

# MILPITAS TRANSIT AREA SPECIFIC PLAN



May 2008

# MILPITAS TRANSIT AREA SPECIFIC PLAN

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Prepared by

**DYETT & BHATIA**

Urban and Regional Planners

and

*Economics Research Associates*

*Environmental Science Associates*

*Febr & Peers*

*Field Paoli*

*Freedman Tung & Bottomley*

*RMC Water & Environment*

## ACKNOWLEDGEMENTS

---

### CITY OF MILPITAS

#### Milpitas City Council:

Jose Esteves, Mayor  
Debbie Giordano  
Armando Gomez  
Robert Livengood  
Althea Polanski

#### Milpitas City Staff

Tom Williams, City Manager  
Greg Armendariz  
Veronica Bejines  
Dennis Carrington  
Jaime Garcia  
Clare Frank  
Patti Joki  
Emma Karlen  
Mehdi Khaila  
Marilyn Nickel  
Joe Oliva  
Kathleen Phalen  
Felix Reliford  
Jaime Rodriguez  
Julie Waldron  
Diana Whitecar  
Darryl Wong

### DYETT & BHATIA

Leslie Gould, Principal  
Chris Hodges  
Doug Kot  
Barbara Natali  
Mark Chambers

### SUBCONSULTANTS

#### Economics Research Associates:

Bill Lee, Principal  
James Edison

#### Environmental Science Associates:

Deborah Kirtman  
Jyothi Iyer  
Kelly White

#### Fehr & Peers:

Sohrab Rashid, Principal  
Norman Wong

#### Field Paoli:

Frank Fuller, Principal  
Jane Lin  
Tanu Sankalia

#### Freedman Tung & Bottomley:

Gregory Tung, Principal  
Michael Dellis  
Michael Kritzman  
Ian Ross

#### RMC Water & Environment:

Yousra Tilden, Senior Project Manager  
Matt Hoelt  
Marc Nakamoto

### OTHER CONSULTANTS

#### Kinzie & Associates:

(Consultant to the Milpitas Unified School District)  
Pam Kinzie

#### Lamphier-Gregory:

(Contract Planning Consultant to  
the City of Milpitas)  
Scott Gregory, Principal



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# 1 Introduction

## 1.1 VISION AND GOALS

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The Milpitas Transit Area presents a tremendous opportunity to transform an older industrial area into a vibrant high-intensity transit-oriented district. The site is unique in the Bay Area, offering large land acreages; access to two freeways and an expressway; two light rail stations and a future BART station; property owners experienced in real estate development; the Great Mall as a retail anchor; and a City ready to facilitate new private sector development.

The City undertook this Specific Plan in order to bring about an attractive and livable neighborhood that takes advantage of public investment in light rail and BART, and transforms an older light industrial district to meet high demand for housing, offices, and shopping in the Bay Area. The Plan creates a structure for a walkable, transit-oriented area with a mix of land uses, which thereby encourages walking, biking, and transit trips and minimizes vehicle trips. This type of development can accommodate substantial growth, minimize impacts on local roadways, and reduce urban sprawl at the periphery of the region.

## EXISTING CONDITIONS IN THE MILPITAS TRANSIT AREA



*An Older Industrial Building in the Study Area - Not up to Modern Industrial Standards*



*R&D Building that is Partially Vacant*



*Great Mall Light Rail Station*



*McCandless Drive - A Beautiful Tree-lined Street in an Existing Industrial Park*



*The Great Mall*



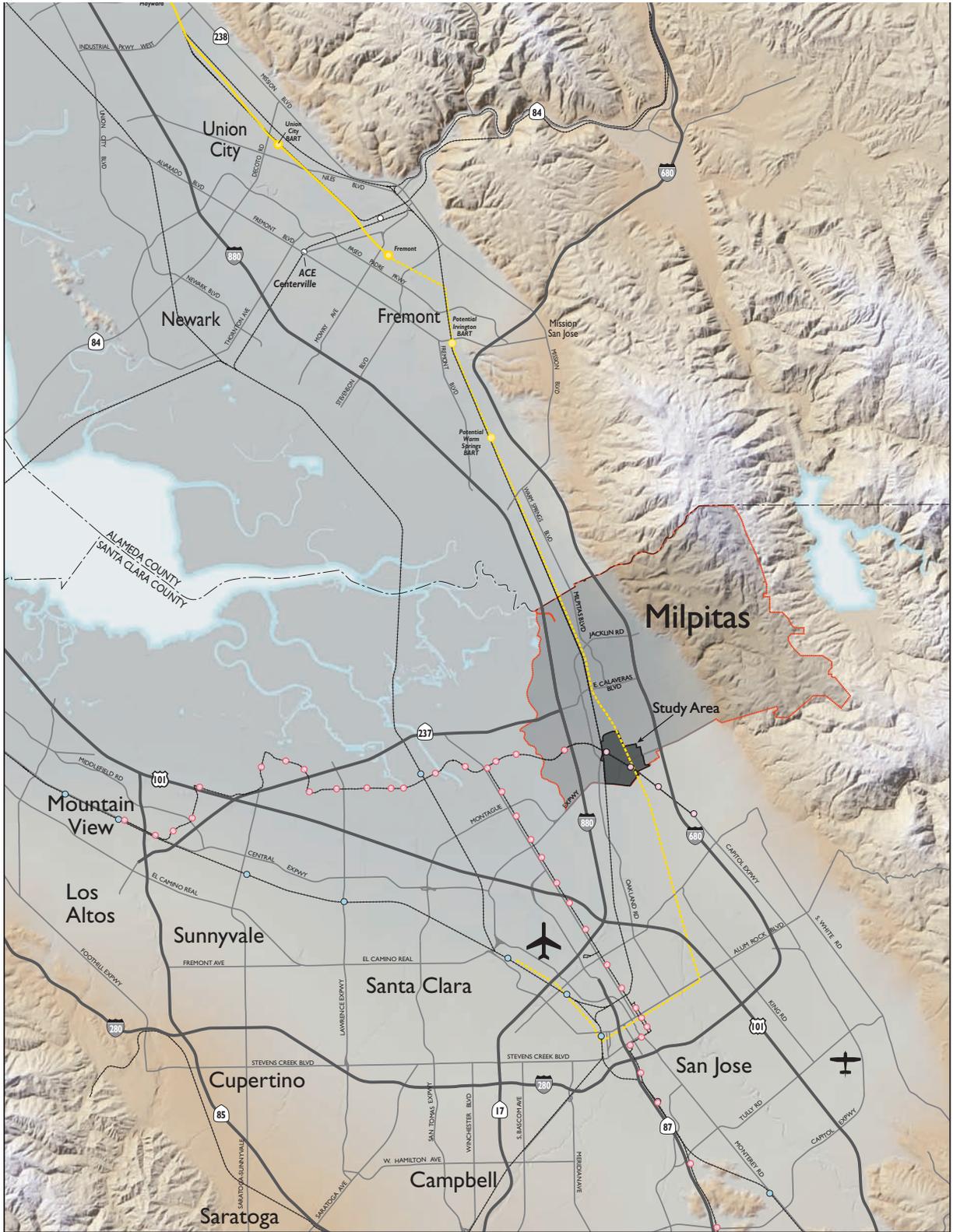
*An Existing Hotel Next to the Great Mall*



*The Crossings: Existing Residential Units*



*An Existing Vacant/Underutilized Site*



- BART
- - - ● - - - Proposed BART Extension
- - - ● - - - VTA Light Rail Transit
- - - ● - - - Caltrain
- Milpitas City Limits
- Study Area



**Figure 1-1**  
**Regional Location**



*Vision – High Density Urban Neighborhood  
(San Francisco, CA)*



*Vision – Mix of Uses with Lively Pedestrian  
Streets Lined with Retail and Restaurants  
(Pasadena, CA)*



*Vision – Residential Neighborhoods Near  
Transit and Employment, with Good  
Pedestrian Connections (Hayward, CA)*

The Specific Plan not only establishes the land use vision, but also establishes specific policies, standards, and capital improvement projects that are necessary to achieve the vision. Detailed standards for street design and building form are provided. The Plan sets forth the public improvements and services needed to serve the Transit Area’s future residents and workers, including streets, parks, pedestrian/bike bridges, community facilities, sewer and water facilities, storm drainage, etc. The Plan includes an implementation strategy, and a financing strategy has been prepared as a separate document, to ensure that the Plan is fiscally responsible for both the City and for property owners.

## **VISION**

The City has established the following overall vision for the Milpitas Transit Area, balancing its goals for fiscal stability and quality development with regional objectives for housing and transportation.

### **Vision Statement**

*Create attractive high density urban neighborhoods with a mix of land uses around the light rail stations and future BART station in Milpitas. 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 subdistrict.*

## **GOALS**

The following goals have guided the preparation of the Specific Plan and should be used to evaluate development proposals and any proposed future amendments to the Plan.

## Land Use

- Transition from older industrial uses to a high intensity mixed use area with housing, office, retail, restaurants, personal services, hotels, parks, and community facilities.
- Add a large amount of housing in order to meet regional housing needs. Adding housing improves the jobs/housing balance in the South Bay and can thereby reduce regional traffic congestion.
- Develop land uses and high densities that maximize transit ridership, so that land use planning supports the large public investment in transit facilities. Locate the highest densities closest to the transit stations.
- Provide a mix of land uses that responds to market demand over the next twenty years, and provides opportunities for complementary uses, such as by locating hotels and offices near retail and restaurants.
- Site neighborhood-serving retail uses in each subdistrict of the Transit Area so residents and workers can easily walk to shops, restaurants, and services.
- Develop retail and hotel uses and other revenue-generating uses to help support the cost of capital improvements and ongoing public services for residents and workers in the Transit Area.
- Minimize noise and traffic impacts on residences.



*Goal – Neighborhood-Serving Retail: Grocery Store and Sidewalk Cafe (San Mateo, CA)*



*Goal – Hotels and Retail Uses (San Mateo, CA)*



*Goal – An Employment Destination with Modern Office Buildings (Redwood City, CA)*



*Goal – High Density Residential Near Transit to Meet Regional Housing Needs and Maximize Transit Ridership (Redwood City, CA)*

**TRANSIT AREA PLAN VISION**

**Before**



*Montague Expressway*

**After**



*Piper/Montague Subarea*



*McCandless Drive*



## Community Design

- Build quality neighborhoods and commercial districts that are desirable in the marketplace and hold their value over time.
- Design an attractive pedestrian environment that encourages walking. Establish zoning and design guidelines for ground floor uses and facades, streets, sidewalks, landscaping, and lighting.
- In order to attract residents and businesses, establish a unique identity for each of the subdistricts in the Transit Area through the mix of land uses and the design of public improvements.
- Establish design standards for buildings and streets that create a unified and desirable street character on both sides of the street, with changes in land use and density occurring mid-block rather than across the street, and parking located behind structures.

## Circulation

- Create a new network of streets through the area that is appropriate for the mix of land uses and encourages walking, biking and transit use rather than auto trips.
- Divide the area into smaller two to three-acre blocks to facilitate direct and easy pedestrian access between different land uses and areas.
- Target a traffic “level of service” of E at all major intersections if feasible, and level of service D at all local intersections. However, level of service F may be acceptable during peak periods, in order to balance auto circulation needs with goals for pedestrian and bike circulation, and to encourage transit use and carpooling.
- Maximize the use of transit by residents and workers through the placement and density of land uses, and the creation of safe attractive pedestrian, bike, and bus routes to the light rail and BART stations.
- Create attractive comfortable pedestrian connections for the following types of trips between destinations:
  - residents to the BART and light rail stations;
  - workers from BART and light rail stations to offices;
  - office workers, hotel patrons, and other visitors to restaurants, retail, and entertainment;
  - residents to retail, personal services, and restaurants;
  - residents to parks, trails, schools, and community facilities; and
  - visitors, residents, workers, and students to the Great Mall.



*Goal – An Attractive Pedestrian Environment (San Mateo, CA)*



*Goal – Quality Neighborhoods and Districts with a Unique Identity (San Mateo, CA)*



*Goal – Attractive Pedestrian Connections in Mixed-Use Districts (Mountain View, CA)*



*Goal – Attractive Pedestrian Connections in Residential Areas (Santa Clara, CA)*



*Goal – Small Urban Parks for Passive Recreation (Milpitas, CA)*



*Goal – Larger Adult Playing Fields for Children's Recreation (Santa Clara, CA)*



*Goal – Recreation Facilities for Small Children (Mountain View, CA)*



*Goal – Linear Parks and Paths for Walking, Jogging, and Dog-Walking (Davis, CA)*

### **Parks and Public Spaces**

- Provide adequate developed park space to meet the active and passive recreation needs of Transit Area residents and workers.
- Provide for a range of activities within the parks, including: walking, jogging, picnicking, bicycling, arts and exercise classes for both children and adults, tennis courts, basketball courts, and sports playing fields.
- Distribute park space to ensure that all residents can access a park by walking without having to cross a major thoroughfare.
- Site parks in order to minimize impacts on existing property owners.
- Ensure that parks and public spaces are of an adequate size to provide a sense of identity and efficient maintenance.
- Implement trails that link into the citywide trail system in order to aid connectivity and leisure activities.

### **Public Services**

- Plan for areawide infrastructure in a coordinated fashion so that all properties in the area can be developed in accordance with the Specific Plan goals and standards. Infrastructure that must be provided on an areawide basis for the proposed mix of uses includes: new streets, improvements to existing streets, storm drainage, sewer, water, reclaimed water, flood protection, parks, and schools.
- Create a revenue stream from property tax, sales tax, community facilities district fees and other similar funding mechanisms that are adequate to pay for public services and facilities capital costs and on-going maintenance.
- Provide good quality schools, parks, and emergency services for the new residents, visitors, and businesses.
- Equitably allocate the responsibility for areawide infrastructure improvements among property owners and developers.

## 1.2 PROCESS FOR PREPARING THE SPECIFIC PLAN

The preparation of the Milpitas Transit Area Specific Plan began with the preparation of a Concept Plan. Over a six month period City staff, consultants, stakeholders, and the City Council worked together to prepare an overall vision for the area. Individual interviews were held with a variety of stakeholders, and two visioning workshops were conducted. A market study was prepared, and a variety of alternatives were considered. The Planning Commission and City Council reviewed the work and approved two alternatives for further consideration. The Milpitas Transit Area Concept Plan was adopted as a working document by the City Council in April 2005.

The next phase of the work focused on a study of development issues and potential environmental impacts. The following topics were studied in detail: market analysis, fiscal impacts, schools, parks, public services, transportation impacts, BART and railroad lines, urban design, air quality, biology, noise, hazardous materials, geology, and cultural resources. Based on this work, a report on Development Issues and Potential Environmental Impacts was prepared in April 2006, and a preferred plan was recommended. This was reviewed along with stakeholders at a meeting presenting the Notice of Preparation for the Environmental Impact Report and at a hearing before the Milpitas City Council.

Design standards and guidelines were the next focus, moving to a greater level of detail that included street dimensions, street landscaping, building heights and setbacks, and other related topics. These were reviewed with City staff from a variety of departments, and a stakeholders' workshop was held to discuss the recommended provisions. Property owners were given several weeks to study the material and comment. Based on further discussions with City staff, property owners, and public agencies, a revised preferred plan was prepared, and presented to the City Council along with a consideration of fiscal impacts. City Council endorsed the revised Preferred Plan on December 18, 2006.

In addition to the Specific Plan itself, an implementation plan was prepared that encompasses two components: zoning and development standards to execute the Plan on a regulatory level, and areawide infrastructure that must be installed over time to support the intensification of land use called for in the Specific Plan. This implementation plan was reviewed with City staff, and a final stakeholders meeting was held in August 2007. Simultaneously the Draft Environmental Impact Report (EIR) for the project was prepared. The Draft Plan and Draft EIR were released for public review in October 2007.



*Multiple stakeholder meetings were held at Milpitas City Hall to review land use strategies, explain environmental and development issues, and gather community feedback.*

### **1.3 RELATIONSHIP TO THE MIDTOWN SPECIFIC PLAN AND THE CITY OF MILPITAS GENERAL PLAN**

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The Transit Area was within the area covered by the Midtown Milpitas Specific Plan (except for a 40 acre area between Piper Drive and Milpitas Boulevard, and the Great Mall which was already outside the Midtown Specific Plan area.) The Midtown Specific Plan called for the creation of a detailed precise plan for the area near the proposed BART station. This plan, the Milpitas Transit Area Specific Plan, fulfills that requirement. The Transit Area Specific Plan will be independent of the Midtown Specific Plan when adopted. Amendments to the Midtown Specific Plan will be made to eliminate overlapping and redundant policies and references.

Once adopted, the Transit Area Specific Plan becomes a component of the City's General Plan and has binding legal authority to guide land use, circulation, and infrastructure in the Planning Area. The Transit Area Specific Plan is consistent with the General Plan as follows:

- The Transit Area Specific Plan furthers the Land Use Guiding Principles by providing a mixture of land uses that recognize Milpitas' role as a transit hub, and a center of housing and employment in the Silicon Valley.
- The Transit Area Specific Plan supports local and regional jobs/housing balance programs by providing additional employment and high-density housing adjacent to transit stations and employment centers.
- The Transit Area Specific Plan diversifies Milpitas' housing stock by providing additional high-density housing options adjacent to transit stations.
- The Transit Area Specific Plan facilitates a compact urban form by supporting more in-tense infill development.
- The Transit Area Specific Plan extends the city's park-like setting by providing for parks, creek-side trails, landscaped buffer areas, and other open spaces throughout the Transit Area.
- The Transit Area Specific Plan supports the provision of adequate schools through the payment of developer fees.
- The Transit Area Specific Plan improves the viability of pedestrian, bicycle and transit systems by including provisions such as wider sidewalks, streetscape improvements, pedestrian routes to transit stations and schools, and enhancements to the citywide trail network.
- The Transit Area Specific Plan facilitates the conservation of natural resources by providing "smart growth" through infill development, supporting alternative modes of transportation, increasing the use of recycled water, and improving parks and trails while serving the needs of the community.
- The Transit Area Specific Plan plans for community facilities and utilities commensurate with the present and anticipated needs of the Transit Area.

## 1.4 ENVIRONMENTAL REVIEW

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### ENVIRONMENTAL IMPACT REPORT PREPARED FOR THE SPECIFIC PLAN

A programmatic Environmental Impact Report (EIR) was prepared concurrently with preparation of the Specific Plan, pursuant to the requirements of the California Environmental Quality Act (CEQA). Policies in the Specific Plan were prepared based on the analysis for the EIR to ensure that the plan minimizes or reduces significant environmental impacts to the extent feasible; in this way the plan is “self-mitigating.” Transportation analysis was conducted using a new model prepared by the Santa Clara Valley Transportation Authority (VTA) for analyzing regional circulation. The EIR undertook extensive quantitative analysis and modeling to assess service requirements for sewer, water, and storm drainage, including water supply and sewer treatment capacity as well as distribution and collection facilities. The EIR also made a full quantitative analysis of the buildout and traffic impacts of the existing General Plan policies, which were compared to those of the Transit Area Specific Plan project. Refer to the Milpitas Transit Area Specific Plan Draft Environmental Impact Report, Clearinghouse Number 2006032091, dated October 2007; and the Final Environmental Impact Report, dated May 2008.

### ENVIRONMENTAL REVIEW FOR FUTURE DEVELOPMENT PROJECTS

The Milpitas Transit Area Specific Plan EIR assesses the implications of an assumed program of residential, commercial, industrial, and open space uses, which is described in Chapter 3. When specific development proposals are submitted to the City for development in the Transit Area, the City will determine whether or not the environmental effects of proposed projects were addressed in the Transit Area Plan EIR. If the City finds that a proposed development project will have no additional significant effect on the environment beyond those identified in the master environmental impact report and that no new or additional mitigation measures are required, the City shall make a written finding based upon the information contained in the development proposal’s initial study that it is within the scope of the Transit Area Plan EIR. If the City determines there are potential environmental impacts not studied in the EIR, or that environmental conditions have changed substantially since the EIR was prepared, the City could require further environmental review to determine appropriate revisions to the project, conditions of approval, or mitigation measures.

The maximum amount of development analyzed in the EIR is shown in Table 1-1 below. If the total amount of development in the Transit Area exceeds this amount, further environmental impact analysis will be required.

<b>Table 1-1: New Development Analyzed by the EIR</b>	
<b>Housing Units</b>	7,109
<b>Office (sq. ft.)</b>	993,843
<b>Retail (sq. ft.)</b>	287,075
<b>Hotel (rooms)</b>	350

## 1.5 PLAN IMPLEMENTATION

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The following additional documents have been prepared to implement the Milpitas Transit Area Specific Plan and ensure that all governing documents are consistent. Those documents were considered by the Planning Commission and City Council as part of the package for enactment of the Milpitas Transit Area Specific Plan. The amendments are available as separate documents from the City Clerk and on the City’s website, and will also be incorporated into the General Plan, Midtown Specific Plan, and Zoning Code the next time those documents are updated:

- General Plan Amendment
- Midtown Specific Plan Amendment
- Zoning Text Amendments
- Zoning Map Amendments

Key next steps after adoption of the Milpitas Transit Area Specific Plan and related documents include the following actions. For more detail, see Chapter 7, Implementation.

- Establishment of impact fees to fund areawide infrastructure.
- Establishment of a new Community Facilities District, or amendment of the City’s existing Community Facilities District, to provide ongoing revenues for public services and facilities maintenance.

- Preparation of an areawide plan for storm drainage and street elevations.
- Planning for new parks – land acquisition, program, facilities design, phasing, and funding.
- Coordination with the school districts regarding new school facilities.
- Establishment of an interdepartmental review process for proposed development projects and required infrastructure.
- Planning for city services such as police, fire, and recreation facilities as the area is developed.
- Coordination with BART and the Valley Transportation Authority regarding land acquisition, design and implementation of the new Milpitas BART station.



*The Crossings - New housing in the Transit Area. Transitioning from an industrial area to a high density residential/mixed-use area will require additional public services and capital facilities.*

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## 2 Background and Key Issues

### 2.1 SITE CONTEXT

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#### LOCATION AND SURROUNDING DEVELOPMENT

The Milpitas Transit Area is centered on the area surrounding the existing Great Mall and Montague Light Rail stations and the future BART station proposed near the intersection of Montague Expressway and Capitol Avenue. Located at the southern edge of the city, it is immediately adjacent to San Jose. It has great access to transportation routes, since it lies within a mile of Interstate 880, Interstate 680, and Highway 237, and is bisected by the Great Mall Parkway and Montague Expressway. The total gross acreage is approximately 437 acres.

The Transit Area Plan Study Area incorporates much of what was the southern portion of the Midtown Plan, plus the Great Mall and an area northeast of Piper Drive and Montague Expressway. The boundaries, which are shown in Figures 2-1 and 2-2, are roughly the northern extent of the Great Mall, South Main Street on the west, Trade Zone Boulevard and the city limits on the south, the alignment of Milpitas Boulevard on the southeast, and the existing rail line in the northeast.



*Residential units surround the Transit Area in the north and west sides.*



*Existing Industrial/R&D Land Uses*



*Existing Industrial Building*



*Great Mall Retail*

As Figure 2-1 shows, land to the south and the east of the Transit Area is predominantly used for general and light industrial. Multifamily residential surrounds the Transit Area on the northern and western sides. A substantial amount of new multifamily housing is proposed in the area immediately west of the Transit Area between the Union Pacific railroad tracks and South Main Street. Further to the east is a single family residential neighborhood. The area immediately northwest of the Transit Plan area along South Main Street and South Abel Street is planned as a pedestrian downtown for the City of Milpitas. This area is included in the Midtown Specific Plan, and is the focus for a lot of planning work and public investment, including a public library and extensive streetscape improvements.

