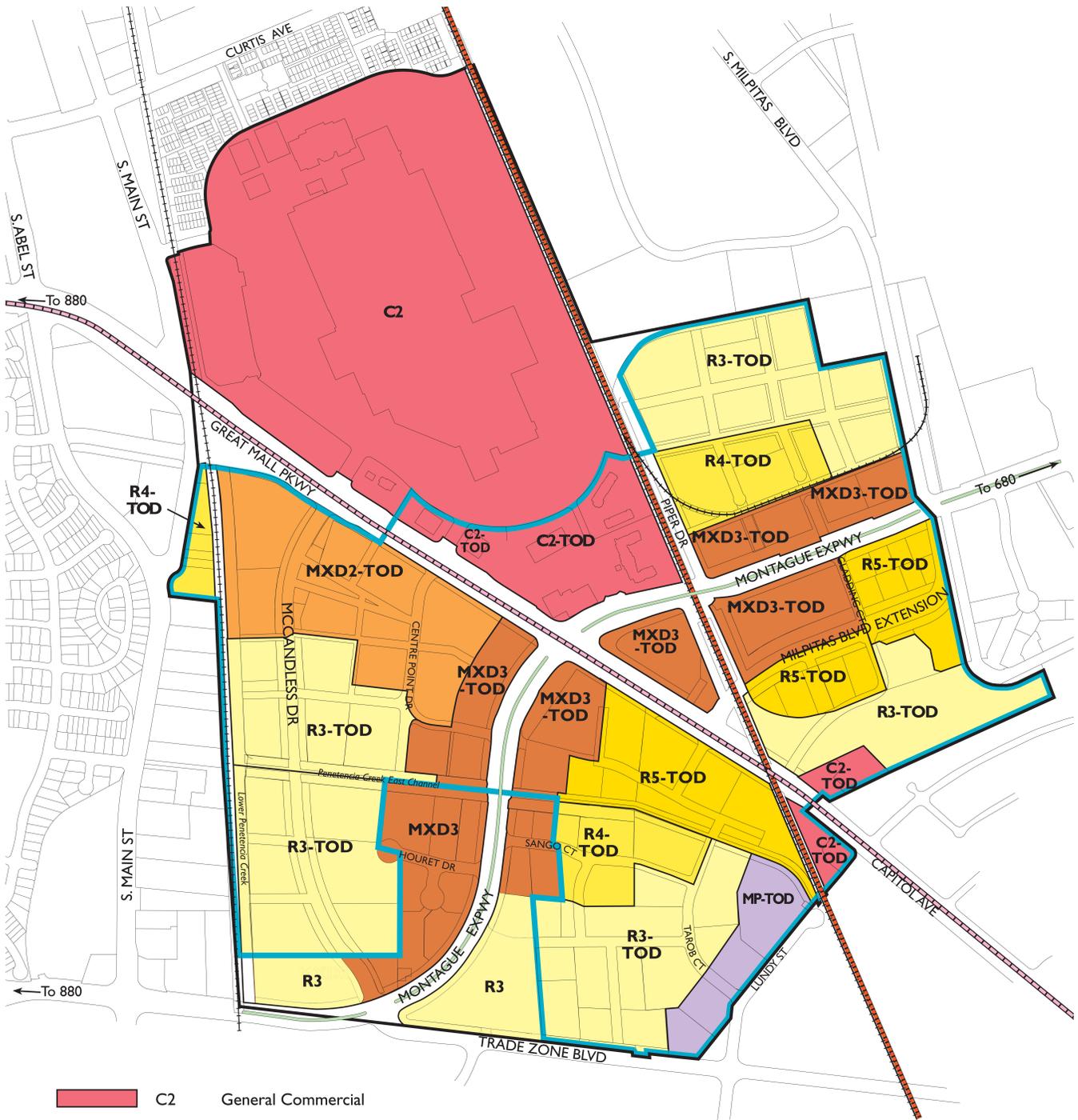


- █ Landscaped Parkway - Montague Expressway
- █ Retail Mixed Use Street - Wide Sidewalks
- █ Retail Boulevard (with Frontage Road)
- █ Landscaped Setbacks on Arterial Streets, along the BART Site, and fronting parking lots
- █ Typical Residential Street
- █ Residential Parkway - McCandless Drive
- █ Milpitas Boulevard Extension
- █ Falcon Drive
- █ Existing Street with no change