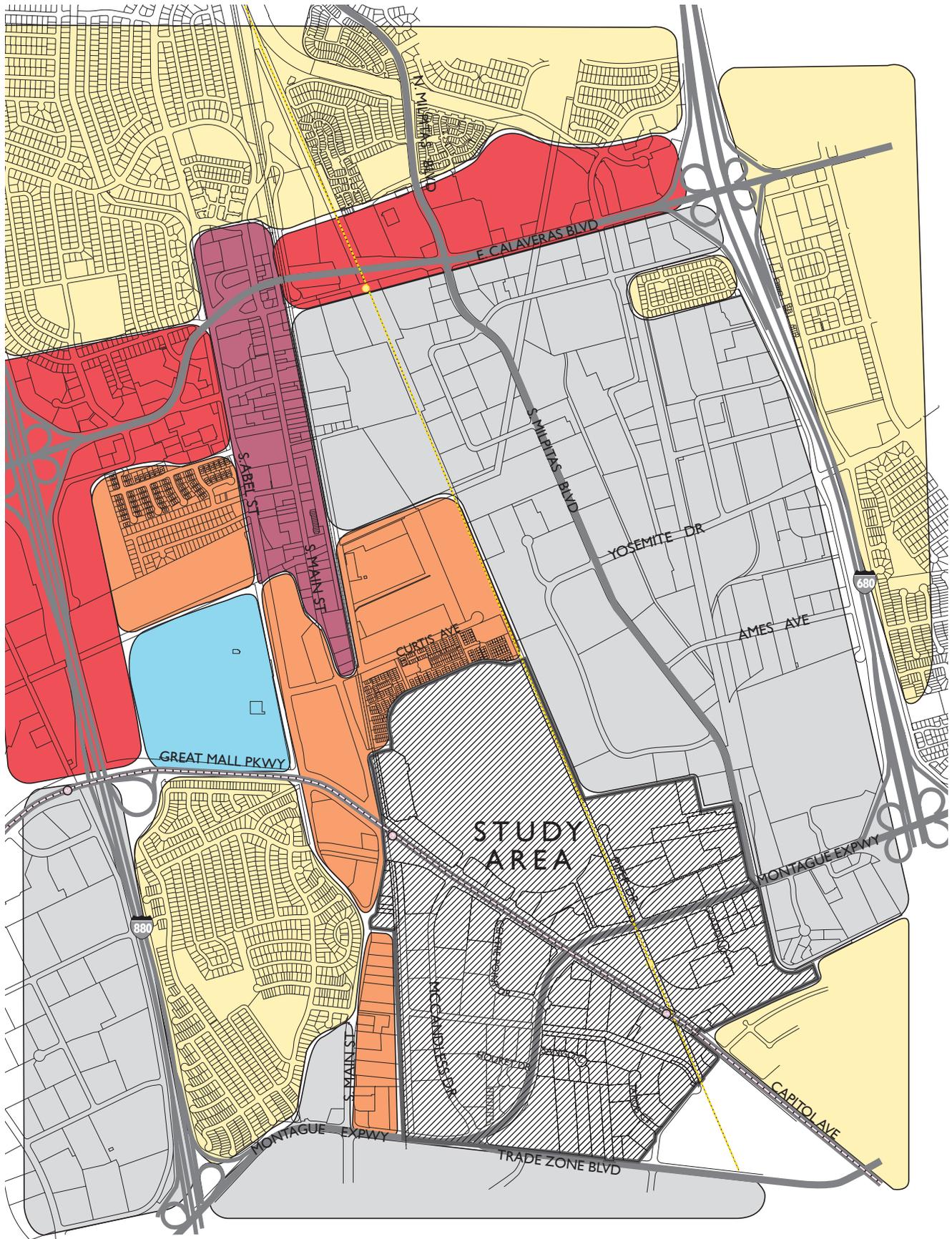
### EXISTING LAND USES AND BUILDINGS

At the time of adoption of the Transit Area Specific Plan, the existing land uses and buildings were as described in Figures 2-2 and 2-3, and in the text below. Figure 2-2 shows an aerial photo of the Transit Area, and Figure 2-3 shows existing land uses. Traditional uses in the Transit Area include industrial, light industrial, research & development, trucking terminals, and warehousing. Recently, a housing project known as The Crossings has been built in the southeastern corner of the Transit Area. The Great Mall is also located with the Transit Area, containing multiple retail uses as well as a movie theater and restaurants.

Most of the industrially zoned parcels have a one-story building on them, built at around 0.35 FAR on average, which is close to the maximum allowed by the zoning, with the remainder of the lots taken up with parking lots and some vegetation. In total the Transit Area contains around 3.1 million square feet of industrial building space.

The Great Mall consists of a single large one-story building with a few surrounding retail buildings, two hotel buildings, an office building, and Heald College. The uses are surrounded by surface parking, and one parking structure at the rear of the Mall. Small retail structures are located along South Main Street, in the northwest corner of the Transit Area and on Capitol Avenue next to existing residential development. The entire Transit Area has around 2 million square feet of retail and restaurant space, with almost all of that in the Great Mall itself. The hotels are roughly 175,000 square feet and the school is in a 50,000 square foot office building.

The Crossings is located east of Capitol Avenue, near the site of the proposed BART station. The complex is made up of a dozen or more residential structures arranged around parking lots and private drives, containing 468 housing units.



- - - - - BART Extension
- VTA Light Rail Transit
- ▨ Study Area

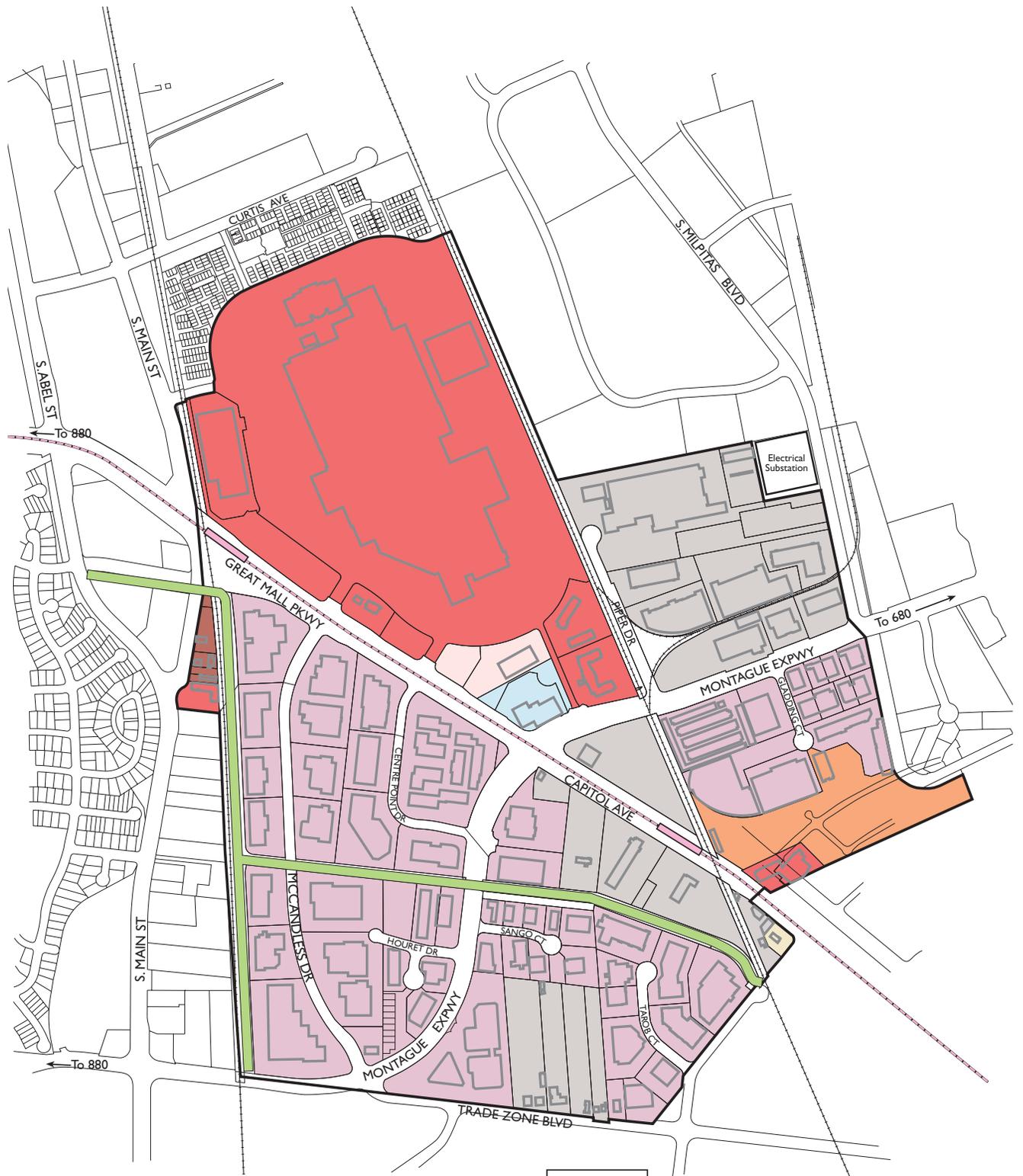
- Downtown
- Commercial Corridor
- Medium/High Density Residential
- Low Density Residential
- Light Industrial/R&D
- Institutional - Prison



**Figure 2-1**  
**Site Context**



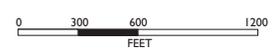
Figure 2-2  
Transit Area Aerial



- Retail Commercial
- Service Commercial
- High Density Residential
- R&D Light Industrial
- Industrial
- Office
- Public/Semipublic
- Vacant
- Drainage

- VTA Light Rail Transit
- Study Area
- Building Footprint

10 acres



**Figure 2-3**  
**Existing Land Uses**

## MIDTOWN SPECIFIC PLAN AND EXISTING ZONING

The project area is largely within the area of the Midtown Milpitas Specific Plan, adopted by the City in 2002. This plan provides policy direction for southern areas of the city in terms of land use, circulation, community design, and utilities and services. The Midtown Milpitas Plan addresses an approximately 1,000 acre area with a strategy of creating a mixed-use community that includes high-density, transit-oriented housing, with parks and community facilities while maintaining needed industrial, service, and commercial uses, and adding approximately 4,800 new residential units. Policy 7.5 of the Midtown Milpitas Plan requires the creation of a coordinated development plan for the parcels at and around the proposed BART station, calling for the plan to promote transit-oriented development. The Transit Area Specific Plan will be independent of the Midtown Specific Plan. However, the policies within the Transit Area Specific Plan are consistent or compatible with those in the Midtown Specific Plan.

### Land Use

The Midtown Plan altered the zoning of the Transit Study Area to permit Very High Density Multifamily residential in much of the area south of Montague Expressway and west of Capitol Avenue, as shown in Figure 2-4, converting it from industrial uses only. The Midtown Plan also added a Transit-Oriented Development overlay to parcels near the proposed BART station and along Great Mall Parkway. The plan maintained the C-2 (General Commercial) district over the Great Mall and existing retail on Capitol Avenue and the city limits, the R-3 (Multifamily High Density) district on The Crossings development, and the M-2 (Heavy Industrial) zone over the rest of the Transit Area.

The area north of Montague Expressway and east of the Great Mall is outside of the Midtown Milpitas Plan area. The City's General Plan designates that land for Manufacturing and Warehousing.

### Parks and Trails

The Midtown Plan intends to expand the existing park and trail system of the city into the Midtown area, linking new housing and transit stations with the rest of Milpitas. Two parks are called for in the area south of the BART station—one along the Penitencia Creek channel and another south of that. Furthermore, within the Transit Area, the Midtown Plan calls for off street paths along:

- the Penitencia Creek East Channel;
- the east side of the Union Pacific railroad track that runs parallel to McCandless Drive;
- Berryessa Creek, south of Montague Expressway; and
- the Union Pacific right of way just east of the Great Mall, extended from Montague Expressway northwards to the Hetch Hetchy right of way.



*Figure 2-4*  
**Existing Zoning and  
 Midtown Specific Plan Components**

The Transit Area Specific Plan maintains those policies for parks and trails as exhibited in Figure 3-6: Public Parks, Spaces and Trails.

The Midtown Plan also calls for an on-street trail connection along South Main Street that continues northward to Calaveras Boulevard and beyond, and another on-street connection to be created linking the Penitencia Channel path to the Montague light rail and BART stations and onward to the Berryessa Creek trail. Figure 3-5: Bicycle Circulation Improvements illustrates the connections to the Montague light rail and BART stations.

### **Streetscape Improvements and Gateways**

Improving pedestrian and bicycle circulation is a key objective of the Midtown Plan, which notes that the main barrier to pedestrian circulation is not infrastructure—most streets in the area have sidewalks—but land uses patterns and wide streets that make walking uncomfortable and are designed to only serve automobiles.

The Midtown Plan aims to make improvements to streets and intersections to accommodate the flow of traffic, bicyclists, and pedestrians and to develop new streets that are pedestrian-oriented in scale and connectivity. New blocks should not exceed 400 feet in length, to create a street pattern that is convenient and efficient for pedestrians, and a publicly accessible pathway is to be provided every 200 feet. High-density housing is advocated as a crucial land use. The Midtown Plan also calls for enhancements to streetscapes with provisions for pedestrian circulation, bike circulation, street tree landscaping, pedestrian-scale light fixtures, benches, and other amenities. The Transit Area Specific Plan continues these themes throughout the plan area.

Particular tree types are recommended along Great Mall Parkway and near the light rail and BART stations. The Midtown Plan calls for landscaping along streets to be placed at the curb edges of sidewalks in order to improve the pedestrian environment. The community gateway at Capitol Avenue and the city limits is recommended to have unified street tree planting and lighting to enhance the sense of entry, and new development there should incorporate architectural features that express a sense of entry.

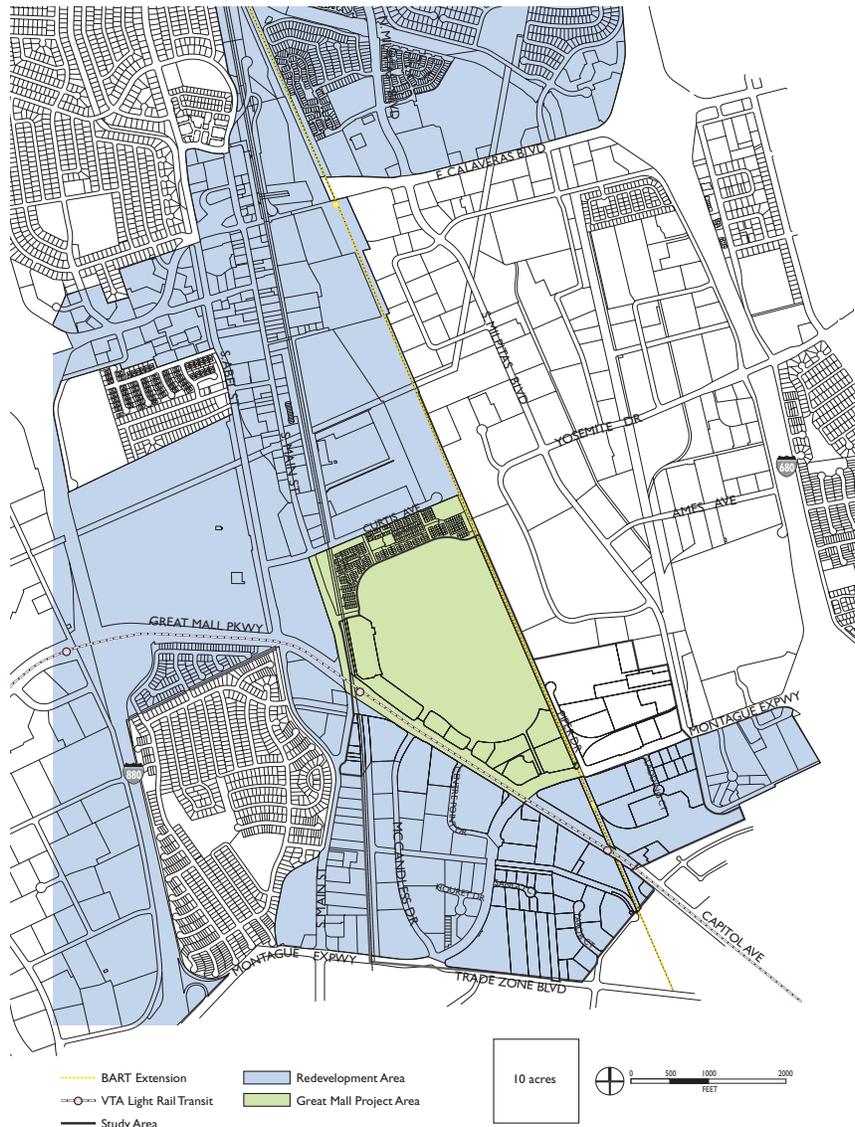
### **Potential Future Connections**

New residential and mixed-use development near the BART and light rail stations should be developed with a street and block system that provides through connections to the stations. The Midtown Plan calls for new streets around the BART station, with a connection across Capitol Avenue from the station southwards in order to connect the Penitencia Creek Trail to the light rail and BART stations. A public access easement is also required between the Montague light rail station and the Union Pacific right-of-way on which the BART station will be located.

## REDEVELOPMENT AREAS

The Milpitas Redevelopment Agency has designated most of the Transit Area as part of a redevelopment project area. Increased property tax revenue from a redevelopment area does not go to the City's General Fund but instead goes to the Redevelopment Agency for use in capital improvements, property acquisition, and affordable housing among other investments. Also, the Agency has jurisdiction within a redevelopment area to aid development efforts through land acquisition, infrastructure construction, financial participation, and other tools.

The Transit Area is 437 acres in size, of which 146 acres are in the Great Mall Redevelopment Area and 245 acres are in other redevelopment areas. Only 46 acres—located north of Montague Expressway and east of the Great Mall—are outside of a redevelopment area, as seen in Figure 2-5.



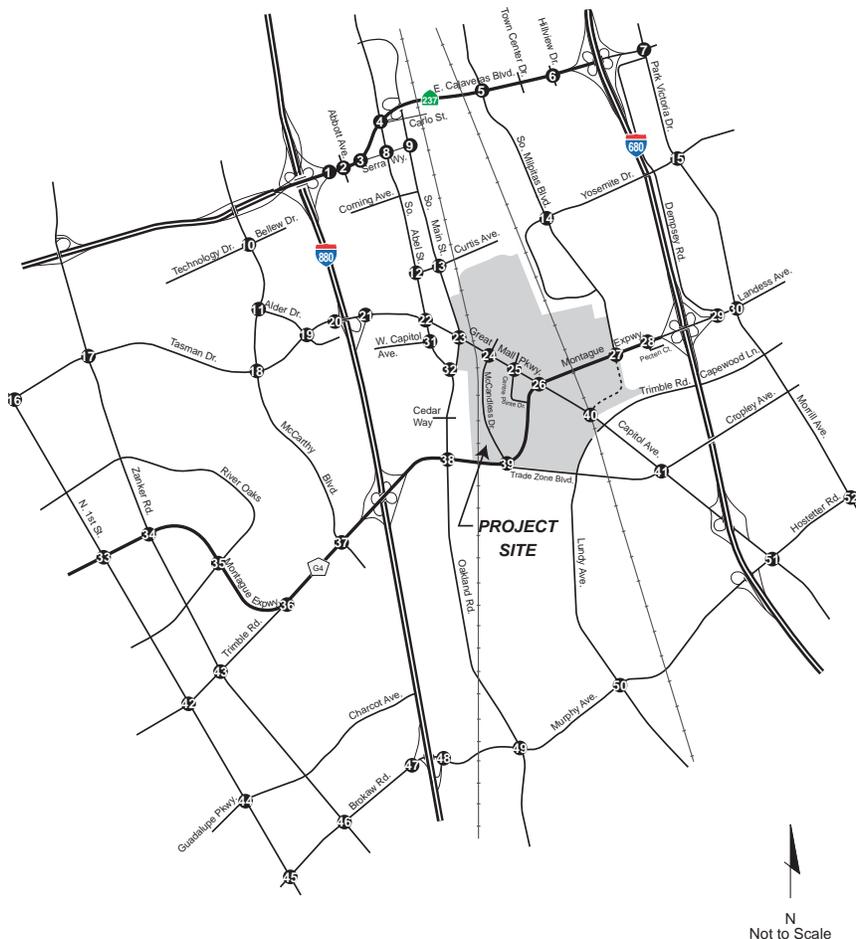
*Figure 2-5*  
Redevelopment Areas

### TRANSPORTATION

The Transit Area is crossed by a light rail line, heavy rail lines, storm drainage channels, and major regional roadways, as well as local thoroughfares. There are facilities for pedestrian and bike travel, as well as bus lines, but the area is generally auto oriented. A BART station is planned near the eastern corner of the intersection of Montague Expressway and Great Mall Parkway/Capitol Avenue, easily accessible to regional car traffic as well as linking to the VTA light rail system.

### Regional Roadways

Regional access to the project site is provided by Interstate 880 (I-880), I-680, State Route 237 (SR 237), Montague Expressway, and Great Mall Parkway/Tasman Drive/Capitol Avenue. Local access to the site is provided by Main Street, Abel Street, Milpitas Boulevard, McCandless Drive/Trade Zone Boulevard, Centre Point Drive, Oakland Road, and Lundy Street. Figure 2-6 presents the regional roadway map. Numbered circles indicate the intersections studied for the traffic analysis of the Plan’s environmental impact report.



**Figure 2-6**  
**Regional Roadway Map**

*I-880* is a north-south freeway west of the project site extending south to the City of San Jose and north to the City of Oakland. In the vicinity of the project site, the freeway includes eight lanes north of State Route (SR) 237/Calaveras Boulevard and six lanes to the south. Regional access to the project site is provided via interchanges at Great Mall Parkway/Tasman Drive and Montague Expressway. The peak direction of travel is westbound during the AM peak hour and eastbound during the PM peak hour.



*Great Mall Parkway*

*I-680* is a north-south freeway east of the project site extending south to the City of San Jose and north to Solano County. In the vicinity of the project site, the freeway includes six mixed-flow lanes plus a southbound HOV lane north of Calaveras Boulevard (SR 237) and eight mixed-flow lanes to the south. Access to the site is provided via interchanges at Calaveras Boulevard, Montague Expressway, and Capitol Avenue. Southbound I-680 is the commute direction during the AM peak hour and northbound I-680 is the commute direction during the PM peak hour.



*Montague Expressway*

*SR 237* is an east-west roadway that includes two distinct facilities: a six-lane freeway extending from I-880 west to US 101, and a four- to eight-lane arterial roadway between I-880 and I-680 with an elevated section over the Union Pacific Railroad tracks. The arterial section is locally designated as Calaveras Boulevard, which is six lanes except on the bridges over the Union Pacific railroad tracks and Main Street, where it is four lanes. Calaveras Boulevard serves as a major commute route with heavy directional travel during the peak hours (westbound in the morning and eastbound in the afternoon).

*Montague Expressway* is an east-west, six- to eight-lane divided arterial roadway extending from US 101 east to I-680. Limited access is provided to land uses fronting Montague Expressway. Montague Expressway bisects the Transit Area. Montague Expressway includes directional HOV lanes during peak periods (westbound during the morning and eastbound during the afternoon commute hours). Montague Expressway connects with I-880 and I-680 via full cloverleaf interchanges.

*Great Mall Parkway* is an east-west, six-lane divided arterial roadway extending from I-880 east to Montague Expressway. Great Mall Parkway also bisects the Transit Area. Great Mall Parkway is designated Tasman Drive west of I-880 and extends into the cities of San Jose, Santa Clara, and Sunnyvale. Great Mall Parkway becomes Capitol Avenue east of Montague Expressway and continues south through the City of San Jose. VTA operates light-rail transit (LRT) service along the median of Tasman Drive/Great Mall Parkway/Capitol Avenue.



*Centre Point Drive*



*McCandless Drive*

### Local Streets

*Main Street* is a north-south, two- to four-lane arterial roadway parallel to Abel Street extending from Railroad Avenue (north of Calaveras Boulevard) south to Montague Expressway. This street is designated as Marylinn Drive north of Railroad Avenue and Oakland Road south of Montague Expressway. Main Street includes two lanes north of Curtis Avenue and four lanes with a two-way left-turn lane and bike lanes south of Curtis Avenue. Access to east Calaveras Boulevard is provided via ramps at Carlo Street.

*Abel Street* is a north-south, four-lane roadway parallel to Main Street extending from Milpitas Boulevard (north of Calaveras Boulevard) south to Main Street (south of Great Mall Parkway). The section of Abel Street between Corning and Curtis Avenues includes four travel lanes plus a two-way left-turn lane.

*Milpitas Boulevard* is a north-south, four-lane arterial extending from the Milpitas-Fremont City limit line (also the Santa Clara-Alameda County limit line) south to Montague Expressway. Milpitas Boulevard is designated Warm Springs Boulevard north of the City/County limit.