↑ **5-9** ↑ Figure Numbers and Section Cuts for Drawings  
 Showing Building to Street Relationship - Chapter 5

Figure 5-1



- C2    General Commercial
- MXD 2    Mixed Use - High Density with Retail
- MXD 3    Mixed Use - Boulevard
- R5    Urban Residential
- R4    Multiple Family - Very High Density
- R3    Multiple Family - High Density
- MP    Industrial Park
- TOD    Transit Oriented Development Overlay

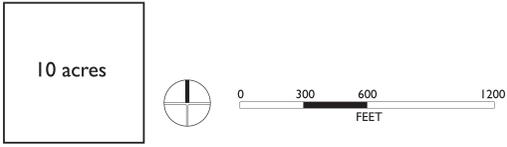
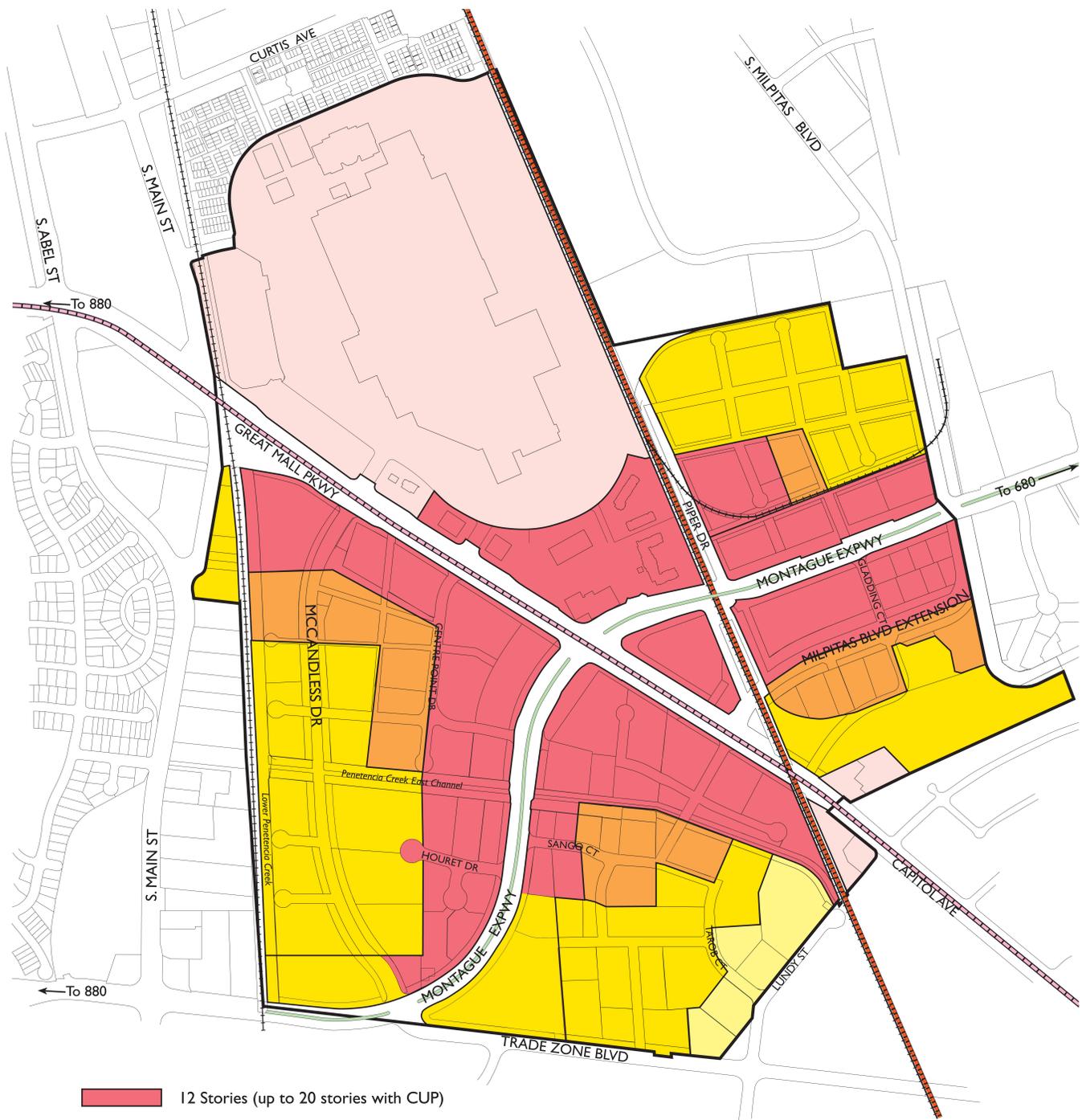
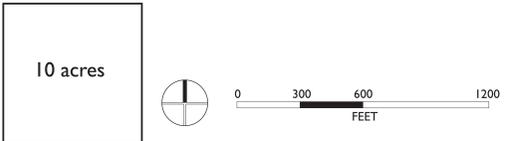