*McCandless Drive* is a north-south, two-lane collector roadway with a two-way left-turn lane extending through the project site from Great Mall Parkway south to Montague Expressway. The street is designated Great Mall Drive north of Great Mall Parkway and serves as an entrance to the Great Mall. McCandless Drive becomes Trade Zone Boulevard at Montague Expressway.

*Trade Zone Boulevard* is an east-west, four-lane minor arterial roadway extending along the southern border of the project site from Montague Expressway east to Capitol Avenue in San Jose. Trade Zone Boulevard is designated Cropley Avenue east of Capitol Avenue.

*Centre Point Drive* is a two-lane roadway connecting Great Mall Parkway in the northwest with Montague Expressway in the southeast. The street is designated Mustang Drive north of Great Mall parkway and serves as an entrance to the Great Mall.

*Lundy Place* is a north-south, two-lane roadway extending from the Union Pacific Railroad tracks west of Capitol Avenue south to Trade Zone Boulevard. It is designated Lundy Street south of Trade Zone Boulevard and continues south into the City of San Jose.

### Future Transportation Improvements

The Transit Area is expected to see a number of significant changes to its transportation system over the next 20 to 30 years. Figure 2-7 shows the existing transportation system and planned improvements. These alterations are intended to increase the capacity of the regional roadway system, introduce

rapid heavy rail transit to the area, and phase out underused freight rail. These improvements are being carried out by a variety of actors, including the City, the County, and VTA. Many of them are only partially funded and to be completed at an unknown date in the future.

### *BART Extension*

The BART line that currently ends at Fremont is expected to be extended southwards to Santa Clara and San Jose, passing through Milpitas, with a station planned for the intersection of Capitol Avenue and Montague Expressway that will link with the existing light rail station there. The train line will follow the right of way of the Union Pacific railroad track that currently passes just east of the Great Mall. BART will be elevated for much of its extent, but as of summer 2007 it is planned to be underground—likely in a retained cut, rather than a tunnel—within the Transit Area. The City Council has expressed its opposition to an above ground line, due to the noise and visual impacts on quality of life in the Transit Area.

The BART station design is proposed as a vaulted structure with adjacent bus transfer, passenger pickup/drop-off, and parking facilities. A connection across Montague Expressway for foot and bike traffic may also be provided.

### *Union Pacific Railroad Spur*

A spur railroad line used by freight traffic currently passes just north of Montague Expressway, through the Piper/Montague subarea. There are no active plans to relocate or remove the spur, as there are two inter-related issues that hamper the relocation of the spur line. First, the spur line serves industrial businesses which have an entitlement to rail access, so this right would need to be bought out or the spur line moved to the northern edge of the Transit Area.

Secondly, the Transit Area is where the existing Union Pacific rail line will be truncated, with its southern terminus at Montague Expressway, due to transfer of the right-of-way to BART. Union Pacific will need a train turnaround at the end of its rail line that extends from the north. There are two potential locations for the train turnaround—on the current spur line, or along the northern boundary of the Piper Montague subdistrict.

It is also possible that operational changes such as engines at both ends of each train can be adopted, obviating the need for a turnaround.

### **Roadway Capacity**

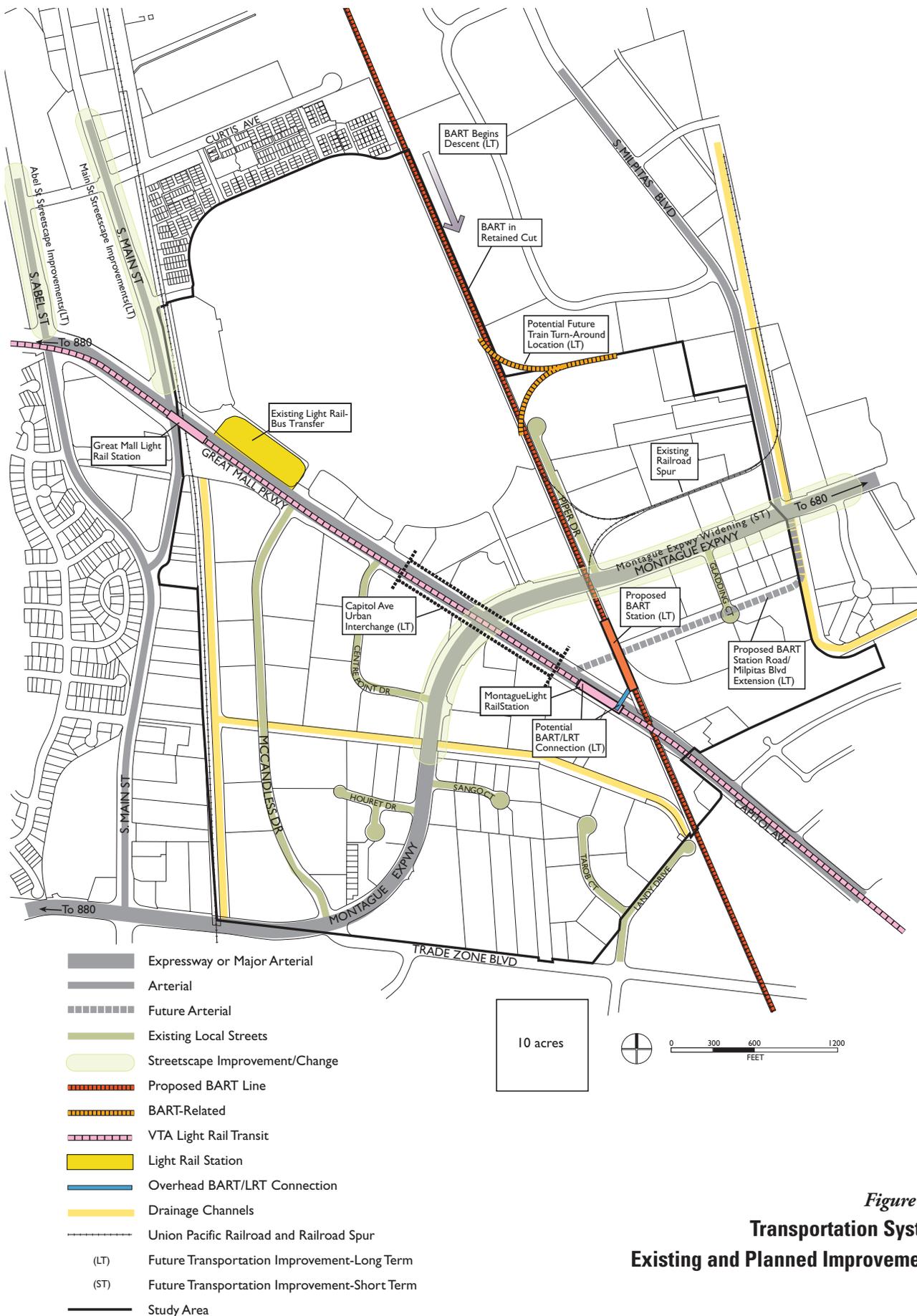
As a component of the BART Station construction, Milpitas Boulevard will be extended south of Montague Expressway, turning west to pass the station before connecting with Capitol Avenue. This new road segment will enhance bus and automobile access to the BART station, and also relieve pressure on the Montague/Capitol intersection by allowing some traffic to bypass it.



*Future BART Line Corridor:  
Existing Railroad Tracks*



*Site Adjacent to future BART Line-  
Potential Location for BART facilities.*



**Figure 2-7**  
**Transportation System**  
**Existing and Planned Improvements**

Montague Expressway will also be undergoing expansions to its capacity by the County, which controls the roadway. The segment between Capitol Avenue and I-680 is currently being widened from six to eight lanes. A similar expansion is planned for the segment west of Capitol Avenue throughout the Transit Area, although engineering details and the timelines for that work are unknown. The Montague Expressway widening is a required mitigation measures for future development in north San Jose.

In addition, an “urban interchange” is identified for the Montague Expressway and Capitol Avenue-Great Mall Parkway intersection, which would grade separate two roads and eliminate the traffic signal. However, this is an expensive and large-scale project, so the timeframe to acquire the funding, plan, and execute the urban interchange is considered very long term, and will likely not occur during the 20 year timeframe established for the Transit Area Plan.



*Montague Expressway is planned to be widened from six to eight lanes.*

### Public Transit

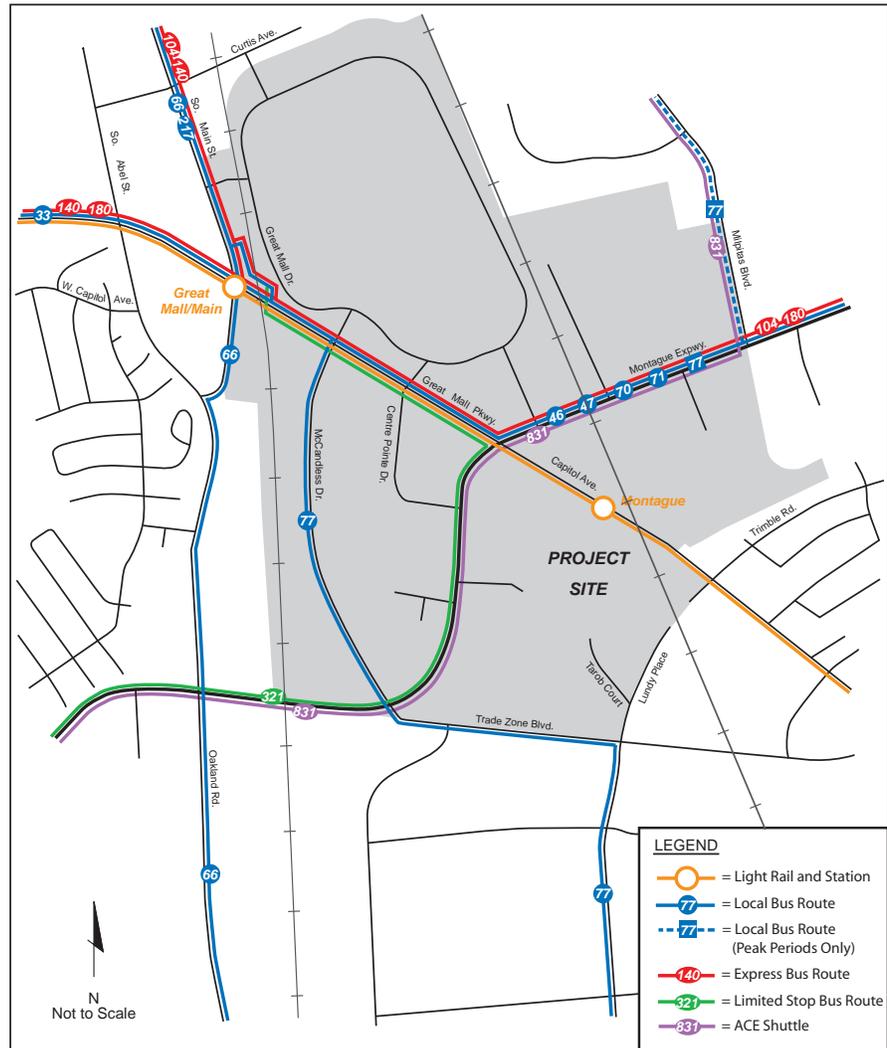
The Santa Clara Valley Transportation Authority (VTA) operates bus and light rail service in Santa Clara County; routes within the Transit Area are shown in Figure 2-8. The VTA has three light rail lines, one of which runs through the Transit Area. The Alum Rock-Santa Teresa line connects the Milpitas stations with downtown San Jose and allows transfers to another line that travels to Santa Clara, Sunnyvale, and Mountain View and connects with Caltrain and Amtrak service. The Transit Area includes two light rail stations:

- The Great Mall/Main Transit Center is located on the north side of Great Mall Parkway and east of Main Street. This multimodal transit hub consists of an elevated light rail station above Great Mall Parkway and a bus transfer facility and park-and-ride lot located on the northeast corner of the Great Mall Parkway/Main Street intersection.
- The Montague light rail station is located on the east side of the Transit Area and is elevated above Capitol Avenue. No bus or park-and-ride facilities are provided at this location.

VTA bus routes 33, 46, 47, 66, 70, 71, 77, 104, 140, 180, and 321, as well as AC Transit route 217, serve the Great Mall/Main Transit Center and provide bus service within the Transit Area. The Altamont Commuter Express (ACE) Violet Shuttle (Route 831) also provides service within the Transit Area.

**Figure 2-8**  
**Transit Service Map**

Source: Fehr & Peers

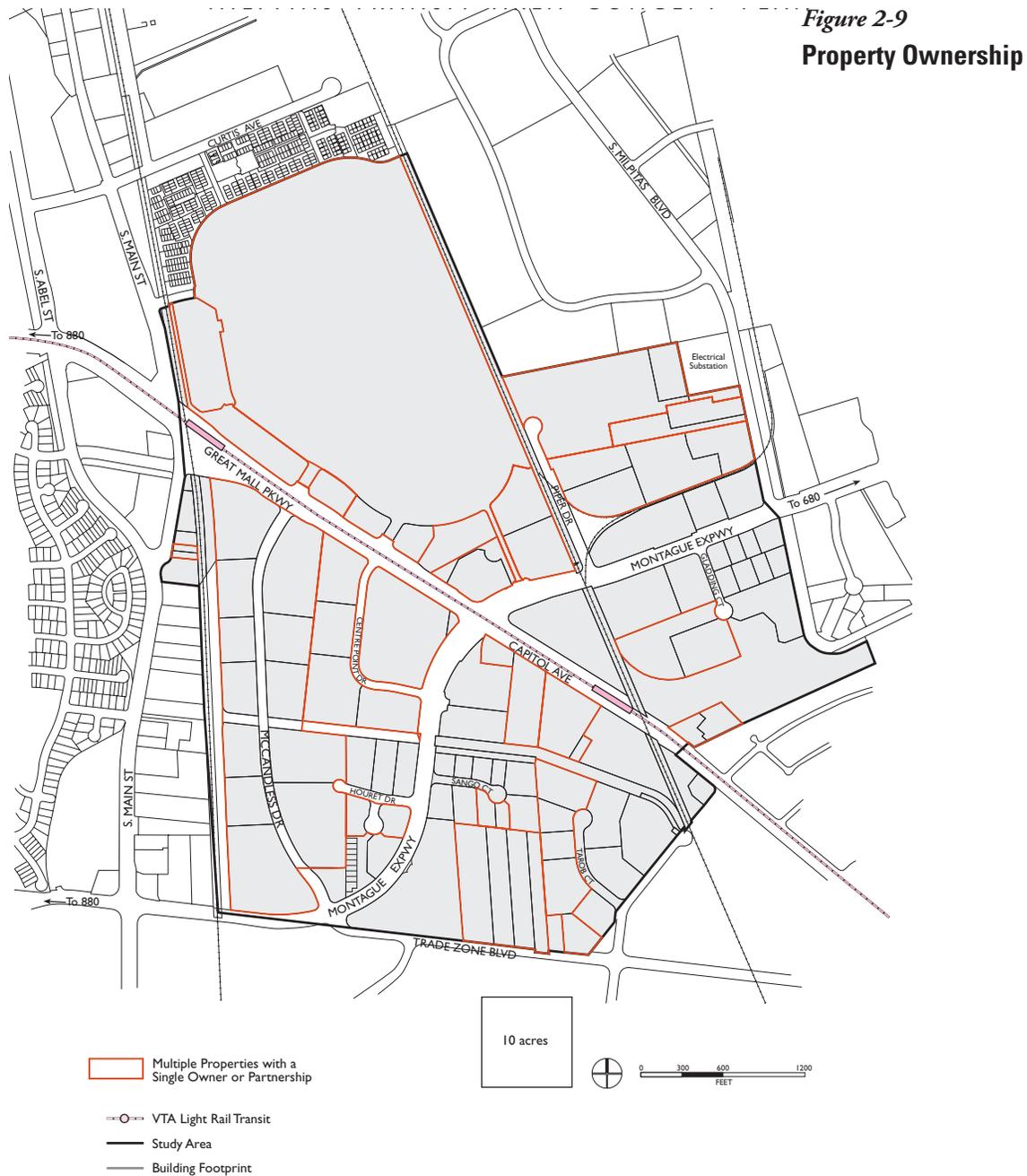


**Bike Routes**

Class II bicycle lanes are located on Great Mall Parkway, Lundy Street, Main Street, McCandless Drive, and Capitol Avenue south of Trimble Road. Class III bicycle routes are located on Cropley Avenue, Montague Expressway, Capitol Avenue between Montague Expressway and Trimble Road, and Trade Zone Boulevard east of Lundy Street. No Class I bicycle paths are located within the Transit Area.

## PROPERTY OWNERSHIP

The Transit Area has approximately 110 private parcels, owned by around 80 different corporations and individuals as shown in Figure 2-9. In several areas, groups of parcels are controlled by a single owner or by a partnership between separate owners. These groups are marked in red on Figure 2-9. Much of the area south of the Great Mall and west of Montague Expressway is controlled by just two entities, and the land east of the Great Mall and north of the rail spur is owned by just three separate interests.



## 2.3 MARKET ANALYSIS

The Transit Area has seen little new development in recent years. This is partially a statement on the depressed regional market for light industrial and R&D uses, as well as anticipation by property owners who are awaiting the completion of the Transit Area Plan before proceeding with site redevelopment. However significant development is occurring around the site. The southern area of Milpitas is a prime location for infill development, given its ready access to regional highways, VTA's light rail and the BART extension, and to the jobs of Silicon Valley.

### MARKET DEMAND ANALYSIS

Economic Research Associates (ERA) conducted a comprehensive market demand analysis, analyzing existing supply and future demands over the 20 year planning timeframe to provide a high-low range of real estate market demand forecast for the Transit Area.

The City has drawn the following conclusions from the market analysis:

- **Office.** New office development should be targeted to around 1,000,000 square feet, based on potential market absorption. Existing office and R&D space will absorb remaining demand by using existing space more intensively.
- **Retail.** There is demand for up to 500,000 square feet of new retail, based on the new residential units in Milpitas, unmet existing demand, and potential regional demand for an exciting pedestrian-oriented shopping area.
- **Hotel.** There is likely to be a demand for two hotel sites, estimated at a total of 350 rooms. These are a very important revenue source for the city.
- **Residential.** Market demand is projected at about 4,400 market-rate units. Affordable housing units will be added over and above this market demand. Additional capacity for housing should be provided in case projections underestimate demand, in order to ensure a large amount of housing near BART and light rail.
- **Industrial/R&D.** There is almost no market for more industrial space. The vacancy rate is currently 40 percent, far above the county average, and industrial will not be a viable economic use in this high-intensity transit location over the long run.



*Strong Demand for Residential Units – Park Place Project Under Construction*



*High Vacancy Rates in Existing R&D Space*

## RECENT AREA DEVELOPMENT

While recent and new development activity in the Transit Area is somewhat limited, there have been many proposals and approved projects for South Main Street—just to the west of the project area. These nearby developments are shown on Figure 2-10.

Within the Transit Area, the Great Mall has recently opened a new Kohl’s store and a new parking structure, as well as completing internal upgrades. Just to the north and the west of the Great Mall, multifamily residential developments have recently been completed. The Parc Metropolitan development to the north has 382 units built at 18 units to the acre; Monte Vista apartments to the west have 306 units at 19 units per acre.

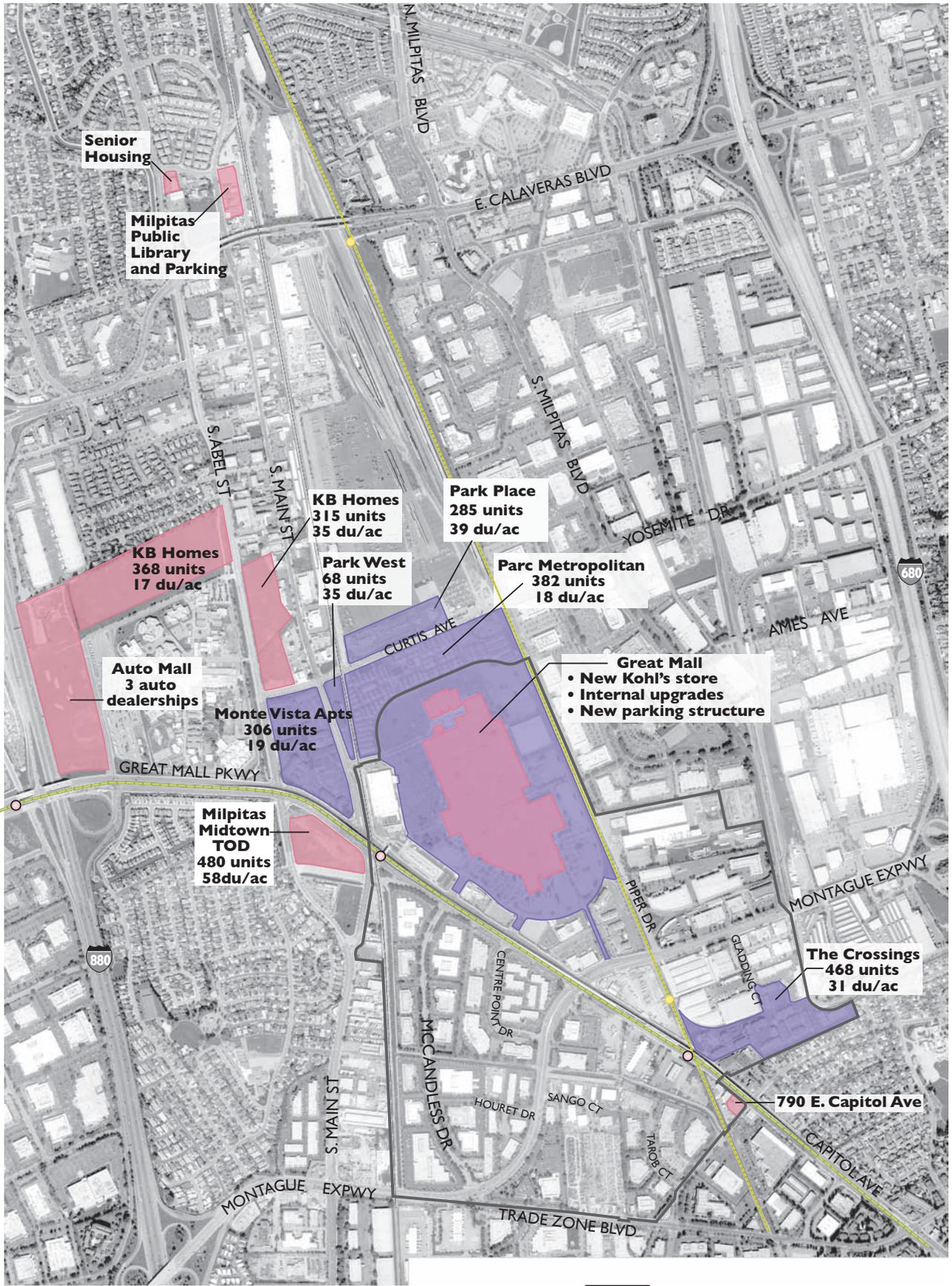
Meanwhile, along South Main Street between Calaveras Boulevard and Montague Expressway, at least eight different residential developments have been proposed, ranging from dense single-family homes to townhouses to multifamily structures.

## OPPORTUNITY SITES AND DEVELOPMENT ISSUES

Property owners were interviewed to learn about the existing conditions on land, future plans for their property, and physical constraints or issues related to new development. The stakeholders were also asked about their recommendations for the long term future of the area. Figure 2-11 is a map of development opportunity sites, based on information from property owners. It also shows the properties which are within a one-third mile radius of the light rail stations and/or future BART station.



*Park Metropolitan Project – Recent Area Development*



Senior Housing

Milpitas Public Library and Parking

KB Homes  
368 units  
17 du/ac

Auto Mall  
3 auto dealerships

Monte Vista Apts  
306 units  
19 du/ac

Milpitas Midtown TOD  
480 units  
58 du/ac

KB Homes  
315 units  
35 du/ac

Park West  
68 units  
35 du/ac

Park Place  
285 units  
39 du/ac

Parc Metropolitan  
382 units  
18 du/ac

Great Mall  
• New Kohl's store  
• Internal upgrades  
• New parking structure

The Crossings  
468 units  
31 du/ac

790 E. Capitol Ave

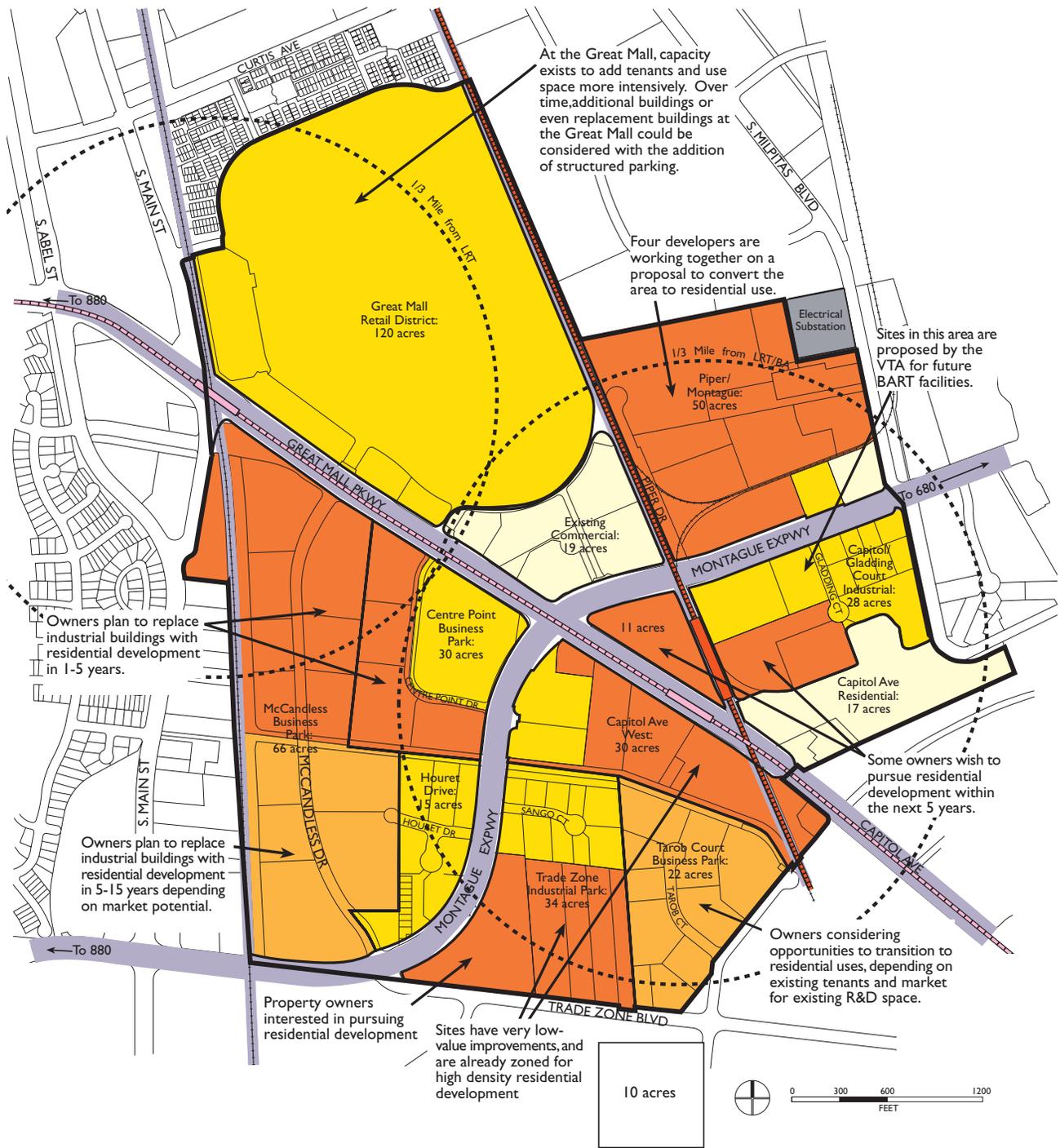
- BART Extension
- VTA Light Rail Transit
- Study Area

- Project
- Under Construction
- Existing

10 acres



Figure 2-10  
Recent Area Development



- |   |  |
|---|--|
|  Opportunity Site: 1-5 years             |  Major Dividers: Streets and Rail         |
|  Opportunity Site: 5-15 years            |  Proposed BART Station                    |
|  Potential Opportunity Site: 10-30 years |  Proposed BART Line                       |
|  Use likely to remain over next 30 years |  VTA Light Rail Transit                   |
|   |  Union Pacific Railroad and Railroad Spur |
|   |  Subarea                                  |
|   |  Study Area                               |

Note: The entire study area is within one half-mile of a BART or Light Rail station.

**Figure 2-11**  
**Opportunity Sites**

### **Issues Identified by City Staff and Stakeholders**

Through the stakeholder interviews, several key issues were identified that will be critical to moving forward with new development in the area. Many of these issues are addressed in the Plan's policies, but City officials and staff from a variety of City departments will need to work with property owners and other stakeholders to resolve these issues.

#### *Timing and Greater Certainty about Land Acquisition and Site Plan for BART*

In order for development to proceed in the areas surrounding the future BART station, property owners need to have greater certainty about plans for all the new roads, parking, transfer facilities, and other infrastructure associated with BART. While the BART extension is not expected to open until at least 2015, the layout of the project components must be known prior to future development in the BART Station area, and will significantly affect development in the Piper/Montague and Capitol Avenue areas.

#### *Future Expansion of the Great Mall and Great Mall Parking Strategy*

The Great Mall is an important part of the fiscal base of Milpitas, and is important to the regional identity of the City. There is the potential for future additions of entertainment, restaurant, or even sports venues that could be an enhancement to the Mall, and could enhance the regional identity of Milpitas. There is a need to figure out where additions might take place, and develop a short term and long term parking strategy. Currently there are very tight restrictions on parking for the Great Mall that preclude significant further additions of new tenants.

#### *Parking Ratios for Residential Development*

The City will need to consider what parking ratio reductions are appropriate given the proximity of sites to transit.

#### *Building Code Issues for Higher Density Residential Development*

Higher density housing types typically involve building code solutions and interpretations that are not familiar in a suburban Milpitas context, and the City will need to consider how the building code can be applied to these new housing types, in a way that guarantees safety and still promotes cost efficiency and good design.

### *Pedestrian Connections and Street Improvements for Pedestrians*

These are very important for access between housing and offices and the Great Mall and the light rail stations and future BART Station. Pedestrian-oriented street improvements are considered critical to future residential development being attractive and having a connection that allows residents to comfortably walk to the light rail station.

### *Additional Sewer Treatment Capacity*

Additional sewer treatment capacity will need to be secured to serve projected cumulative growth and development throughout the city, including additional development within the Transit Area that is over and above what has been approved by the Midtown Specific Plan. That will require negotiations with surrounding jurisdictions to secure capacity.

### *Other Issues*

Property owners brought up other concerns that either pertain to a particular property, or are outside the control of the Plan. These include:

- Rail spur and railroad turnaround location,
- Landscaped buffer around the PG&E substation,
- Schools for new residential development,
- Improved flood control/drainage facilities, and
- Improved phone service network.

## **Property Owner Recommendations**

The property owners interviewed had recommendations about the long-term development of the Transit Area.

The former owner of the Great Mall, Mills Corporation, believed that adding higher density residential in the area would enhance the stability and success of the mall. Anything that makes Milpitas more of a destination, such as an entertainment or sports venue, would also be a major enhancement. Transit service is not seen as a big factor for retail, though it could be a major asset for other supporting uses such as entertainment or residential.

Industrial property owners believe that in the long term industrial manufacturing operations will not locate in Milpitas due to the opportunity to operate at a much lower cost outside Silicon Valley. They believe that over time industrial properties with the advantages of a location near transit should convert to more intensive uses such as office and residential. However several industrial properties are fully leased with longer term leases, and owners wish to retain their industrial land use designation for at least ten years.

Residential developers see tremendous long-term potential for residential in this area. They make the following points:

- There is a huge demand, because there are so many more jobs than housing units in Milpitas and Silicon Valley.
- The economy of Silicon Valley continues to expand, which will generate more jobs and more housing demand.
- This location is close to freeways and close to transit, so it is a great location for residential.
- Locating housing in the South Bay will help the overall regional traffic congestion problems.

## 2.4 DEVELOPMENT ISSUES

### FLOODING

The majority of the Planning Area is within FEMA flood zones A, AO, and AH of the 100-year floodplain, as designated by the Federal Emergency Management Agency (FEMA) and shown in Figure 2-12. The 100-year flood is the largest event likely to occur once every 100 years, that is, the event with a one-percent chance of flood occurrence in any given year. The entire area is located within the 500-year flood hazard zone.

These flood zones are low-lying areas that are subject to ponding during the 100-year event, and are defined by FEMA as follows:

- Zone A: Areas subject to inundation by the 1-percent-annual chance (100-year) flood event generally determined using approximate methodologies. Because detailed hydraulic analyses have not been performed, no Base Flood Elevations (BFEs) or flood depths are shown.
- Zone AO: Areas subject to inundation by 1-percent-annual-chance (100-year) shallow flooding (usually sheet flow on sloping terrain) where average depths are between one and three feet. Average flood depths derived from detailed hydraulic analyses are shown in this zone. Some Zone AO has been designated in areas with high flood velocities such as alluvial fans and washes. Communities are encouraged to adopt more restrictive requirements for these areas.
- Zone AH: Areas subject to inundation by 1-percent-annual-chance shallow flooding (usually areas of ponding) where average depths are between one and three feet. BFEs derived from detailed hydraulic analyses are shown in this zone. Mandatory flood insurance purchase requirements and floodplain management standards apply.

Development within the designated flood plain must follow the provisions within Section XI-15 of the Milpitas Municipal code. These provisions are modeled after and consistent with FEMA construction rules in order to qualify for federal flood insurance. Flood insurance is a requirement of all federally funded loans. The City's flood plain regulations have several standards that will affect the overall design and appearance of development:

- The lowest finished floor of a building must be at least one foot above the expected flood level (e.g., if the average flood depth is 2 feet above ground level, then the bottom floor of a store must be at least 3 feet above current ground level).
- Parking garages can be underground or below the flood level, as long as certain construction rules are followed.



*Existing Drainage Channel –  
Penitencia East*

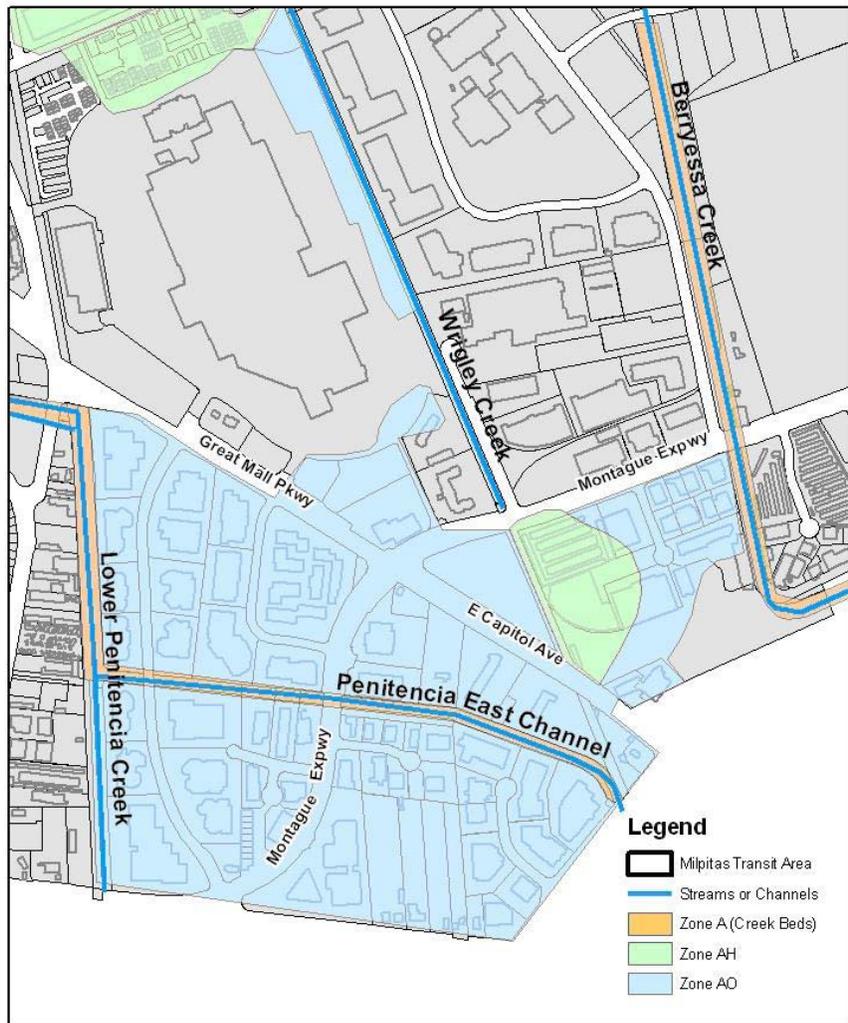


*Existing Drainage Channel –  
Penitencia East*



*Existing Drainage Channel between  
Industrial Buildings*

*Figure 2-12*  
**FEMA Flood Hazard Zones**



Source: RMC, 2007

## TRAFFIC CAPACITY

Preliminary traffic analysis indicated that regardless of the development scenario—the current General Plan and Midtown Plan policies, or intensification of the Transit Area—several of the intersections in the Transit Area will attain “F” levels of service sometime during the next 20 to 25 years. Some intersections will likely operate at level of service “D” or “E”. Thus existing and future residents will experience traffic congestion during peak periods. Some intersections could be reconfigured to improve traffic circulation; for others there may not be any feasible improvements.

For many residents and commuters, both BART and the VTA Light Rail will offer an alternative to traffic congestion for at least some trips. Studies show that people are only motivated to use transit if there is some significant level of traffic congestion. Some level of traffic congestion is thus appropriate in areas where there is major public investment being made in transit infrastructure, and there is limited funding for new roads. Transit service would need to be frequent and available such that a transit trip does not add significantly more time to the commute. Also, it will be critical to ensure the pedestrian-oriented character of the Transit Area, so that people can walk to transit, stores, services, and jobs.

In addition, several street improvements to the City and County’s roadway network are already planned over the next 20 years to help alleviate traffic problems. Key ones related to the study area include the extension of Milpitas Boulevard, and the widenings of Montague Expressway and Calaveras Boulevard.

## BART STATION DESIGN AND LAYOUT

### BART Site

At the time of writing, VTA had not yet made a final proposal for the BART station site layout. The Milpitas City Council and VTA have agreed that the BART station will be partially underground. The parking structure locations and bus bay layout are key remaining issues. The parking structure serving BART patrons may be located on the east side of the station, or on other immediately surrounding sites depending on land acquisition by VTA.

### BART Line Overhead Vs. Enclosed Trench

VTA plans to proceed with either an open-air retained cut layout or an above-ground BART line. At the time the Specific Plan was completed, the City and VTA have reached an agreement that the retained cut option would be pursued. This approach will greatly reduce the noise and visual impacts of the BART line on the nearby development, and will better allow the Transit Area to become a neighborhood with community identity and stability.



*Some traffic congestion will continue to exist during peak periods.*

### **RAILROAD LINES IN THE PIPER MONTAGUE SUBAREA**

A spur railroad track that serves industrial businesses in eastern Milpitas is currently located to the east of Piper Drive, running parallel to Montague Expressway. The spur track also includes a turnaround “Y.” The presence and continued use of the spur and “Y” rail tracks will detract from the development potential of that area, which is designated for largely residential development. In addition to noise from passing trains and visual blight, the track will limit at-grade crossings from the housing north of the track with the BART station and mixed use development south of the track.

VTa has indicated that as part of the BART extension project, it may be cost effective to buy out or relocate the spur line to eastern industrial areas, or they may instead just build over or under the spur line crossing and leave the spur line in place. The City has advocated for the relocation of the “Y” to the north and the buy-out or relocation of the railroad spur. The Piper/Montague subarea is a large developable area and, in the long term, removal of the “Y” and spur would better accommodate successful residential development of a transit-oriented neighborhood adjacent to the new BART station.

### **SCHOOL DEMAND**

In order to accommodate intensive development within the Transit Area as envisioned in the Midtown Plan, there will likely be a need to build a new combined elementary and middle school within the Milpitas Unified School District. The estimated number of school-age children that will live in the Transit Area could be as high as 900 students in the Milpitas Unified School District and 450 to 550 students in the Berryessa Union and East Side Union High School districts. It appears that the Berryessa Union and East Side High Union school districts, which cover most of the property south of Montague Expressway, have capacity for these new students at their existing schools and properties. The boundaries of the school districts are shown in Figure 2-13.



*Figure 2-13*  
**School District Boundaries**



*Thirty to forty acres of public park space will be needed to serve future residents.*

## **PARK NEEDS AND REQUIREMENTS**

### **Total Acreage**

New public parks are required for the new residents to provide them with active and passive recreation opportunities as well as crucial community gathering space. Based on the expected amount of residential development and the City’s prevailing park space standards, 30-40 acres of public park space is needed.

### **Types of Parks**

In a high density transit-oriented development as envisioned here, small urban parks are the most appropriate type. Many of the residential units can look out onto a landscaped park, and these parks serve as a visual amenity which is critical for higher density housing, as well as a place for recreation. Some of the parks need to accommodate playing fields, as there is a huge demand for those facilities currently, which will only increase with new residents. There is also a need for a community center building where recreational programs could be held and a big open space for citywide events is also desired.

## **PUBLIC SAFETY SERVICES**

### **Fire Department**

The Milpitas Fire Department (MFD) provides full response, preparedness, and prevention services. The department’s emergency response and preparedness division handles emergency incidents, safety, training, disaster preparedness and public information. The department fire prevention division handles fire plans, and permits, hazardous materials regulation, inspections and investigations.

Three fire stations are near the Transit Area: Fire Station #1, just northwest of the Great Mall at Curtis and South Main streets, Station #2 located north east of the project on Yosemite Drive and South Park Victoria Drive, and Station #4 on Barber Lane just west of I-880. The City has automatic aid and mutual aid agreements with the cities of San Jose and Fremont.

The Transit Area Specific Plan presents unique operational issues for the MFD due to its high-density residential and mixed-use structures. The increase in population, business and vehicular traffic resulting from the buildout of the area will increase the demand in service levels and has the potential to impact response times, in addition to presenting challenges to fire department vehicle access and firefighting operations. To maintain current levels of service, an increase in staffing and equipment will be necessary. A “standards-of-cover” analysis should be conducted to determine the precise impact on the department’s staffing, equipment and any required facility enhancements.

The new personnel and equipment would need to be located in or near the plan area. Firefighters need to reach emergencies within four minutes, the goal established in the General Plan, which could be hampered by traffic congestion.

### Police Department

Most of the crime that currently occurs in the plan area is specific to the Great Mall—thefts, forgery/fraud, and stolen vehicles, although little violent crime. In the rest of the Transit Area, more than half of the police-related calls are vehicle violations, traffic accidents, and theft from autos. Given the change in the land uses, traffic flows, and number of residents created by the Plan, the nature of police needs in the Transit Area will change significantly.

The increase in population, business traffic, and vehicular traffic resulting from the buildout of the Transit Area Plan will increase the workload of the Milpitas Police Department (MPD). To maintain current levels of service, an increase in staffing and equipment will be necessary, although a new police station is unlikely to be required. The metrics that MPD would use to determine the number of additional staff required are: projected call volume and impact in service levels, such as an increase in dispatch and response times; ring times for 9-1-1 calls; and calls that are pending for an officer.



*Endangered species may use existing trees as a habitat.*

## ENVIRONMENTAL ISSUES

Environmental Science Associates (ESA) has conducted research into potential environmental problems in the Transit Area.

### Biological and Cultural Resources

There are no significant biological or cultural resources in the Transit Area. However there are endangered species that may use existing and future trees and vegetation as habitat; and protections may need to be established.

### Air Quality, Noise, and Geology

Developments in the Transit Area will need to take steps to mitigate potential negative impacts related to air quality, noise, and geologic hazards. These policies are included in the Plan and highlighted by its Environmental Impact Report.

### Hazardous materials sites

The Transit Area contains at least 28 documented hazardous material releases, seven of which have not been resolved. The open cases include groundwater contamination from the Jones Chemicals site, just north of the proposed BART station. Individual assessments will be needed for each development project to determine compliance with environmental regulations.

*Four Major Noise Sources*



*Light Rail*



*Future BART Line*



*Vehicular Noise*



*Freight Trains*

**NOISE**

The Transit Area experiences noise from four main sources: light rail, BART, vehicular traffic, and freight trains. The light rail line will not generate noise above ambient levels. For the other three noise sources, however, noise insulation features will likely be required to keep interior noise levels for residential and possibly some commercial uses at acceptable levels. Future noise contours from these noise sources are shown in Chapter 5.

If the BART line is built above ground within the Transit Area, then nearby residential units will need to be highly insulated against the noise caused by passing trains. Elevated BART train pass-by events can exceed 80 dBA at the ground level. However, BART trains will be slowing down to enter the station, so they will generate less noise than would occur in full speed operations.

Residential sites along Great Mall Parkway, Montague Expressway, and Piper Drive could be located where ambient noise levels currently exceed 60 dBA DNL. The land use compatibility standards contained in the Noise Element of the City of Milpitas General Plan indicate that development of multi-family residences in areas with an ambient noise levels greater than 60 dBA DNL are “conditionally acceptable.”

Railroad tracks run adjacent to the western edge of the Transit Area and along a freight-serving spur through the eastern portion of the Transit Area in the Piper-Montague subdistrict. Freight operation noise levels are in excess of 70 dBA DNL immediately adjacent to the tracks, decreasing to 60 dBA DNL at 300 feet.

Housing built close enough to these noise sources will require insulation to keep noise levels no higher than 45 dBA indoors. Exterior noise levels in open space areas may require specific design measures, such as orienting balconies away from street frontages, to reduce noise in locations like backyards and balconies.



### 3 Milpitas Transit Area Plan: Land Use, Circulation, and Parks

This chapter of the Specific Plan sets out the types and locations of land use, streets, and open space within the Transit Area—the backbone of the new high density walkable communities that will develop there over the next 20 years. The Plan is organized around policies—which are fundamental guiding principals with which public agencies, private developers and property owners must comply. Policies are numbered sequentially through the chapter.

Chapter 3 contains the policies for the entire Transit Area, viewed as a single entity. The Plan further splits to smaller neighborhood units, known as subdistricts, which each have their own policies and standards for street and building layout, landscaping, and land use—these details are in Chapter 4. Detailed requirements for street sections, site planning, and buildings are in Chapter 5, and policies on public facilities and implementation plans are in Chapters 6 and 7.

### 3.1 PLAN FRAMEWORK AND GUIDING PRINCIPLES

The Specific Plan sets the framework for land use, streets, and open space. The Plan Map, provided in Figure 3-1, is the governing master plan for land use, permitted densities/intensities, street grid, park and open space location, and pedestrian connections. The policies and standards in this and other chapters clarify and provide further details to the concept laid out in the Plan Map. Chapter 4 describes policies specific to each of the six subdistricts within the Transit Area.

The principles for land use, streets, and open space are described in this section. These principles shall be used to guide the preparation of development applications and to guide the consideration by the City of any proposed revisions to the Specific Plan in the future.

#### LAND USE

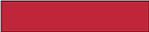
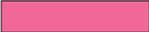
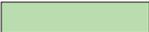
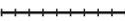
##### Land Use

The land use principles for the Milpitas Transit Area are as follows:

- ***Develop the Transit Area with high intensity land uses that can take advantage of the major public investment in transit.*** Most of the Transit Area is within a 1/3 mile radius of a transit station, equivalent to a 7 minute walk; and over half of the Transit Area is within a 1/3 mile radius of the future BART/light rail/bus station.
- ***Locate the highest densities on the properties closest to the future BART station/existing Montague light rail station.*** This locates the greatest concentration of residents and employees within easy walking distance of transit.
- ***Maintain commercial uses at and around the Great Mall.***
- ***Locate a mix of uses, including hotel, residential, and office, along Montague Expressway and Great Mall Parkway.*** With the wide landscape buffer and trees along these arterials, the properties can be attractive and livable for both residents and employees.
- ***Locate residential neighborhoods at the interior of the subdistricts.*** This locates residences away from high traffic streets and creates neighborhoods that enjoy a quiet environment with low speed traffic.