Figure 5-21

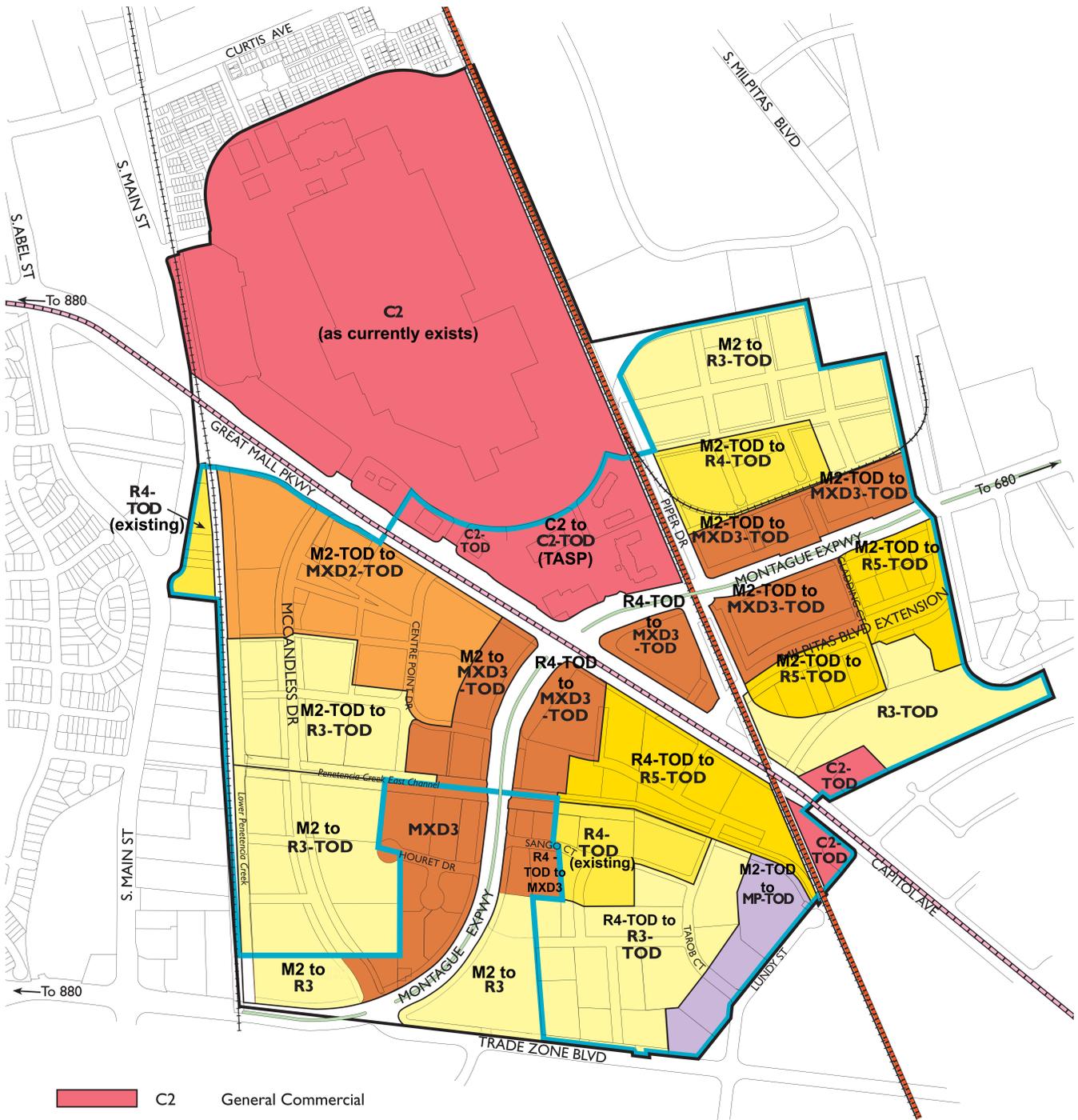


- 12 Stories (up to 20 stories with CUP)
- 75 feet, 6 Stories (up to 20 stories with CUP)
- 60 feet, 4 Stories
- 35 feet, 3 Stories
- Low Height due to .5 FAR



Note: Standards in Table 5-1 establish height regulations  
 This diagram depicts desired building height.

Figure 5-22



- C2    General Commercial
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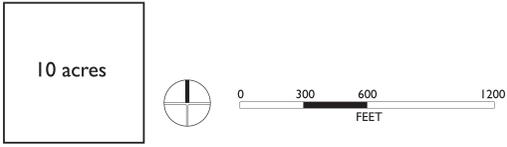


Figure 7-1

TABLE 5-1: DEVELOPMENT STANDARDS - Residential and Mixed Use Zones

Land Use Category	Boulevard Very High Density Mixed Use	Residential - Retail High Density Mixed Use	Very High Density Transit Oriented Residential	High Density Transit Oriented Residential	High Density Residential
<b>Proposed Zoning District</b>	<i>MXD3 and MXD3 -TOD</i>	<i>MXD2 - TOD</i>	<i>R4-TOD and R5-TOD</i>	<i>R3-TOD</i>	<i>R3</i>
<b>Special Land Use Requirements</b>					
<b>Required Commercial</b>	None	200 square feet of retail, restaurant, or pedestrian-oriented commercial required per unit, using the minimum density.			
<b>Depth for Ground Floor Commercial Space</b>	75' Typical; 60' Minimum; 1-2 small tenant spaces with 25' depth permitted.				
<b>Density + Block Size<sup>1,2,&amp; 3</sup></b>					