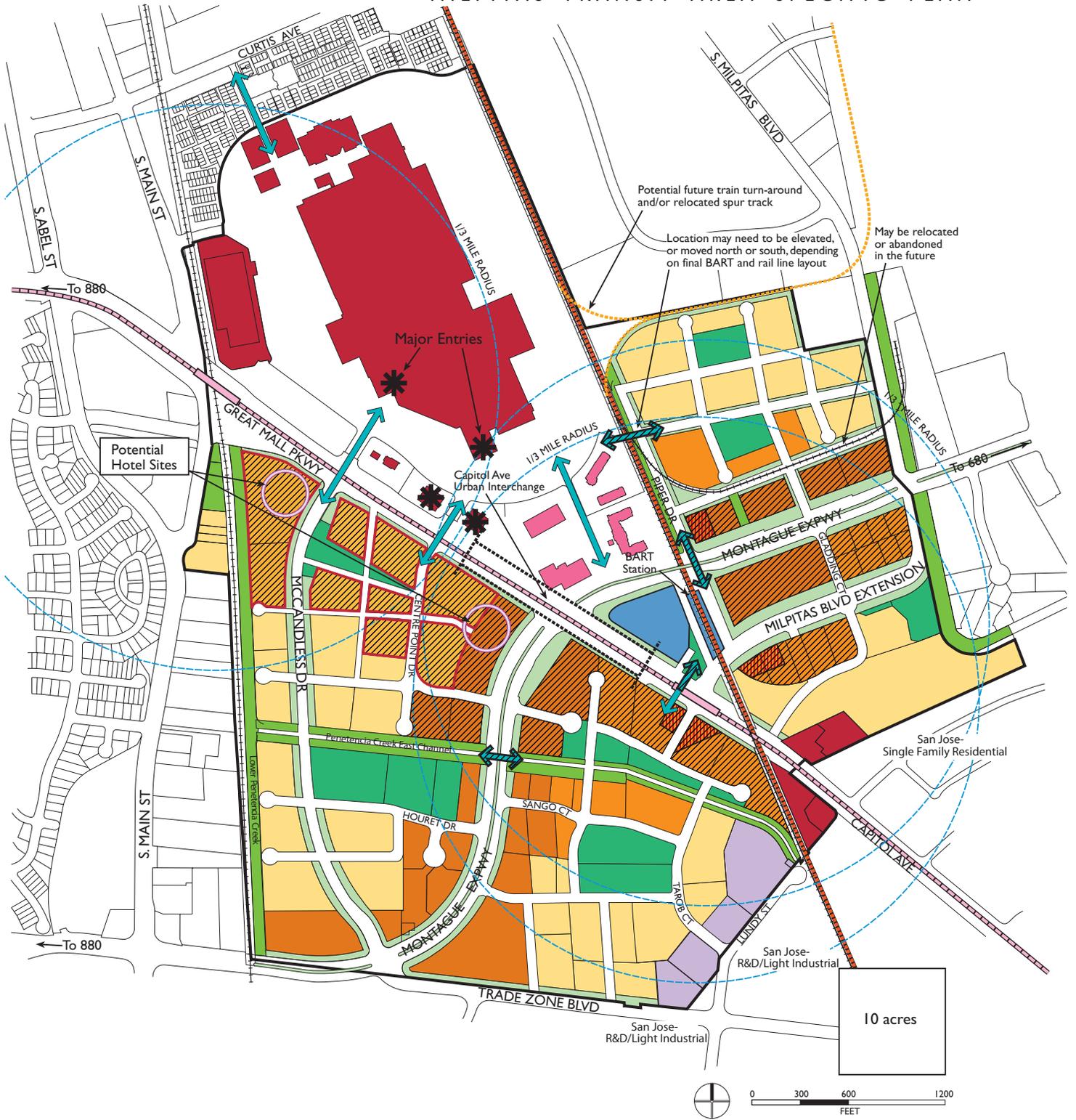
- **Locate parks within each subdistrict to be easily accessible for residents.** Parks are the most critical element to ensure that high density residential neighborhoods are livable and attractive.
- **Provide opportunities for hotels in locations where they can be successful.** Based on economic research, these locations are expected to be those along major arterials for access and visibility; in close proximity to shopping, entertainment, and dining; and with good access to BART and light rail.
- **Retain light industrial/R&D uses located opposite similar uses in San Jose.** Locating similar land uses across the street from one another creates a distinctive and unified character, and thus enhances land values for the properties in the area. Locating residential across from light industrial is not desirable because a residential neighborhood character is not created, and there may be conflicts between the operations of industrial users and residents' desire for a quiet residential atmosphere.

**LEGEND**

-  **General Commercial**
-  **Retail Transit Oriented**  
Community and Regional Retail; Hotels, Office. Maximum FAR of 2.5.
-  **Boulevard Very High Density Mixed Use**  
Permitted uses include Residential, Office, Commercial and Medical uses up to 1.5 maximum gross FAR, an FAR of 2.5 may be permitted on individual sites. 4-12 stories (20 stories with CUP). Residential use shall have 41 un/ac minimum average gross density; 60 un/ac maximum average gross density.
-  **Residential - Retail High Density Mixed Use**  
Residential, office, and/or hotel uses above ground floor retail and restaurants, 200 sq. ft of retail or restaurant use required for every residential unit. Residential density: 31 du/ac minimum average gross density; 50 un/ac maximum average gross density. 4-12 stories. (20 stories with CUP) Maximum FAR of 1.5; up to 2.5 FAR may be permitted on individual sites.
-  **Very High Density Transit Oriented Residential**  
41 un/ac minimum average gross density; 60 un/ac maximum average gross density; 4-6 stories; (12 stories on arterials, 20 stories with CUP) gross densities of individual projects may be <41 or >60, provided that area development complies with average gross density; small local-serving retail, office, and live/work permitted at ground floor.
-  **High Density Transit Oriented Residential**  
21 un/ac minimum average gross density; 40 un/ac maximum average gross density; 3-5 stories; gross densities of individual projects may be <21 or >40, provided that area development complies with average gross density; residential uses only.
-  **Transit Facilities**  
Underlying zoning to be Boulevard Very High Density Mixed Use if transit facilities are not built on this site.
-  **Industrial Park**
-  **Parks/Plazas/Community Facilities**
-  **Linear Park and Trails**
-  **Landscaped Front Yards and Buffers**
-  **Neighborhood Retail Locations**  
5000 sq. ft. of local serving retail required on the ground floor.
-  **Density Bonus**  
Increased density permitted on sites closest to BART and light rail. See table for detail about TOD Overlay District and TOD Density Bonus allowed with a CUP.
-  **Potential Hotel Sites**
-  **Proposed BART Line**
-  **VTA Light Rail Transit**
-  **Union Pacific Railroad and Railroad Spur**
-  **Potential Future Train Turn-around and/or Relocated Spur Track**
-  **Study Area**
-  **Pedestrian Connection**
-  **Pedestrian Bridge**

*Figure 3-1*  
**Transit Area Plan**

# MILPITAS TRANSIT AREA SPECIFIC PLAN



**Figure 3-1**  
**Transit Area Plan**

## STREETS

The Specific Plan lays out policies for both existing and new streets within the Transit Area, regulating their location and type. The Plan pays particular attention to pedestrian and bicycle circulation options within the Transit Area and connections to the citywide trail system. The circulation plan is based on the following principles.

### Street Layout

- ***Maintain Montague Expressway and Great Mall Parkway/Capitol Avenue as regional arterials.***
- ***Build a Milpitas Boulevard Extension.*** This will relieve the Montague/Great Mall Parkway intersection and provide access to the BART station, parking, and drop-off.
- ***Create a new network of internal local streets.*** Create two to three-acre blocks in order to create a residential neighborhood scale, with direct and easy pedestrian connections and better emergency vehicle access to buildings.
- ***Prevent cut-through traffic in neighborhoods.*** Residential districts will have narrower roadways, parking generally on one side of the street, and indirect routes rather than direct links between arterials that could be used to avoid major intersections.
- ***Minimize cul-de-sacs.*** In a transit-oriented development area, cul-de-sacs are not appropriate because they disrupt connectivity for walkers and bicyclists. Where cul-de-sacs are shown, create pedestrian and bicycle connections.
- ***Locate new streets along property lines*** to the maximum extent practical and consistent with plan goals. This is so that land and costs of new streets can be shared among property owners.

### Pedestrian Connections

The Plan aims to create attractive, inviting, and safe pedestrian connections for residents, workers, and visitors to key destinations. The major destinations for walking within the Transit Area are anticipated to be transit stations, parks, and shopping at both the Great Mall and local neighborhood-serving retail sites. The idea is to minimize unnecessary automobile use and promote an active and interesting community. The Plan specifies two types of major pedestrian connection improvements:

- ***Pedestrian Connections*** at grade that need to be improved, to make a safer more attractive crossing on a heavy traffic streets, to cross the BART line, or to improve streets that currently do not have sidewalks.
- ***Pedestrian Bridges*** that are needed to cross Montague Expressway or to connect the LRT and the BART Station.

### Pedestrian Routes

Key pedestrian routes within the Transit Area that must be established and maintained are:

- ***Residents to retail and restaurants.*** Residents in each subdistrict should be able to easily walk to neighborhood-serving retail or restaurants within their subdistrict, without having to cross major roadways. Residents that live along McCandless Drive and Centre Point Drive need an inviting route to retail and restaurants along Great Mall Parkway and to the Great Mall. It is important to improve the safety and attractiveness of pedestrian crossings on Great Mall Parkway.
- ***Piper/Montague residents to the Great Mall and to BART.*** This requires a crossing over the BART tracks to access the Great Mall; and an overhead or underground crossing of Montague Expressway.
- ***BART and Montague light rail station to the Great Mall, hotels, and Heald Business College.*** This requires crossing Montague Expressway.
- ***BART and Montague light rail station to jobs.*** Most jobs will be located on properties along Montague Expressway, at the Great Mall, and along Great Mall Parkway.
- ***Residential neighborhoods to BART and light rail stations.*** This will require crossing Montague Expressway, Great Mall Parkway/Capitol Avenue, and/or Milpitas Boulevard Extension.
- ***Connections between residential neighborhoods to the east and west of Montague Expressway.*** This requires crossing Montague Expressway; a pedestrian bridge over the roadway is called for in the Plan.
- ***Hotel visitors to the Great Mall and BART/light rail.***
- ***Residents to neighborhood-serving retail***

### OPEN SPACE-PARKS AND TRAILS

The Specific Plan has located and sized parks to comply with the goals listed in Chapter 1, including creating a mix of larger and smaller parks that achieves ready access within each subdistrict. It attempts to spread the impact for providing park land among property owners, as best as possible. The Plan requires public park space to serve the Transit Area's residents, workers, and visitors based on the acreage requirements established in the Midtown Specific Plan.

### **Park Locations and Size**

The locations and size of the public parks, plazas, and community facilities are shown on the Transit Area Plan Map (Figure 3-1). The principles for park location and size are as follows:

- Locate parks in a central area of each subdistrict that is within walking distance of all residents in that area;
- Locate parks away from major thoroughfares;
- Distribute parks in order to maximize their accessibility. Create multiple smaller parks rather than a single large park, placing them within walking distance of housing, locating at least one park in each subdistrict, and having street access on at least three sides;
- Locate parks adjacent to higher density residential development, providing a visual and activity amenity for housing, as well as the security of a constant presence;
- Locate parks adjacent to Penitencia Creek and Berryessa Creek to improve the appearance of these channels and to serve as trailheads for bicycle and pedestrian paths;
- Size parks to match the acreage requirements of the Transit Area's future expected population;
- Size parks to match the different parks needs identified for both the Transit Area and the city as a whole; and
- Locate parks to span multiple properties to the maximum extent practical so that all land owners share in the obligations for park land dedication.

### **Types of Parks and Recreation Facilities**

A variety of park types will be needed to meet the needs of Transit Area residents, as well as workers and visitors. The types of parks to be provided shall include:

- Passive recreation parks near housing that provide a visual amenity as well as place to walk dogs, take children to play, etc.;
- Parks with sports fields;
- An urban plaza with landscaping, paving, benches and trees;
- A community center where City recreation programs and classes can be offered;
- Staging areas along the trail network where people can access the trail system; and
- Parks along creeks where people can enjoy passive recreation in a creek setting.

### Parks Acreage

The Midtown Milpitas Plan calls for new residential development to provide a minimum of 3.5 acres of open space per thousand residents, with 2.0 acres per thousand residents to be public park land. This standard is a reduction from the City’s usual park and open space standard, acknowledging the denser nature of the Midtown area.

### Trails

The Specific Plan also includes trails that link into the citywide trail system. The City’s General Plan, in Guiding Principal 4.a-G-2, promotes trail development, starting as follows:

***“Develop a diversified trail system along streamsides and other public rights of way to provide recreational opportunities and link facilities.”***

In addition the Midtown Specific Plan, in Policy 4.13, calls for an interconnected system of sidewalks and paths provide safe and convenient access between transit stations and destinations within the Midtown area, saying that:

***“As new development occurs around the [transit] stations, linkages through new development between the trail and stations should be made to provide an attractive bicycle and pedestrian entry.”***

This Specific Plan builds on these policies to ensure that pedestrian access is pervasive, with multiple links to the trail system and bridges to provide safe crossings over regional arterial roads.

### Landscape Areas Fronting Streets

Landscaping within the street right of way and in front yards abutting streets is key to creating a pedestrian character for the area and to developing distinctive residential neighborhoods and employment districts that are livable and attractive. The Plan incorporates the following key landscape components:

- ***Maintain trees on McCandless Drive.*** The trees are incredibly healthy, mature, evenly spaced and beautiful, with a lush dense canopy. These create a unique and beautiful setting for a high density residential neighborhood.
- ***Create a 45 foot deep continuous landscape setback from the future curb to buildings on Montague Expressway, and landscape the medians.*** This will create a distinctive and attractive character for the Transit Area as a whole, and will buffer the residents and workers from the heavy traffic volumes and noise along Montague Expressway.



*Existing creek channels provide opportunities to create a continuous citywide Trail System.*



*Existing trees on McCandless Drive can create a unique and beautiful setting for a high density residential neighborhood.*



*Create a continuous deep landscape setback on Montague Expressway, and landscape the medians.*

- ***Create landscape setbacks along Great Mall Parkway, Capitol Avenue, and Milpitas Boulevard.*** These are needed to buffer uses from heavy traffic.
- ***Create a landscape buffer along Piper Drive.*** This is needed to buffer residential development from the BART line and heavy rail trains.

## 3.2 LAND USE

Individual land use designations are established in order to achieve an overall mix and intensity of land uses that achieves the Plan's primary objectives: support public investment in the BART extension; create a walkable community with jobs, stores, and recreation options near residences; avoid a negative impact on the City's revenues; and meet market demand for new development over the next 20 years. Existing uses have a right to remain. Land use requirements only apply to changes of use and new development.

### LAND USE CLASSIFICATIONS

The Plan designates six new land use categories, two of which are mixed-use, two residential, and two commercial. These categories are similar to many existing land use designations used by the City, but these new ones allow and at times require higher densities. In addition, the Plan (Figure 3-1) applies a density bonus to allow greater density for the properties closest to the BART station. Some existing land uses are maintained with their current designations.

The new land use classifications and their basic development regulations (density, height, uses) are shown in Table 3-1. Densities for residential development are expressed in units per gross acre (see definitions later in this chapter). Densities for non-residential development are expressed in terms of floor area ratio (FAR).

On all sites throughout the Transit Area, densities can be averaged over an individual project which covers multiple parcels. Densities may also be averaged over separate projects, if so requested by developers and approved by the Planning Department, provided that legal instruments are recorded for individual parcels to ensure that the minimum and maximum densities established by the Plan are met.

#### **Boulevard Very High Density Mixed Use**

This classification is intended to provide high-density housing, retail, and employment along Montague Expressway with a landscaped boulevard character. Projects may include a wholly residential or non-residential concept or a project that integrates residential and non-residential uses vertically or horizontally.

Permitted uses include residential, office, commercial, and medical uses. Sites developed with a mix of uses, or non-residential uses, must adhere to the FAR maximum which ranges from 1.5 to 2.25. Residential projects shall have a minimum average gross density of 41 units per acre and can be built up to between 60 to 90 units per acre.

An FAR of 2.5 may be permitted on individual sites with approval of a conditional 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 10 AM and 3 PM as measured on March 15.

### **Residential - Retail High Density Mixed Use**

This district is intended to be a true mixed use area with retail, restaurants, and services on the ground floor, and residential or office uses on floors above. The residential density is a minimum average gross density of 31 units per acre and a maximum of between 40 to 60 units per gross acre. In addition, 200 square feet of retail or restaurant space is required per unit, using the minimum density (i.e. the requirement is based on the number of units required to meet the minimum density). Sites may be developed for office and hotel uses without residential development, although ground floor retail or restaurant square footage will still be required. For nonresidential projects, the maximum FAR ranges from 1.5 to 2.25. However there is no FAR limit for hotels. An FAR of 2.5 may be permitted on individual sites with approval of a conditional use permit by the Planning Commission.

### **Very High Density Transit-Oriented Residential**

Intended to create residential districts near BART and light rail stations, this designation requires housing to be built at an average density of at least 41 units per gross acre, up to a maximum of between 60 and 90 units per gross acre. Small local-serving commercial uses are permitted at the ground floor level, including retail, restaurants, and personal services uses.

### **High Density Transit-Oriented Residential**

A classification similar to the Midtown Plan's "Multifamily Very High Density" designation, these properties are intended for medium-density residential neighborhoods further from BART, at the interior of subdistrict neighborhoods. A minimum average gross density of 21 units per acre is required, up to a maximum of 40 units per acre. Residential and related uses are allowed, but not commercial uses.

### **Retail Transit-Oriented**

This designation provides for retail, hotel, and office uses located immediately south of the Great Mall. Although active uses already exist in this area, infill or redevelopment would be permitted at up to a maximum gross FAR of 2.5.

### **Density Bonus**

A TOD density bonus is applied to sites closest to BART and light rail, which allows up to a 25 percent increase in maximum allowable density for sites closest to BART and light rail. This is implemented by a TOD Overlay zone which allows the additional density by right. The minimum density of the underlying zoning district does not change.

An additional density bonus of up to 25 percent of the maximum allowable density may be allowed on these sites with the approval of a conditional use permit. Criteria for the approval of a conditional use permit are as follows:

- The project provides public benefits, which include but are not limited to: public improvements to create comfortable, attractive, and direct walking routes from the building entrances to the nearest transit station; mid-rise or high-rise buildings along the arterials that enhance the visibility and identity of the Transit Area; and public open space which exceeds minimum requirements; and
- The development project sites are located within the density bonus area as shown on Figure 3-1 of the Transit Area Plan, which defines areas within reasonable walking distance of the BART and/or light rail transit stations; and
- The development projects are consistent with the policies of the Transit Area Specific Plan, and any exceptions requested meet the required findings under Chapter 57; and
- The additional density allowed will require additional CEQA review to ensure that the increase will not result in impacts beyond those identified in the Transit Area Plan EIR.

### **Active Ground Floor Commercial Uses Required**

In each subdistrict of the Transit Area, it is important to include some ground floor retail, restaurant, and other commercial uses that provide services to the residents and workers in the area. The requirements for Active Ground Floor Commercial Uses aims to ensure that commercial uses are available within walking distance, thereby reducing the need to drive. Also, a mix of uses will increase vitality and safety as more people walk and are outside during a broader extent of the day. A minimum of 5,000 square feet of commercial uses is required at the ground floor of building(s) built on the property. Permitted uses include retail, restaurants, and personal service uses such as copy shops, hair salons, etc.

### Other uses

**Transit Facilities.** The BART Station and its accompanying parking garage.

**Industrial Park.** Light industrial or research and development uses, located along Lundy Street on the southern edge of the Transit Area.

**General Commercial.** Retail and commercial uses for regional and local customers.

**Parks/Plazas/Community Facilities.** Public open space developed for passive and active recreation, or civic uses such as schools or community meeting space.

**Linear Park.** Public space along Penitencia Creek and railroads that can contain bike and pedestrian trails.

**Landscaped Front Yards/Buffers.** Required green space along major streets.

**Table 3-1: Land Use Classifications**

	<b>Land Use</b>	<b>Minimum Density<sup>1</sup></b>	<b>Maximum Base Density</b>	<b>Transit-Density Bonus: Max. Density</b>	<b>Building Height</b>	<b>Ground Floor Uses</b>	<b>Other Provisions</b>
<b>Boulevard Very High Density Mixed Use</b>	Residential, Office, Commercial, Hotel, Medical	41 du/ac	1.5 FAR or 60 du/ac	With TOD Overlay: 1.88 FAR or 75 du/ac  With use permit: 2.25 FAR or 90 du/ac	12 stories, up to 20 stories permitted with use permit	Retail, restaurants, and pedestrian oriented services allowed.	2.5 FAR possible on individual sites with use permit.
<b>Residential - Retail High Density Mixed Use</b>	Residential, Office, Commercial, Hotel	31 du/ac	40 du/ac or 1.5 FAR for office. No density limit for hotels	With TOD Overlay: 1.88 FAR or 50 du/ac  With use permit: 2.25 FAR or 60 du/ac	75 feet; 12 stories on arterials. 20 stories allowed with use permit.	Retail, restaurants, and pedestrian-oriented services <b>required</b> .	200 SF of commercial space for retail, restaurants, and services required per unit, using the minimum density. 2.5 FAR possible on individual sites with use permit.
<b>Very High Density Transit-Oriented Residential</b>	Residential, Neighborhood Commercial, (ground floor only), Live/Work	41 du/ac	60 du/ac	With TOD Overlay: 75 du/ac  With use permit: 90 du/ac	75 feet max; 12 stories on arterials. 20 stories allowed with use permit.	Local serving retail, restaurants, and services allowed	
<b>High Density Transit-Oriented Residential</b>	Residential, Live/Work	21 du/ac	40 du/ac	–	75 feet max	–	
<b>Retail Transit-Oriented</b>	Retail, Hotel, Office	–	2.5 FAR	–	12 stories on arterials, 20 stories allowed with use permit.	–	
<b>Transit</b>	Transit Facilities	–	–	–	–	–	
<b>Industrial Park</b>	Light Industrial	–	0.5 FAR	–	–	–	
<b>General Commercial</b>	Retail and Commercial	–	0.5 FAR	–	–	–	

1. 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.

## EXISTING LAND USES

Existing land uses are permitted to remain in place and continue operations. Existing buildings or land uses which become nonconforming as a result of the new zoning and land use classifications are governed by the provisions in the Zoning Code regarding nonconforming buildings and uses. Certain limits are established for repairs, additions, restoration, expansion, and occupancy after an extended vacancy.

## RESIDENTIAL DEVELOPMENT

### Development Targets

***Policy 3.1: Develop at least 5,000 but no more than 9,350 housing units in the Transit Area.***

This target ensures enough residential construction to meet estimated demand for market rate housing over the next 20 years, plus an adequate number of affordable units, and the population numbers and density needed to provide BART with enough ridership to support investment in its extension. At the same time, the upper limit is needed to ensure that adequate public services can be provided for the new residents, that roadways are not overwhelmed with traffic, the City's General Fund balance remains positive, and the Transit Area maintains a livable, medium-density character. These numbers will be met through the minimum and maximum densities permitted in residential zoning districts.

### Affordable Housing

Given the high land prices in the Bay Area and undersupply of housing relative to demand, market rate housing is unaffordable for purchase or rental for many households. This lack of affordability results in longer commutes and more traffic, higher costs for services that rely on lower-wage employees, overcrowded housing, and the loss of valuable community resources such as elderly residents, immigrants, students, artists, and other people with traditionally lower incomes.

Recognizing these circumstances, the State requires communities and regions to provide a certain amount of housing for all ranges of household income, and the City's municipal code has a targeted proportion of new residential development that should be affordable. By providing a notable amount of affordable housing in the Transit Area, Milpitas will go a long way toward meeting the needs of its own residents, as well as those of the Bay Area. Since lower income households generally have lower rates of car ownership, living near transit is important for them to be able to access jobs and run errands.

### *Provide a Variety of Housing Types for Different Types of Households*



*Condominiums (Dublin, CA)*



*Live/Work Units – Shown Here on Ground Floor (Oakland, CA)*



*Townhouses (Santa Clara, CA)*

The City’s Municipal Code, XI-10-8.10, states that “Affordable housing units should be provided in all new housing projects. While twenty percent (20%) is the minimum goal, affordable unit requirements will be determined on a project by project basis, taking into consideration the size and location of the project, the type of housing unit, proximity to transit and the mix of affordable units in the vicinity.”