<b>Density</b>	Maximum FAR: 2.5 with CUP.  MXD3 41-60 du/gross acre  MXD3-TOD 41-75 du/gross acre Max. FAR: 1.88	31-50 du/gross acre (minimum number of du may be reduced for existing parcels less than 20,000 s.f. with approval).  Max. FAR: 1.88	R4-TOD 41-60 du/gross acre  R5-TOD 41-75 du/gross acre	21-40 du/gross acre	12-20 du/gross acre
<b>Transit-Oriented Density Bonus</b>	MXD3-TOD Up to 25% additional density increase with Use Permit.	Up to 25% additional density increase with Use Permit.	R5-TOD Up to 25% additional density increase with Use Permit.	None	
<b>Block Size</b>	min 2.0 acres max 4 acres				
<b>Block Dimension</b>	Maximum 500 feet between publicly accessible paths of travel.				
<b>Building Height (See Figure 5-22)</b>					
<b>Maximum Building Height</b>	12 Stories on sites with frontage on Montague Expressway and Great Mall Parkway. Greater height up to 20 stories allowed with a Use Permit.	75 feet. 12 stories on sites with frontage on Great Mall Parkway. Greater heights up to 20 stories allowed with a Use Permit.	75 feet. 12 stories on sites with frontage on Capitol Avenue, Montague, Piper Drive, and Milpitas Boulevard Extension. Greater heights up to 20 stories allowed with a Use Permit.	75 feet.	60 feet. Up to 75 feet with a Conditional Use Permit.

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<b>Proposed Zoning District</b>	<i>MXD3 and MXD3 -TOD</i>	<i>MXD2 - TOD</i>	<i>R4-TOD and R5-TOD</i>	<i>R3-TOD</i>	<i>R3</i>
<b>Setbacks (See Street Section Drawings 5-2 through 5-20 and Setback Drawings, Figures 5-23A-G)</b>					
<b>Front setbacks on Major Streets (See Figures 5-2 through 5-20)</b>	45 ft. landscape setback from the curb on Montague Expressway. On Trade Zone Blvd. and Milpitas Blvd., new sidewalks and planter strips, plus 15-20 ft. setback from back of sidewalk.	Per Section Drawings for McCandless and Great Mall Parkway. 0-5 ft. on Pedestrian Retail Streets; Minimum 15 ft. sidewalks.	Per Section Drawings for Piper Dr., Montague Expressway, Milpitas Blvd., Capitol Ave.	Per Section Drawings for Trade Zone, Milpitas Boulevard, Piper Drive, Capitol Avenue	
<b>Other Street Facing Yards</b>	12-20 ft. from back of sidewalk	8-15 ft. from back of sidewalk	12-20 ft. from back of sidewalk	8-15 ft. from back of sidewalk	
<b>Side yard minimum</b>	10 ft., and Minimum 15 ft. when abutting residential use and 20 ft. for portions of buildings over 60 ft. or 4 stories tall.	0 ft.; however minimum 10 ft. when abutting residential use and for portions of buildings over 60 ft. or 4 stories tall.	15 ft., 20 ft. over three stories when abutting residential (See diagram.)	15 ft., 20 ft. over three stories when abutting residential (See diagram.)	
<b>Rear yard minimum</b>	15 ft., Minimum 20 ft. when abutting residential use, Minimum 30 ft. for portions of buildings over 60 ft. or 4 stories tall.	10 ft., and Minimum 15 ft. when abutting residential use and 20 ft. for portions of buildings over 60 ft. or 4 stories tall.	15 ft., 20 ft. over three stories when abutting residential (See diagram.)	15 ft., 20 ft. over three stories when abutting residential (See diagram.)	
<b>Projections into Required Yards</b>	Porches, stairs, balconies, bay windows, and awnings may project up to six feet into required setbacks.				
<b>Setbacks Adjacent to Creeks and Drainage Channels</b>	Minimum 25 feet from top of bank, or from a maintenance road if one exists (in addition to required rear or side yard setbacks). See Figure 5-23G.				
<b>Special Conditions</b>	Minimum 30 feet building setback adjacent to BART or rail lines for residential buildings, minimum 20 feet landscaped. Double row of trees required.				
<b>Building Location and Placement</b>					
<b>Building Orientation and Entrances</b>	Buildings must face the street; and primary building entrances must be oriented toward the street.				