***Policy 3.2: Affordable housing units should be provided with new housing developments. Determine affordable unit requirements on a project-by-project basis, considering the size of the project, the location of the site, and the mix of affordable units in the Midtown Area. Allow housing developments of 12 units or less to pay a fee in lieu of providing affordable units.***

***Policy 3.3: Affordable housing should be integrated into all residential projects.***

However, projects can be reviewed by the City on a case-by-case as established in the Municipal Code.

### **Variety of Housing Types**

***Policy 3.4: Provide a variety of housing types for different types of households, different income levels, different age groups, and different lifestyles.***

Overall, the Transit Area should function as a home for households below, at, and above median income, and as a place where singles, families, children, and seniors can all live. These residents will be looking for many different types of housing, with variations in unit size, degree of privacy, distance from ground, materials, amount of parking, image, and cost. This policy will require housing units to be built in a variety of sizes and configurations. It applies areawide and not to any individual project, but developers should take existing residential uses into account and complement them in terms of unit size and type. The City will consider this policy when reviewing proposals for approval.

***Policy 3.5: In order to encourage larger housing units that can accommodate larger households, units with four or more bedrooms can count as 1.5 units when calculating minimum densities within the Transit Area. Using this calculation is optional and up to the private developer.***

For example, 10 units with four bedrooms apiece could count as 15 units when calculating a project’s density (10 x 1.5). However, a project does not need to use this bonus and can still apply normal density calculations to their project. A unit with more than four bedrooms does not accrue any additional bonus.

***Policy 3.6: Encourage creativity in high-density residential design. Allow housing types, such as live/work lofts, that are not currently developed in the city.***

This guideline also exists in the Midtown Plan as Policy 3.8, and the Transit Area Plan strongly supports its enforcement by the City.

### **Calculation of Minimum and Maximum Density**

***Policy 3.7: Maintain the City’s policy of calculating residential density by dwelling units per gross acre, and floor area ratio (FAR) by gross floor area divided by gross site area. However, do not count land required to be dedicated for regional roadways as part of the total site area.***

The City calculates residential density and floor area ratio (FAR) of land use by using gross acreage. Section XI-10-2.41-1.1 of the Municipal Code defines gross acreage as:

*“The total area within the boundaries of a legal lot or parcel, including any area proposed to be dedicated or reserved for public right-of-way. Adjacent lands already dedicated for public right-of-way, including public roadways, easements or other areas, shall not be included as part of the gross acreage.”*

The implication for the Transit Area is that properties that have new roadways, parks, or other public facilities designated on part of their land must include that acreage when calculating the resulting density or FAR of their proposed project. For example, a five (5) acre parcel of land is designated High Density Transit Oriented Residential with a minimum residential density of 21 units per acre and a maximum of 40 units per acre, but has one (1) acre designated as new roads and parkland. The number of allowed housing units is based on the original parcel size of 5 acres. As a result, between 105 and 200 housing units need to be built on the remaining 4 acres of land.

Three regional roadways that traverse the Transit Area will be widened (Montague Expressway and Capitol Avenue) or extended (Milpitas Boulevard), requiring land dedication. It is not appropriate to count this land area as part of a development site, because the roadways serve the region rather than the adjoining property.

Developers should consult the zoning map for the Transit Area, in Chapter 5, to see the underlying density designation for all properties. This will allow calculation of the gross density for private land designated for new roads, parks, and other public facilities on the Land Use Map.

***Policy 3.8: Allow contiguous developments to build at higher or lower residential densities, so long as their average density falls between the designated minimum and maximum.***

The Plan encourages individual property owners and developers to work together on projects, and supports the calculation of density across multiple proposals. However, City approval of a higher or lower density is binding on all of the property involved. To ensure that areawide densities do not end up above or below the minimum and maximum densities, density averaging across multiple parcels will be enforced by conditions of approval recorded on the property title, simultaneous approval of projects, merging parcels, and/or deed restrictions.

***Policy 3.9: Maintain the Midtown Plan’s gross floor area policy, which excludes all areas of a building devoted to parking from FAR calculations.***

This is in contrast to policy in the rest of the city, which excludes structured parking from FAR calculation only if it is located wholly underground.

### **3.3 CIRCULATION**

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With its transformation from a low density industrial area to an urban residential and mixed-use district, the Transit Area will need an enhanced circulation network that accommodates the new land uses, smaller block sizes, pedestrian-oriented streets, and higher density development types. Streets will follow a hierarchy to ensure that regional traffic can reach destinations within and beyond the Transit Area, and at the same time residential areas will be safe and reasonably quiet places. With an emphasis on walkability and bicycling, connections will be multi-modal in their perspective. The future street system is shown in Figure 3-2.

#### **AUTO CIRCULATION AND STREET CLASSIFICATIONS**

The Transit Area is intended to be a series of walkable neighborhoods, as well as a major destination for workers and shoppers. While many trips to and from the Transit Area will be made by BART, VTA light rail, and bus, regional expressways will also move many people. In addition, the area is already crossed by several major thoroughfares which Milpitas residents and workers use to access destinations throughout the South Bay.

To successfully balance these different transportation objectives this Specific Plan recognizes three street classifications within the Transit Area: arterials, minor collectors, and local streets. These are shown in Figure 3-2, along with existing and proposed traffic signals. Detailed street sections and design requirements are provided in Chapter 5, and shall govern the design of streets within the Transit Area.

## Arterials

Arterials are major connectors intended to move large amounts of traffic between regional destinations. The Transit Area contains three arterials and the Plan provides an extension for one of them. The arterials are:

- Montague Expressway—Connection to I-880, I-680, and Silicon Valley;
- Great Mall Parkway—Connection to I-880 and San Jose;
- Milpitas Boulevard—Connection to the northern areas of Milpitas; and
- Milpitas Boulevard Extension—Connection between Milpitas Boulevard and the future BART station; also intended to help relieve congestion at the Montague/Great Mall intersection.

Per County policy for regional traffic circulation, traffic lights should not be added on Montague Expressway or Great Mall Parkway. New access points may need to be achieved via a separated deceleration lane, as is recommended on Montague Expressway along the new BART Station frontage. Pedestrian and bicycle crossings should be above grade at key crossing locations shown in the Plan Map. In addition, given the high speeds and volumes of traffic on arterials, land uses along them should have large landscaped setbacks.

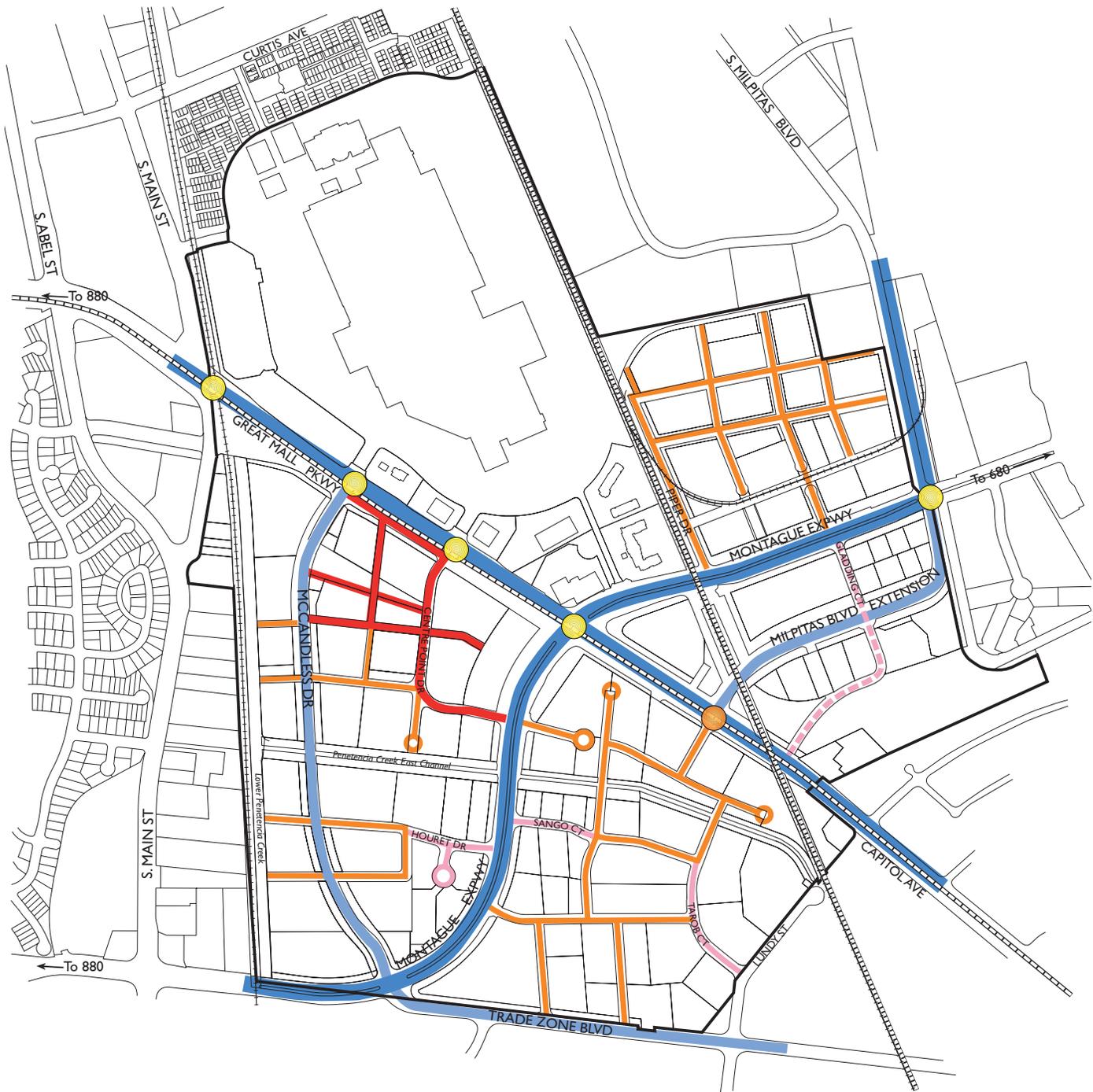
In the future, the County plans to widen Montague Expressway to eight lanes between US 101 and just east of I-680, although the City is already widening the section between Great Mall Parkway and Milpitas Boulevard. The City currently collects Traffic Impact Fees for the Montague Expressway Improvement Project on a peak hour trip basis, via the Milpitas Business Park Traffic Mitigation Fee Ordinance and through CEQA using a fair-share contribution for projects east of Interstate 880. As funds are collected, the City and the County coordinate to implement projects along Montague Expressway. Collected fees can be combined with other regional funding sources to implement large-scale projects.

## Minor Collectors

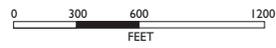
Minor collectors serve as significant conduits for interior neighborhood traffic to access arterials, and vice versa. They are not intended to support regional or pass-through traffic, but they typically carry traffic volumes that warrant a traffic light at their intersections with arterials. New development along a minor collector is required to have a landscaped front yard or buffer, and bike lanes are an important feature.

The minor collector streets are:

- Milpitas Boulevard Extension—Connection between Milpitas Boulevard and the future BART station; also intended to help relieve congestion at the Montague/Great Mall intersection.



- Arterial
- Collector
- Local Pedestrian Retail Street
- New Local Street
- Existing Local Streets to Remain in Current Configuration
- Private Street
- Existing Traffic Signals
- New Traffic Signals



**Figure 3-2**  
**Street System**

- McCandless Drive
- Trade Zone Boulevard
- Piper Drive (along the BART station)

### Local Streets

Most of the roadways within the Transit Area are considered local streets. Some of these are extensions of existing cul-de-sacs and some are new roads. Local streets are intended to provide low-speed access between housing and more major street types and will be multi-modal, with an emphasis on comfort, safety, and amenities for pedestrians.

### Policies

***Policy 3.10: Maintain Montague Expressway and Great Mall Parkway/ Capitol Avenue as regional arterials. Impediments to through traffic flow along arterial roadways will be minimized. Signalized intersections and at-grade crossings will be kept to a minimum, and retail and parking access will be off of the main travel lanes.***

- No new traffic signals are planned on Montague Expressway, and only one new traffic signal will be built along Great Mall Parkway, at the Milpitas Boulevard extension intersection.
- The ground floor, street-facing retail along the south side of Great Mall Parkway between McCandless Drive and Centre Point Drive will be accessed via a frontage road containing a travel lane and a parking lane.
- Access to the BART station for cars and buses will be from a new acceleration and deceleration lane.
- While crosswalks will be marked across arterials, the Plan calls for pedestrian and bike bridges to be built over Capitol Avenue and Montague Expressway to maximize safety and traffic flow.
- The number of curb cuts along each block of an arterial will be limited in number, and only permitted to right in and right out access to gain entry to parking lots, parking structures, or alleyways. More details are provided in Chapter 5.

***Policy 3.11: Build a Milpitas Boulevard Extension.***

This will relieve the Montague/Great Mall Parkway intersection and provide access to the BART station, parking, and drop-off.

***Policy 3.12: Preserve adequate right-of-way along Capitol Avenue, Great Mall Parkway, and Montague Expressway to accommodate future regional roadway improvements.***



*Montague Expressway-Limit new curb-cuts on this regional arterial.*

Final dimensions of right-of-way acquisition are not yet known. The detailed street sections in Chapter 5 include notes about right-of-way acquisition, to the extent that information is currently available.

***Policy 3.13: Prevent cut-through traffic in neighborhoods.***

Residential districts will have narrower roadways, parking along the street, and indirect routes rather than direct links between arterials that could be used to avoid major intersections.

***Policy 3.14: Minimize cul-de-sacs.***

Cul-de-sacs disrupt connectivity, particularly for walkers and bicyclists, and overload cut-through roadways.

***Policy 3.15: Review individual development applications to ensure that adequate street right-of-way, bicycle facilities, pedestrian facilities and landscaping are provided and are consistent with the Transit Area Plan circulation policies and street design standards in Chapter 5.***

***Policy 3.16: 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. The program would include a ride-matching program, coordination with regional ride-sharing organizations, and provision of transit information; and could also include sale of discounted transit passes and provision of shuttle service to major destinations.***

## STREET LOCATIONS AND CONNECTIONS

The new street system will consist of public roadways which must connect to adjacent properties, as illustrated in Figure 3-2. The street layout has been carefully crafted to establish connections between properties, parks, transit, and other subareas, and to create pedestrian-oriented districts with direct pedestrian routes. Small block sizes and ample connections give pedestrians direct and easy access routes to transit, retail, jobs, and other residents.

The streets have also been laid out to minimize through traffic in neighborhoods, while still allowing access for residents to surrounding destinations. Cul-de-sacs limit connectivity, especially within a dense and walkable environment, resulting in less accessibility and more driving. Consequently, the Transit Area will have cul-de-sacs only at the existing location off Houret Drive, where streets end at Lower Penetencia Creek, and at train tracks in Piper/Montague. Existing cul-de-sacs like those at Sango Court and Tarob Court can remain until properties abutting the cul-de-sac are redeveloped.

Streets are intentionally located alongside parks so that there is a separation between park activities and adjoining residences. This will help reduce noise and security issues for residents that live adjacent to parks, and will provide parking for park visitors.

Finally, as best as possible, roadways are sited to run along property lines, with the right of way dedication and responsibility for constructing them falling evenly on each land owner.

***Policy 3.17: New streets shall be located as generally shown on the Street System Map, Figure 3-2.***

New local streets may shift location to take into account more detailed survey information, to better align them evenly along property boundaries, or to facilitate a better, more efficient development project. Standards for maximum block size and block frontage established in Chapter 5 must still be met.

***Policy 3.18: New development must dedicate land for new public streets and pay for their construction.***

When a parcel is redeveloped under this Specific Plan, all necessary right-of-way must be dedicated for new public streets and the streets constructed following the street designs and streetscape standards laid out in Chapter 5 and any unique details established in the subdistrict policies, Chapter 4.

***Policy 3.19: In future decisions regarding street layout, street design, and allocation of public right-of-way, balance the needs of cars with those of pedestrians, bicyclists, and transit.***

Changes to the circulation system must continue the Transit Area's emphasis on balancing auto traffic with bike and pedestrian connectivity.

***Policy 3.20: Allow exceptions to citywide Level of Service policy under certain conditions.***

For all streets not part of the County's Congestion Management Program, the City maintains a Level of Service (LOS) of D for vehicular circulation. However, the City may allow the LOS to exceed these standards under one or more of the following circumstances:

- Existing or projected congestion is primarily the result of traffic passing through Milpitas and generated by development located outside the community;

- Mitigation of such existing or projected congestion requires regional or multi-jurisdiction measures, and is not the sole responsibility of the proposed development and/or of the City; and
- Constraints on development as would be required to achieve or maintain these standards in Milpitas would adversely impede achievement of this Plan's goals and policies.
- Mitigation of such existing or projected vehicular congestion would negatively affect transit, bicycle or pedestrian circulation, or would conflict with Transit Area Specific Plan goals for these alternative modes of circulation, for example by increasing crossing distances, increasing pedestrian safety risk, or restricting bicycle or transit access.
- Traffic congestion is a result of an effort to promote transit ridership and/or access, including the development of dense residential housing or employment near transit or circulation changes to enhance access to Light Rail and BART.
- A demonstrated significant increase in transit ridership, carpooling, bicycling, and/or walking is achieved.
- On a temporary basis when the improvements necessary to preserve the LOS standard are in the process of construction or have been designed and funded but not yet constructed.

### **PEDESTRIAN AND BICYCLE CIRCULATION**

The Transit Area is intended to be a community where walking and biking are dominant transportation modes for short internal trips, because they are fun, safe, pleasant, and convenient. Pedestrian and bike connections should be as direct as possible and will be accomplished through a pervasive and consistent network of sidewalks, bike lanes, and crosswalks, which will include pedestrian bridges over Great Mall Parkway, Capitol Avenue, and Montague Expressway. The use of pedestrian bridges will also permit greater traffic volumes and speeds on regional arterials.

This Specific Plan also requires new development to support alternatives to single-passenger driving, particularly for commuting. These alternatives include walking and biking, but also car pooling, shuttles to transit stations, and even telecommuting. The Plan expects employers to actively encourage these options through company policies as well as investing in infrastructure, such as secure bike parking.

**Policy 3.21:** *Provide continuous pedestrian sidewalks and safe bike travel routes throughout the entire Transit Area and within development projects.*

New development shall install sidewalks per the street design standards in Chapter 5. The City and/or private property owner shall install sidewalks in areas where they currently do not exist, and where new development is not anticipated during the Plan timeframe. City staff will review individual development applications to ensure that adequate pedestrian facilities are provided and are consistent with the Transit Area Plan’s pedestrian improvements.



*Provide continuous [e]destrian sidewalks along public streets (Santa Clara, CA)*

**Policy 3.22:** *Private development shall provide direct walking and biking routes to schools and major destinations, such as parks and shopping, through their property.*

**Policy 3.23:** *Encourage children to walk or bike to school by expanding existing safe walking and bicycling routes to schools into the Transit Area.*

**Policy 3.24:** *Design local streets for slow speeds (25 – 35 miles per hour) to improve pedestrian safety and comfort.*

**Policy 3.25:** *Improve pedestrian crossings at major intersections on Great Mall Parkway, as shown in Figure 3-3 and Figure 3-4.*

These intersections are extremely wide and thus discouraging for pedestrians. These crosswalks should be designed to be highly visible and to provide safe spots for pedestrian as they cross the street.

- Add date palms to punctuate the major intersection and give a spot of refuge for pedestrians.
- Add pedestrian-scale street lights to demarcate pedestrian islands and crosswalks.
- Use ornamental paving to differentiate crosswalks from adjacent paving material.



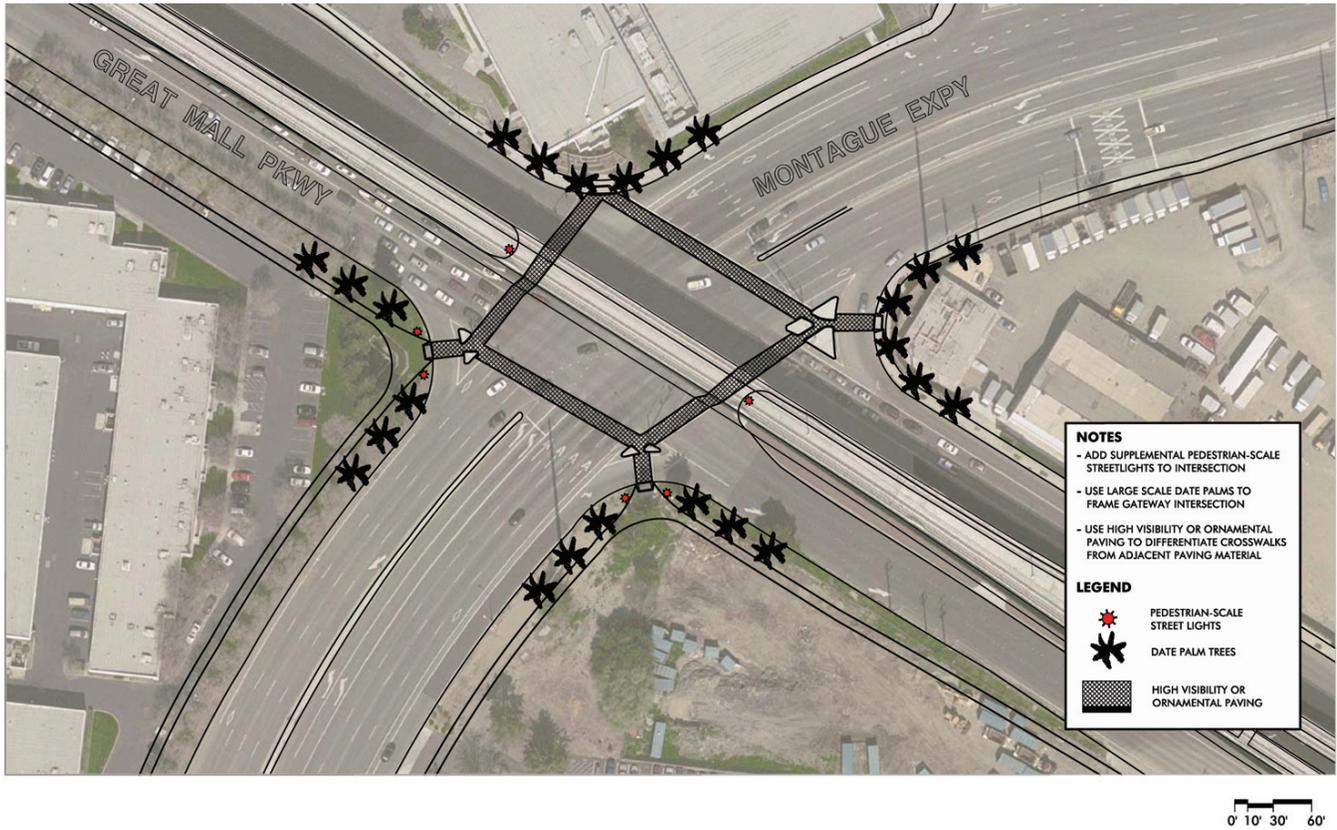
*Provide landscaped planter strips with streets trees*

**Policy 3.26:** *Construct pedestrian/bicycle bridges over Montague Expressway to allow safe crossings of this regional roadway with heavy traffic volumes: (1) near Piper Drive, to connect the Light Rail station, BART station, and development sites on the south side with the Great Mall and the neighborhoods north of Montague Expressway; and (2) near the Penitencia Creek East channel to connect schools and neighborhoods north and south of Montague Expressway.*

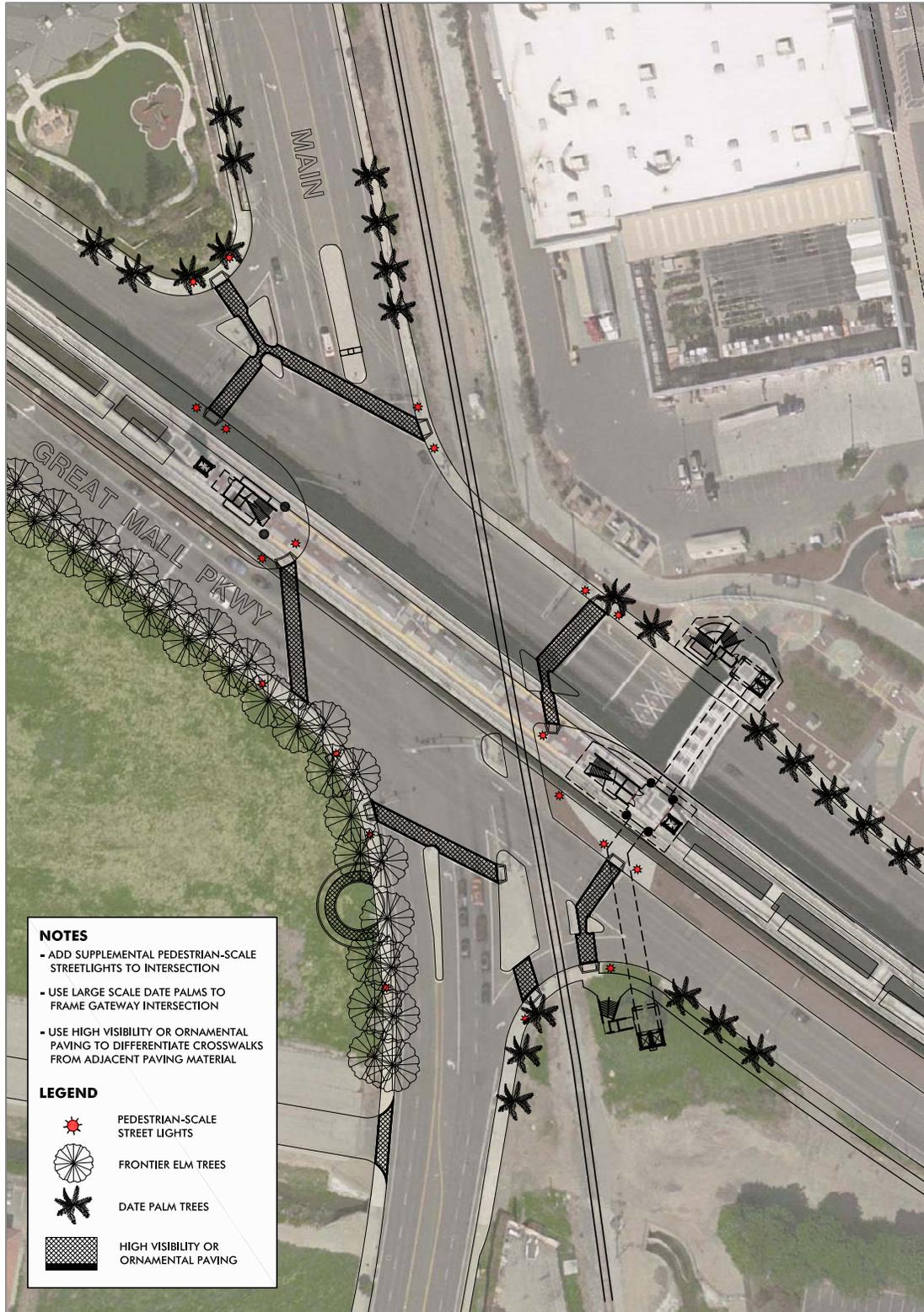
The locations and designs of the bridges should be incorporated into the final designs for the BART alignment and the widening of Montague Expressway. Construction of the bridges should occur concurrently with these projects.



*Encourage children to walk or bike to school by developing safe routes protected from automobile traffic*



*Figure 3-3*  
**Great Mall Parkway at Montague Expressway**

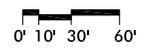


**NOTES**

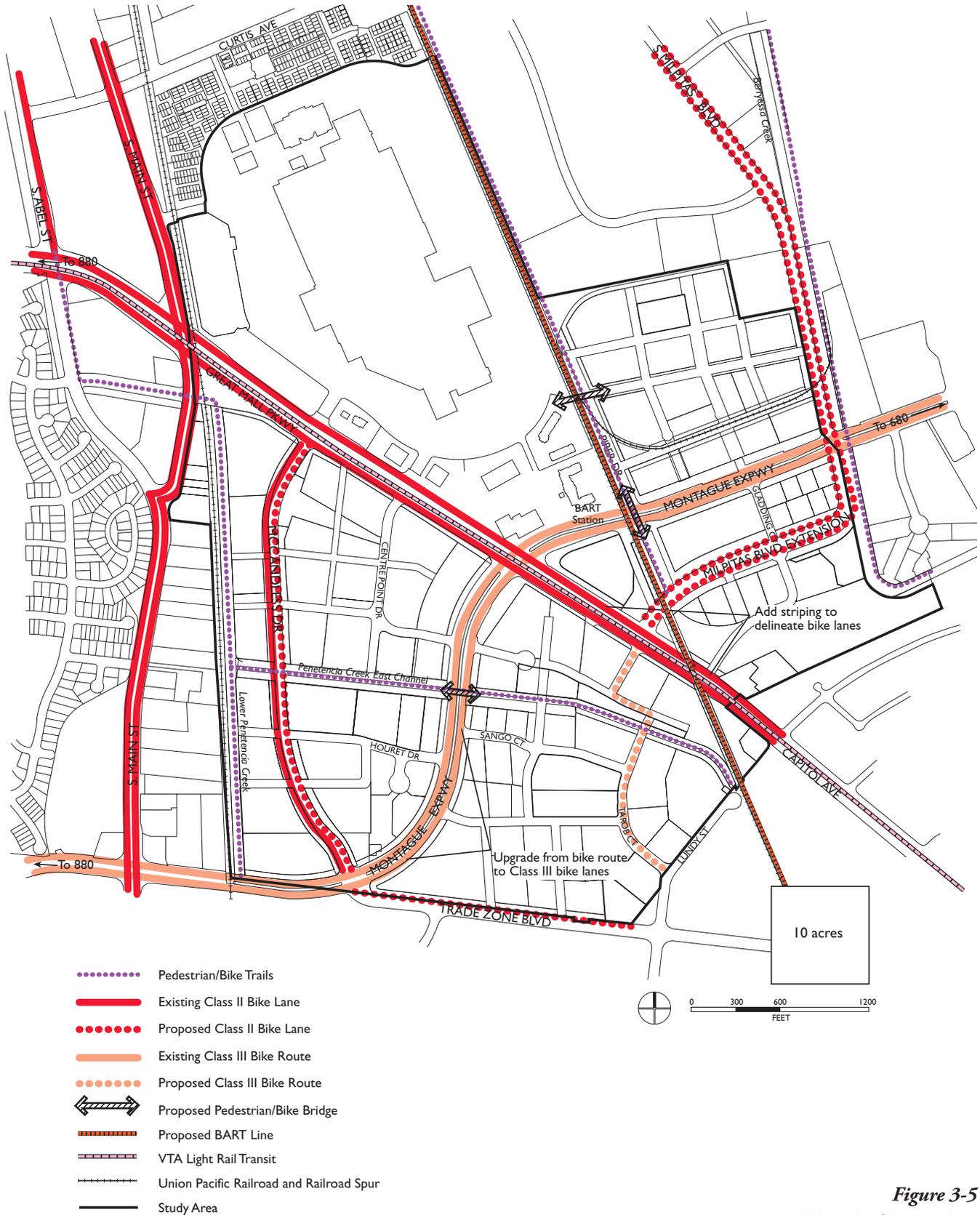
- ADD SUPPLEMENTAL PEDESTRIAN-SCALE STREETLIGHTS TO INTERSECTION
- USE LARGE SCALE DATE PALMS TO FRAME GATEWAY INTERSECTION
- USE HIGH VISIBILITY OR ORNAMENTAL PAVING TO DIFFERENTIATE CROSSWALKS FROM ADJACENT PAVING MATERIAL

**LEGEND**

-  PEDESTRIAN-SCALE STREET LIGHTS
-  FRONTIER ELM TREES
-  DATE PALM TREES
-  HIGH VISIBILITY OR ORNAMENTAL PAVING



*Figure 3-4*  
**Great Mall Parkway at South Main Street**



Note: Montague Expressway Bike Routes to be upgraded to Class II Bike Lanes as part of any Montague widening project.

**Figure 3-5**  
**Bicycle Circulation**  
**Improvements**

***Policy 3.27: Every resident of the Transit Area shall be able to safely walk and bike to the BART and VTA light rail stations. As projects are constructed, make sure that all the routes described below are continuous and designed to be attractive and safe for pedestrians.***

The Plan aims to create attractive, inviting, and safe pedestrian connections for residents, workers, and visitors to key destinations. The major destinations for walking within the Transit Area are anticipated to be transit stations, parks, and shopping. The idea is to minimize unnecessary automobile use and promote a fun and interesting community. Pedestrian bridges will be constructed to permit direct pedestrian access between subareas without having to cross arterial roads at grade; this will also permit great or traffic volumes and speeds on regional roads.

***Policy 3.28: Provide continuous bicycle circulation through the project site and to adjacent areas by closing existing gaps in bicycle lanes and bicycle routes, per Figure 3-5.***

Gaps exist on Capitol Avenue between Montague Expressway and Trimble Road, and on Trade Zone Boulevard between Montague Expressway and Lundy Place. Capitol Avenue only needs to be re-striped to add a bike lane. Trade Zone Boulevard generally contains sufficient width to accommodate two travel lanes and bike lanes in each direction; however, the westbound lanes on Trade Zone jog south slightly, so right-of-way acquisition will likely be required to push the curb further north to maintain a consistent section and to add bike lanes. Bike routes should be upgraded to bike lanes as part of any Montague widening project.

***Policy 3.29: A Class III bicycle route shall be created on the internal roadways (from the Milpitas Boulevard Extension/Capitol Avenue intersection to Tarob Court) to provide a continuous bicycle connection between Milpitas Boulevard and the existing bicycle lanes on Lundy Street, as indicated on Figure 3-5.***

***Policy 3.30: Maintain pedestrian and biking facilities.***

Pedestrian facilities and amenities shall be routinely maintained as funding and priorities allow. The highest priority shall be given to facilities that are used to provide access to transit, public facilities, senior facilities, and schools.

***Policy 3.31: Require provision of bicycle and pedestrian facilities such as weather protected bicycle parking, direct and safe access for pedestrians and bicyclists to adjacent bicycle routes and transit stations, showers and lockers for employees at the worksite, secure short-term parking for bicycles, etc.***



*Construct a pedestrian bicycle bridge over Montague Expressway (Berkeley, CA)*



*Construct a pedestrian bridge to connect light rail and BART, using the same design features as exist at the VTA light rail stations on Great Mall Parkway.*



*Provide attractive transit shelters  
(Mountain View, CA)*

## **TRANSIT**

*Policy 3.32: Coordinate with VTA to provide sufficient amenities (such as transit shelters) at all transit stops within the Transit Area.*

*Policy 3.33: Require new development within the Transit Area to facilitate the use of alternative modes of transportation through programs such as carpool parking, the VTA's EcoPass Program, shuttles to transit stations and lunchtime destinations, assistance to regional and local ridesharing organizations, alternative work schedules, telecommuting, etc. Establish a Transportation Demand Management (TDM) program for this purpose, as described in Policy 3.16.*

*Policy 3.34: Encourage preferential parking measures for carpool and van-pool vehicles, guaranteed ride home services and other incentives to employees choosing transportation modes other than driving. Provide preferential parking for low-emission vehicles.*

## **RAIL LINES AND RAIL CROSSINGS**

*Policy 3.35: Any development projects, parks, or pedestrian trails built adjacent to a rail line shall build continuous fencing or solid walls to ensure that there will be no pedestrian access to the line. Fencing shall be designed to be vandal-resistant in order to deter trespassing.*

*Policy 3.36: The City will maintain and enhance public safety by requiring uniform safety standards for all at-grade rail crossings.*

*Policy 3.37: Consult with the Union Pacific Railroad and the Public Utilities Commission prior to any improvements to segments of Milpitas Boulevard, Capitol Avenue, and Montague Expressway that include at-grade rail crossings, to determine if improvements to existing at-grade highway-rail crossings are warranted.*

### 3.4 PARKS, PUBLIC SPACES, AND TRAILS

The Midtown Specific Plan project established open space requirements for the majority of the Transit Area. This Plan accepts those policies and provides additional details and guidelines. Ultimate decisions about park facilities and park programming will be determined by the City’s Recreation Services Department, which will work with the Planning Department to determine the profile and needs of nearby park patrons.

#### PARK ACREAGE AND LOCATION

The Midtown Specific Plan envisioned three types of open space within its boundaries: Public Parks, Common Open Space, and Private Open Space. Parks are required at a ratio of 3.5 acres per 1,000 people, with at least 2.0 of those acres publicly accessible. This Public Park land 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 (City of Milpitas Zoning Ordinance, XI-10-8.07). The Midtown Plan defines Public Parks as community open space that is publicly accessible and programmed for public use.

Private developers provide Common Open Space and Private Open Space for the recreational purposes of residents within the private developments. Types of common and private open space include courtyards, recreation centers, balconies, porches, roof decks, and other open space areas when properly developed for work, play, or outdoor living area (City of Milpitas, Zoning Ordinance, XI-10-38.07).

The Specific Plan applies this park and open space standard from the Midtown Milpitas Plan to the entire Transit Area. This has several implications:

- The parks standard applies to residential development in the Piper/Montague subdistrict, which is outside of the Midtown Plan area.
- The amount of parkland in the Transit Area is treated as an overall total, with the amount of acreage based on buildout projections of the future population in 20 years time. As a result, not all residential projects will provide public parkland on site, but all will contribute toward land purchase and park construction.
- Some subdistricts have more parkland per person than others. This results from the creation of a large park in the McCandless/Centre Point subdistrict that can accommodate community facilities.

As shown on Figure 3-6, the Plan includes one or two public parks in each subdistrict, approximating the mandated minimum open space acreage per 1,000 residents for the projected population within the subdistrict, which is shown in Table 3-2. Additional park acreage would need to be provided by wide landscape buffer acres that include trails (20 percent counts towards park requirements, or other additional park land, to meet the full 36 acres of parkland required).

**Table 3-2: Public Park Space Required and Provided**

	<b>Projected Population</b>	<b>Public Parks Required (acres)</b>	<b>Park/Plazas and Linear Parks Provided</b>
<b>Piper Montague</b>	3,711	7.42	4
<b>BART Station Area</b>	2,585	5.17	3
<b>Montague/Trade Zone</b>	5,713	11.43	10
<b>McCandless/Centre Point</b>	5,905	11.81	14
<b>Great Mall/Retail</b>	-	-	-
<b>Total</b>	<b>17,914</b>	<b>35.83</b>	<b>31</b>

Parks shall be located and designed in accordance with the following policies:

***Policy 3.38: The open space requirements of the Midtown Milpitas Specific Plan (Policy 3.2.4) shall apply to the entire area of the Transit Area Specific Plan.***

Parks are required at a ratio of 3.5 acres per 1,000 people, with at least 2.0 of those acres publicly accessible. Land dedicated for public parks or trails shall fulfill the park land requirements. In addition, 20 percent of a landscape buffer area along a street or public right of way may count towards the public park requirements, when it includes trails or wide sidewalks connected to an overall pedestrian/bike circulation network.

***Policy 3.39: Develop between 32 and 47 acres of public park space in the Transit Area, with a goal of around 36 acres.***

This target is based on the Midtown Milpitas Specific Plan’s parks standard of 2.0 acres of public park land per 1,000 residents, applied against the minimum and maximum population expected in the Transit Area. The 36 acre goal, which includes parks, plazas and linear parks, is generated from the Transit Area’s expected final population.

***Policy 3.40: Locate and size parks as generally shown on Figure 3-6, Parks, Public Spaces, and Trails.***

Minor adjustments to the location of parks may be necessary to facilitate a better site plan, respond to specific site constraints, or to accommodate phasing of a project. Smaller parks may be combined to form a larger neighborhood park within the same subdistrict as long as there is no reduction in park area. Complete elimination or relocation of a park outside of a subdistrict requires an amendment to the Specific Plan. If a school is located on a site designated

as a park, it may be counted as a park if a joint use agreement is established to allow public use of open space and buildings for recreation purposes after school hours and on weekends. If not such joint use agreement is established, an alternate park site shall be designated.

***Policy 3.41: Park land dedication and in-lieu fees required of new development.***

Park land shall be dedicated as part of the approval of any new development, if a park site is designated on the property as shown in Figure 3-6. Land dedication is required for Parks/Plazas/Community Facilities and Linear Parks and Trails in the locations and amounts generally shown on Figure 3-6.

Dedication of the land shown on Figure 3-6 cannot be substituted by in-lieu fees. If a development's parkland obligation as determined by City ordinances is not satisfied by the required land dedication, it must pay an in-lieu fee which shall be spent to acquire and develop other parks within the Transit Area. If a development provides more than its fair share of park land, it will be compensated by the City at fair market value, using in-lieu fees paid by new development and other available sources.

***Policy 3.42: If a public utility easement (such as the one existing between Capitol Avenue and Penitencia Creek East Channel) is developed as a publicly-accessible pathway or linear park that connects two public streets, it can be counted toward a development's park dedication requirement.***

***Policy 3.43: New development must pay for the construction of public parks and streets surrounding the parks (or half-streets if bordering an adjacent development site).***

In addition to dedicating or contributing toward the land for new public parks, projects under this Specific Plan must also pay for the improvement of the parks with appropriate landscaping and recreation facilities. Covering this cost can be handled by paying a fee to the City or by direct development of parkland, or both. The cost and/or actions expected of projects will be determined by the City.

***Policy 3.44: The design new public parks must be approved by the City.***

This Specific Plan includes policies on parks programming in Chapters 3 & 4. If a developer plans to construct the public parks(s) designated for their property, while adhering to this Plan's policies, the developer may either execute a park plan provided by the City or submit plans for new public parks on their property to the City. The plans will be subject to review by the Parks, Recreation and Cultural Resources Commission and approval by the City Council.



- 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**  
**Public Parks, Spaces, and Trails**

***Policy 3.45: Private development within the Transit Area must meet the private open space requirements on a project-by-project basis.***

Private open space areas can be shared among separate phases of larger developments as long as each phase provides the minimum amount of private open space for units within that phase..

## PUBLIC PARK DESIGN

Public Parks in the Transit Area Specific Plan have three main forms:

- Parks/Plazas, intended to be more urban in form, are the focus of new development in each subdistrict by providing a physical center to the neighborhoods. Typically, hardscaping distinguishes plazas from parks, which are vegetated.
- Linear Parks and trails occur along rail and water rights-of-way to connect and unify the subdistricts with bike and pedestrian trails.
- Landscape Buffers provide a separation between heavy traffic streets and the high density office and residential uses facing those streets. They also enhance the image of the Transit Area.

### Parks/Plazas

Figure 3-6 highlights the proposed parks, shows what type of park each should be and the major landscape buffer areas, and includes the trail locations.

***Policy 3.46: Parks in the Piper Montague subdistrict shall be small urban neighborhood parks with passive recreation facilities that include tot lots, barbecues, and opportunities for dog-walking.***

They shall also be landscaped to create a visual amenity for the residents of the neighborhood.

***Policy 3.47: The park along Berryessa Creek shall provide a staging area for access to the citywide trail system.***

It shall include parking; a pedestrian path along the creek; BBQ's, and other passive recreation facilities.

***Policy 3.48: The park along the Penitencia Creek East Channel shall provide a pedestrian path along the creek; BBQ's; a tot lot; open space areas for frisbee and similar informal recreation, and other passive recreation facilities.***

***Policy 3.49: The park site in the McCandless/Centre Point subdistrict shall include a school and/or community center along with play fields and areas for passive recreation.***



*Small urban neighborhood parks.*



*Create parks to serve as staging areas for access to the citywide trail system.*



*Provide play fields in larger parks in the McCandless/Centre Point and Trade Zone/ Montague subareas.*

There is a strong need for sports fields and a community center with recreation programs in this area of Milpitas; so it will need to be provided either on this site or on the park site in the Montague/Trade Zone subdistrict. This could be a joint use facility, serving as both a school and a city park. The play fields could serve the school on weekdays and be open to the community as a park on evenings and weekends. The school building could also function as a community center on evenings and weekends.

If a public school is built in the planning area, shared indoor and outdoor recreation areas—available to the City’s Recreation Services Department for events and/or general public use outside of school hours—will be counted toward the planning area’s open space requirement.

***Policy 3.50: The park in the center of the Trade Zone/Montague subdistrict shall provide sports fields for soccer, baseball, basketball, and/or other sports that have a high demand in Milpitas.***

There shall be ample perimeter landscaping to create an attractive setting for the surrounding housing; and a tot lot shall be included. A community center could also be included. Sports fields should serve both children and adult sports leagues.

***Policy 3.51: Parks will have public streets abutting at least three sides.***

Parks shall be surrounded by streets on three sides in order to: provide parking for the park on the street; enhance security of the park by having residents overlook the park and police vehicles able to drive by; and provide noise and visual separation for residents and offices from the activities in the park. If approved by the City, a park can also have public streets on two sides and a public right-of-way, such as a trail, or a railroad right-of-way along the third side.

***Policy 3.52: Provide a plaza or other type of public space in the Mixed Use District at Great Mall Parkway/McCandless/Centre Point.***

Amenities shall include landscaping, trees, lighting, waste receptacles, shade, benches or ledges for people to sit, and amenities such as fountains or public art. Wide sidewalks shall be provided along the edge for outdoor cafes.

***Policy 3.53: Create an attractive and comfortable plaza at the future BART Station that provides a place for BART, light rail, and bus patrons waiting for a ride.***

The space shall include landscaping, trees, lighting, information kiosks, benches or ledges for people to sit on and amenities such as fountains or public art. The space shall also be designed to allow and encourage mobile food vendors.

### Linear Parks and Trails

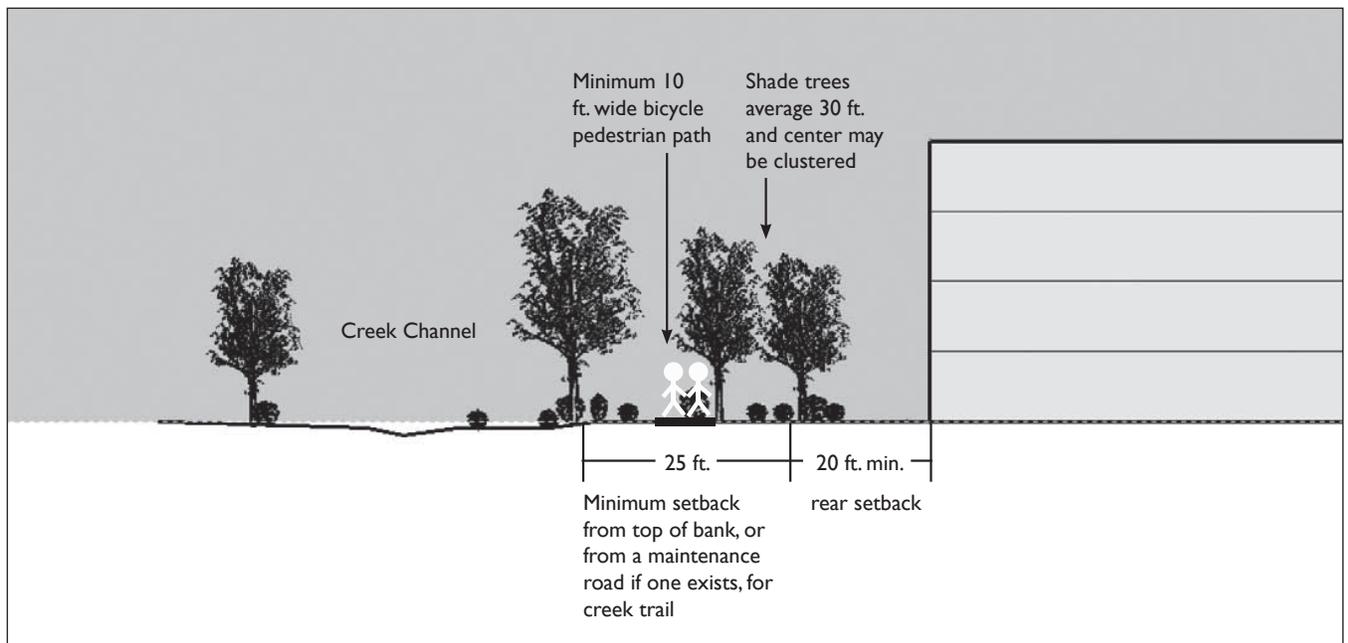
Trails can aid in public health by providing nearby for walking, biking, and jogging. They also provide free recreation and a visual amenity, and can also provide safer and more direct travel routes for bikes and pedestrians. The Plan includes a network of trails along Lower Penitencia Creek, Berryessa Creek, and railroad right of ways. These trails will connect into the citywide trail network and the trail network identified in the Midtown Specific Plan. Pedestrian overcrossings of Montague Expressway must be provided to create a continuous trail network through the Transit Area and the city.