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<i>Proposed Zoning District</i>	<i>MXD3 and MXD3 -TOD</i>	<i>MXD2 - TOD</i>	<i>R4-TOD and R5-TOD</i>	<i>R3-TOD</i>	<i>R3</i>
<b>Parking &amp; Auto Access</b>					
<i>Off-street parking for commercial uses</i>	See Table 5-3. Where no standard is listed for specific use, then a 20 percent reduction from City Zoning Code parking requirements is allowed.				
<i>Parking for residential uses</i>	See Table 5-3.				
<i>Maximum Parking</i>	See Table 5-3. Where no standard is listed for a specific use, then no more than 100 percent of Regular City Parking Requirements listed in the City Zoning Code for parking requirements shall apply.				
<i>Bicycle Parking</i>	Residential: One Space per 4 housing units, exempting those with private garages; on-street guest racks equivalent to 5 percent of parking requirement.  For non-residential uses, 5 percent of the Parking Requirement. Provide showers and lockers in non-residential buildings over 50,000 sq. ft.		One Space per 4 housing units, exempting those with private garages; on-street guest racks equivalent to 5 percent of parking requirement.  If any non-residential uses are provided on-site, then the bicycle parking requirement for non-residential uses shall apply.		
<i>Parking Structure and Parking Lot Location</i>	Parking must be located so that it is not visible from streets. At least 70 percent of the street facing perimeter shall be wrapped with habitable space. Exceptions may be allowed through the architectural review process if the design quality of the garage is equivalent to habitable space, and the ground level is either wrapped with habitable space or screened with landscaping.				
<i>Parking Garages attached to individual units.</i>	Garages may not occupy more than 50 percent of Ground Level Frontage Facing the Street.				
<i>Parking Access and Curb Cuts</i>	Maximum two curb cuts per lot per street frontage . Exceptions may be allowed through the architectural review process.				
<i>Preferential Parking for Carpools-Non-Residential Uses</i>	Required - Minimum 1 percent of Parking Spaces		N/A		
<i>Tandem Parking</i>	Tandem parking may be allowed pursuant to Section 53, Off-Street Parking Regulations of the City's Zoning Ordinance.				

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<b>Parks and Open Space</b>					
<b>Park Acreage Requirements (same as Midtown Specific Plan requirements)</b>	3.5 acres of parkland per 1000 population. Up to 1.5 of each 3.5 park acres may be satisfied by the provision of private recreational areas. The remaining 2.0 acres per 1,000 requirement must be satisfied by either dedication of land to the City for public parks and open space or payment of an in-lieu fee.				
<b>Additional Transit Area Plan Requirements</b>	Provide parks and trails in locations and acreage amounts as shown in Transit Area Plan. In addition, 20 percent of landscape buffers count towards park requirements, if they include trails or wide sidewalks connected to the Citywide Trail System.				
<b>Design of Buildings with Ground Floor Commercial Space</b>					
<b>Floor to Ceiling Height</b>	Minimum 18 ft. for Retail; 15 ft. for office				
<b>Ground Floor Windows</b>	Minimum 60 percent of Ground Floor Wall Area, between 3' and 8' above sidewalk.				
<b>Limits on Blank Walls</b>	Maximum 30 percent of Linear Frontage per Street; Maximum 25 feet in length				
<b>Building Entrances</b>	Minimum one entrance per 100 feet of frontage; Building Entrances must face the street.				
<b>Ground Floor Exterior Materials</b>	Must be tile, stone, brick, glass and other durable quality materials.				
<b>Wall Plane Articulation</b>	Wall Plane Recesses minimum 6-18 inches.				
<b>Ground Floor Elevations Relative to the Public Sidewalk</b>	Floor elevations no more than two feet from sidewalk level.				

Notes for Tables 5-1 and 5-2:

1. Policy 3.8, allows contiguous developments to building at higher or lower residential densities, so long as their average density falls between the designated minimum and maximum and provided that legal instruments are executed for individual parcels.
2. An FAR of 2.5 may be permitted on individual sites (where noted in Table 5-1) with approval of a Use Permit by the Planning Commission. Special criteria would need to be met, including the following: (1) the proposed uses include a hotel or office uses that create substantial new jobs, and do not include residential uses; (2) the design of the project is of extremely high quality and is compatible with the scale of surrounding buildings; (3) there are no adverse traffic impacts beyond those studied in the Transit Area Plan EIR or the project will be required to mitigate such impacts individually; and (4) buildings do not shade public parks or plazas more than 30% between 10AM and 3PM as measured on March 15.
3. For commercial projects, FAR shall be used as the measure of density. The density of residential projects shall be measured in units per gross acre. Ground floor retail, restaurant, and service uses do not count when calculating FAR.

When office, residential, and retail are combined in a single project, density shall be measured using FAR.