**Policy 3.54: Include a network of trails along Penitencia Creek and railroad right of ways.**

These bike/pedestrian trails will connect into the citywide trail network, pedestrian overcrossings of expressways, and the Transit Area’s continuous network of bike lanes. They will be located on both sides of Lower Penitencia Creek and on the east side of the Union Pacific railroad tracks that run between Main Street and McCandless Drive.

**Policy 3.55: Complete a Trail Loop connecting the whole Transit Area.**

The trail loop goes from McCandless Drive and Lower Penitencia Creek; along Penitencia Creek East Channel, across Montague Expressway, west along the creek channel, then northeast across Capitol Avenue, then across Montague Expressway, along Piper Drive, and across the Great Mall back to Centre Point and McCandless. It is shown on Figure 3-6.



**Figure 3-7**  
**Trail Widths and Setbacks**

The Trail Loop provides a clear and easy way for people to access the BART and LRT station, move between different subareas of the Transit Area, and offers a roughly 1.5 to 2 mile jogging and walking and biking path for recreational use.

***Policy 3.56: Connections shall be created across Montague Expressway with overhead bridges or undercrossings to create a continuous trail network; allow pedestrians and bicyclists to cross safely; and connect neighborhoods, schools, and parks.***

One connection will be where the Penitencia Creek East Channel crosses Montague, via ramps in the creek channel area or on adjacent park land, and another will be at Piper Drive, connected to the BART station, with elevators at both ends.

***Policy 3.57: All properties along the trail network will need to set aside land for the trails. This land will count towards the required public park land dedication requirement. Refer to Figure 3-7 for required dimensions. If trail easements already exist or are acquired within the rail line or flood control right of ways, these easements may be used in lieu of land on development sites.***

## Landscaping

***Policy 3.58: Preserve and protect trees on McCandless Drive.***

The trees are incredibly healthy, mature, evenly spaced and beautiful, with a lush dense canopy. These create a unique and beautiful setting for a high density residential neighborhood.

***Policy 3.59: Create a 45 foot deep continuous landscaped setback on Montague Expressway.***

New development along Montague Expressway must include a vegetated or landscaped buffer of at least 45 feet in depth measured from curb to building face. This setback must be calculated based on the future width of Montague Expressway, which may be expanded to eight lanes. The setback will include a pedestrian walkway in the middle (i.e. not immediately along Montague Expressway) flanked by trees and benches.

The setback is intended to create a distinctive and attractive character for the Transit Area as a whole, and will buffer the residents and workers from the heavy traffic volumes and noise along Montague Expressway. It will also connect residents and workers in buildings along Montague Expressway and in surrounding areas to the BART and LRT stations, and to the trails network.

***Policy 3.60: Create landscaped setbacks along Great Mall Parkway, Capitol Avenue, Milpitas Boulevard and Trade Zone Boulevard to buffer uses from heavy traffic.***

***Policy 3.61: Create a landscaped buffer along Piper Drive to shield residences from the BART line and heavy rail trains.***

### 3.5 PROJECTED AMOUNT OF DEVELOPMENT

The Specific Plan sets a maximum as well as a minimum development density for all of the parcels within the Transit Area that are designated for redevelopment. The range of possible development under these rules is referred to as “buildout.” The Plan will result in the creation of new housing and commercial space, largely replacing light industrial uses, which will create a net increase in population and jobs.

#### LAND USE, HOUSING, AND POPULATION GROWTH

Table 3-3 shows the acreage of land uses on the Plan Map (Figure 3-1). These are gross acreages, so new streets, rights of way, parks, and other public uses are included within the numbers below. Existing streets, however, are not included in these acreages.

**Table 3-3: Land Use Acreage at Buildout**

	Acres	% of Total
High Density Transit-Oriented Residential	80.8	23.4%
Boulevard Very High Density Mixed Use	55.0	15.9%
Very High Density Transit-Oriented Residential	47.8	13.8%
Residential – Retail High Density Mixed Use	20.0	5.8%
Hotel	5.0	1.4%
Transit Facilities	4.9	1.4%
Neighborhood Retail	4.5	1.3%
Existing Uses to remain	127.9	37.0%
High Density Transit-Oriented Residential	13.1	3.8%
Industrial	8.9	2.6%
Retail	105.9	30.7%
<b>Total</b>	<b>344.9</b>	

The Transit Area Specific Plan buildout would likely result in the development of between 6,440 and 9,350 residential units, all of which will be in multi-family structures. This range is the result of applying the maximum and minimum

density requirements for each land use against the total acreages of those uses. It assumes that 90 percent of the available development sites would actually be redeveloped. It also estimates that 60 percent of development in the Boulevard Very High Density Mixed Use designation will be devoted to residential uses, and that all properties designated for residential uses will redevelop. These numbers include both market-rate housing and the 20 percent affordable units called for by the City's General Plan policies.

Assuming an average household size of 2.52 people—the figure stipulated in the City's Subdivision Ordinance for calculating public facilities provision—this would mean an increase in population of 16,230 to 23,580 residents. Household size could be as low as 2.0 people per unit, which would mean an increase of 12,880 to 18,700 residents.

Calculations that rely on population figures, such as amount of park space to be developed in the Transit Area, have assumed that 90 percent of the midpoint of these ranges will be built. Consequently, transportation, public facilities, and utilities have been planned assuming 7,109 new housing units and 17,915 new residents in the Transit Area. Approximately 470 housing units with around 1,200 residents already exist within the Plan area.

## COMMERCIAL SPACE AND EMPLOYMENT

Non-residential development in the Plan area is expected to include office, retail, and hotel uses. These uses are concentrated along Montague Expressway and Great Mall Parkway.

The range of new commercial building space is based on the minimum and maximum commercial intensities allowed, with the assumptions that 35 percent of development in the Boulevard Very High Density Mixed Use designation will be devoted to office uses and 5 percent to retail uses. Given this approach, the Transit Area Specific Plan would likely result in the following amounts of new commercial development:

- Office use: 840,000 to 1,370,000 square feet
- Retail use: 280,000 to 355,000 square feet
- Hotels: 350 to 430 rooms (equivalent to 175,000 to 215,000 square feet)

Some minor existing retail uses are expected to be redeveloped. While no light industrial or R&D uses will be added, some existing ones in the southeastern part of the transit area are slated to remain. Overall, almost 3 million square feet of light industrial uses will be removed and redeveloped.

Public facilities and utilities have been planned assuming that 90 percent of the midpoint of these ranges will be built. Those estimates are 994,000 s.f. of office uses, 287,000 s.f. of retail uses, and 350 hotel rooms (175,000 s.f.).

Table 3-4 summarizes the new development resulting from the Specific Plan.

<b>Table 3-4: Projected New Development in the Transit Area</b>			
	<b>Existing</b>	<b>New Development</b>	<b>Total Development: New + Remaining</b>
<b>Dwelling Unit Projections*</b>	468		
Minimum		6,440	6,908
Maximum		9,358	9,826
<i>Infrastructure Planning Assumption</i>		7,109	7,577
<b>Population Projections</b>	1,179		
Minimum		16,229	17,408
Maximum		23,582	24,762
<i>Infrastructure Planning Assumption</i>		17,915	19,094
<b>Total Office Area (square feet)</b>	52,780		
Minimum		838,429	891,209
Maximum		1,370,111	1,422,891
<i>Infrastructure Planning Assumption</i>		993,843	1,046,623
<b>Total Retail Area (square feet)</b>	1,972,457		
Minimum		280,894	2,237,317
Maximum		357,050	2,313,473
<i>Infrastructure Planning Assumption</i>		287,075	2,243,498
<b>Total Hotel Area (square feet)</b>	177,289		
Minimum		175,000	352,289
Maximum		215,000	392,289
<i>Infrastructure Planning Assumption</i>		175,500 (350 Rooms)	352,789
<b>Total Industrial Area (square feet)</b>	<b>3,129,166</b>	<b>(2,986,000)</b>	<b>143,143</b>

\* These projections reflect the buildout analyzed in the Plan's Environmental Impact Report, based on the Preferred Plan of May 2006. Adjustments made to land use designations since then means that the minimum residential development may be as much as 1,000 units less than shown. However, the EIR analysis remains valid, because CEQA requires an analysis of the reasonable worst case scenario.

## Jobs

The new commercial space is expected to generate between 3,730 and 5,670 jobs. This is a gross estimate of new jobs, and does not reflect the number of jobs lost by demolition of existing buildings for new development. The current number of existing jobs is hard to estimate due to high vacancy rates currently in the Transit Area. However, based on a simple ratio of jobs per acre of existing industrial uses, roughly 3,040 jobs would be displaced. As a result, the Specific Plan is projected to cause a net increase of around 730 to 2,670 jobs.

The development estimates used for infrastructure planning would result in roughly 4,230 gross new jobs, or 1,230 net new jobs.

Job numbers were calculated as follows:

- Retail employment is calculated as one job for every 350 gross square feet of floor area of retail and pedestrian-oriented service uses. The exception is employment of the existing retail uses in the Great Mall/Retail subdistrict, which is estimated as one employee for every 400 gross square feet.
- Office employment is calculated as one job per 260 net square feet of floor area, which is estimated as 86 percent of gross square footage, minus an assumed seven percent vacancy rate. This results in an applied ratio of one office employee per 325 gross square feet.
- Hotel employees are estimated at one per hotel room, with one hotel room per 500 square feet of hotel floor area.
- The number of industrial and R&D employees as of the year 2000 is estimated by a ratio of 30 jobs per acre of land, due to high R&D/dot com employment rates at the time. For the future, industrial/R&D employment is estimated at 15 jobs per industrial acre. Consequently, the Transit Area is estimated to have had around 6,340 industrial/R&D jobs in the year 2000, while the redevelopment of 200 acres of industrial/R&D land is expected to remove around 3,040 jobs.



## 4 Development Policies for Plan Subdistricts

The Transit Area is intended to be a cohesive neighborhood identified by a similar look and feel in its public spaces and a consistent orientation toward walking and transit usage. However, the area is bisected by regional arterial roadways and rail lines, naturally creating discrete areas with varying development environments. As a planning and development strategy, therefore, this Specific Plan has created subdistricts to capitalize on and accommodate these traits. Each subdistrict has a carefully chosen plan of land uses, local street grid, and open space assigned to it to generate a character that takes into account existing and future physical conditions as well as expected market demand. Also, each one contains at least a basic amount of park land and retail. The subdistricts, which are defined in Figure 4-1, are labeled according to their location:

- Montague Corridor
- Piper/Montague
- BART Station Area

- Trade Zone/Montague
- McCandless/Centre Point
- Great Mall

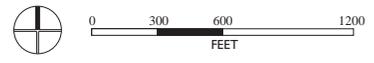
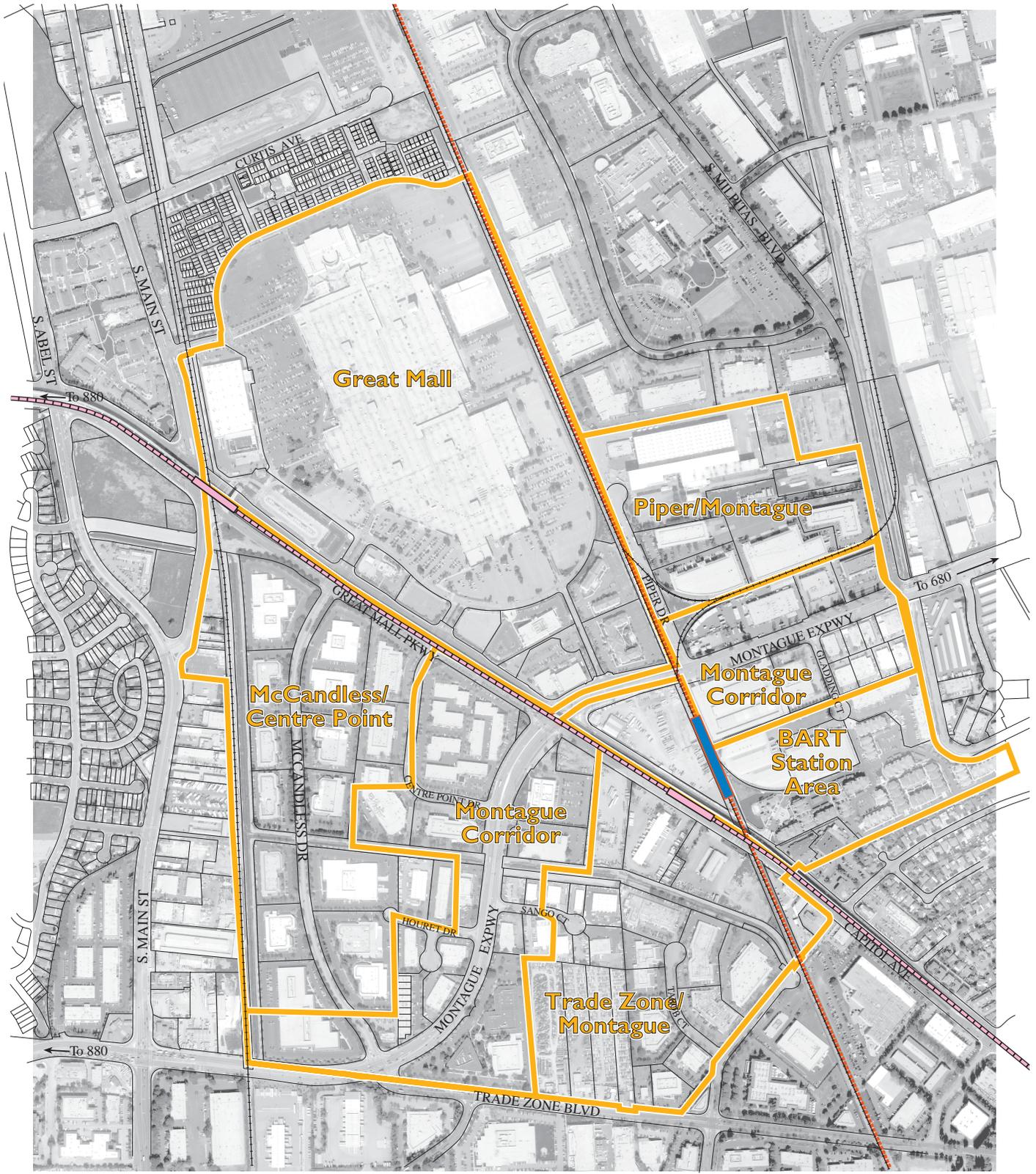
This chapter contains policies at a subdistrict level which establish requirements for public agencies, private developers and property owners. Policies are numbered sequentially through the chapter, and also contain a letter code related to their subdistrict, such as “MON” for the Montague Corridor. Building-level design and development standards that apply across the Transit Area are provided in Chapter 5.

## 4.1 MONTAGUE CORRIDOR

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The Montague Corridor subdistrict encompasses the properties fronting Montague Expressway, which is a broad, high volume thoroughfare that is anticipated to become wider and experience an even greater volume of traffic by the time of Plan buildout. The redevelopment of the corridor provides the opportunity to provide a distinct and positive identity to the City and the Transit Area, by creating a grand boulevard style with lush landscaping and a row of high profile buildings. Furthermore, a proper ratio of building height to street width along Montague Expressway will establish a sense of place. Given the roadway’s width, this means the Montague Corridor provides the best location for much of the intense development that is called for near a major transit station. The future look of the Montague Corridor is illustrated in Figure 4-2, and the subdistrict plan is shown in Figure 4-3.

The following policies and standards are intended to support these objectives and opportunities.



- Subarea
- Proposed BART Line
- VTA Light Rail Transit
- Union Pacific Railroad and Railroad Spur

**Figure 4-1**  
**Subdistricts**



*High rise buildings 12 stories tall are encouraged along Montague Expressway (Long Beach, CA)*



*Office buildings with a deep landscape setback are appropriate for the Montague Corridor (Santa Monica, CA)*



*Residential buildings with a deep landscape setback are appropriate for the Montague Corridor (Santa Clara, CA)*

***Policy 4.1 (MON): High rise buildings are encouraged along Montague Expressway.***

Montague Expressway is an appropriate location for high rises because the street is very wide, there will be ample landscape setback between the expressway and the buildings, and the high rises will not be next to single family homes. The high rise buildings are expected to be 8-12 stories, but along the Montague Expressway corridor buildings up to 24 stories are allowed with design review to ensure compatibility with adjacent development.

***Policy 4.2 (MON): New curb cuts and auto access onto Montague Expressway are strongly discouraged, unless specifically indicated on the Plan map.***

Right-in/right-out may be permitted in special circumstances, subject to approval by the County, which manages Montague Expressway. Access to building parking areas shall be from minor collectors and local streets, not Montague Expressway.

***Policy 4.3 (MON): Parcels fronting Montague Expressway are permitted to contain residential, employment, or hotel uses.***

Individual buildings can contain a mix of uses or a single use. There are no restrictions on which land uses can be adjacent to other uses. Employment uses include office, retail, and medical uses.

***Policy 4.4 (MON): A 45 foot wide, landscaped setback is required from the future right of way line of Montague Expressway.***

A landscaped setback creates a strong attractive image for the Transit Area, offers an attractive view to residents or employees in the buildings, and provides a buffer from the heavy traffic volumes and automobile exhaust. The setback will contain a double row of trees and a continuous sidewalk, as shown in the Street Sections in Chapter 5. The future right of way refers to Montague Expressway after its planned expansion to eight through-lanes.

***Policy 4.5 (MON): New development along Montague Expressway must dedicate land, such that a total of 79 feet from the roadway centerline is provided, to accommodate the future Montague Expressway widening project.***

The County plans to widen Montague Expressway to eight lanes throughout the Transit Area. As far as the City is aware, the County plans to expand the public right-of-way to extend 79 feet from either side of the existing roadway centerline. Properties will have varying dedication requirements, depending on the current roadway configuration, and some properties may not have to dedicate any land. The City does not know the County's plans for setbacks, sidewalks, or vegetation within the future right-of-way. However, the landscaped setback required by this Specific Plan for development along Montague Expressway must be measured from this future right-of-way.



*Figure 4-2*  
**Montague Corridor Rendering**

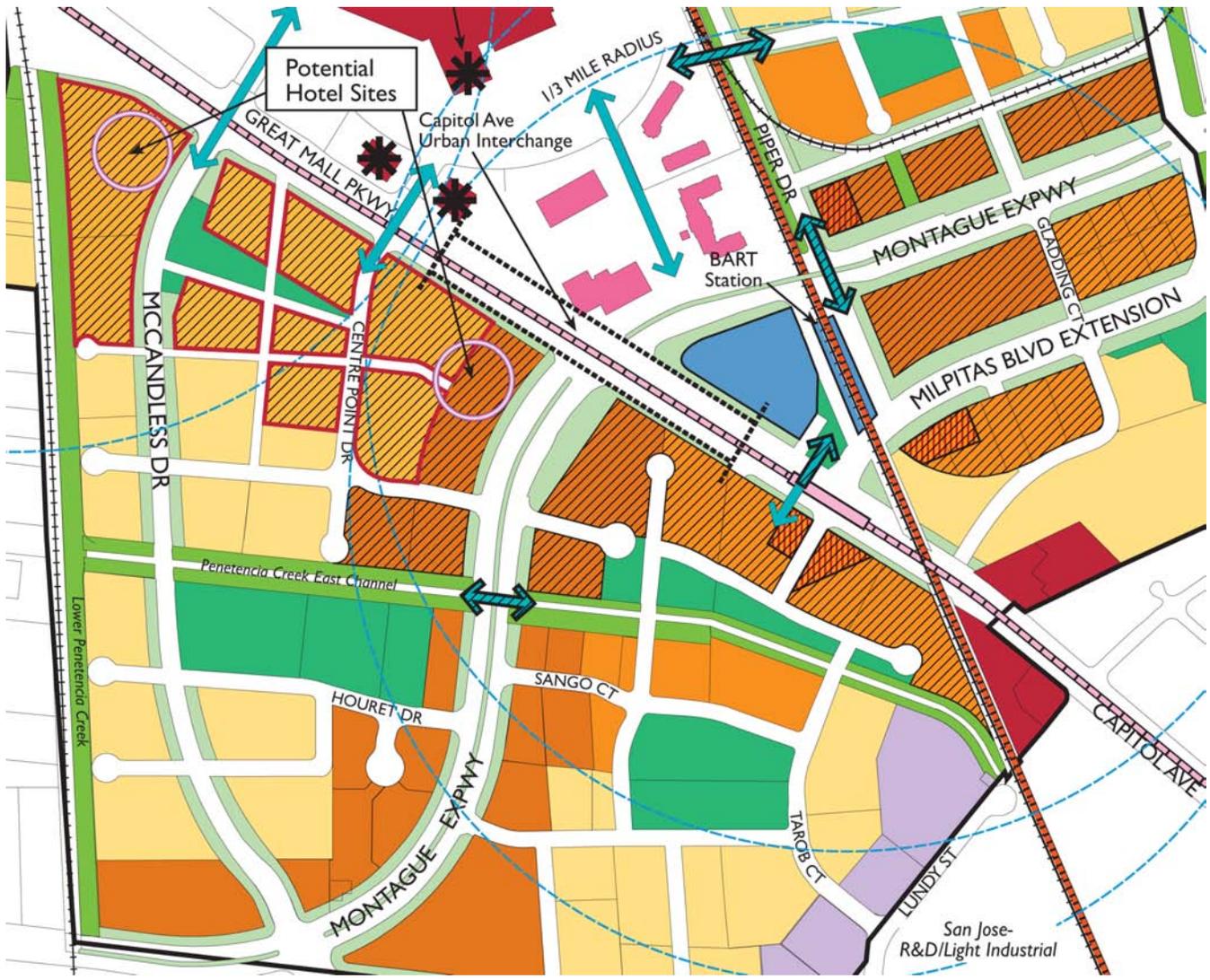


Figure 4-3  
Montague Corridor Subdistrict Plan

***Policy 4.6 (MON): Buildings will be designed with facades facing Montague Expressway.***

A building entrance shall be provided facing onto Montague Expressway. The facades facing Montague Expressway shall not have blank walls, service entrances, or other features that make the façade look like the back side of a building. Building facades should contain punched openings similar to window openings, cornice or other details at the top of the building, and any sloping floors must be concealed. Parking structures may only front on Montague Expressway if the façade facing the expressway is of a design quality equivalent to habitable space.



*Piper Montague will largely consist of 3-4 story townhouses (San Mateo, CA)*

## 4.2 PIPER/MONTAGUE

The Piper/Montague subdistrict is located very close to both the future BART station and the Great Mall, although separated from these destinations by Montague Expressway and rail tracks respectively. Pedestrian bridges are proposed to span these barriers and ensure walkability by residents to those major transportation, commercial, and job hubs. The objective of this Specific Plan is for Piper/Montague to become a comfortable, high-quality residential neighborhood providing high densities near transit and shopping. The area is large enough to have multiple blocks where residents can stroll or take an evening walk through the neighborhood. Two urban parks are provided so that the many of the residential units in the area enjoy a view of a park from their windows. A rendering of the subdistrict's possible future appearance is shown in Figure 4-4, and the subdistrict plan in Figure 4-5.



*Homes on tree lined streets looking out over a park is the desired character for Piper Montague (San Mateo, CA)*

### LAYOUT AND CIRCULATION

***Policy 4.7 (PIP): Planting strips and street trees shall be placed along all streets, between the curb and the sidewalk, to provide an attractive landscaped appearance for this high density neighborhood.***

Setback distances and the arrangement between the street, sidewalk, building, and vegetation can be seen in Chapter 5. Trees will be placed in such a way to ensure emergency access to residential units by fire department equipment.



*Small block sizes will provide easy and direct access to BART, light rail, and the Great Mall (Dublin, CA)*

***Policy 4.8 (PIP): Provide on-street parking on all internal streets, including Piper Drive, to provide parking for guests and residents.***

See the street sections in Chapter 5 for details on parking lane configuration and width.



*Figure 4-4*  
**Piper/Montague Illustrative Rendering**

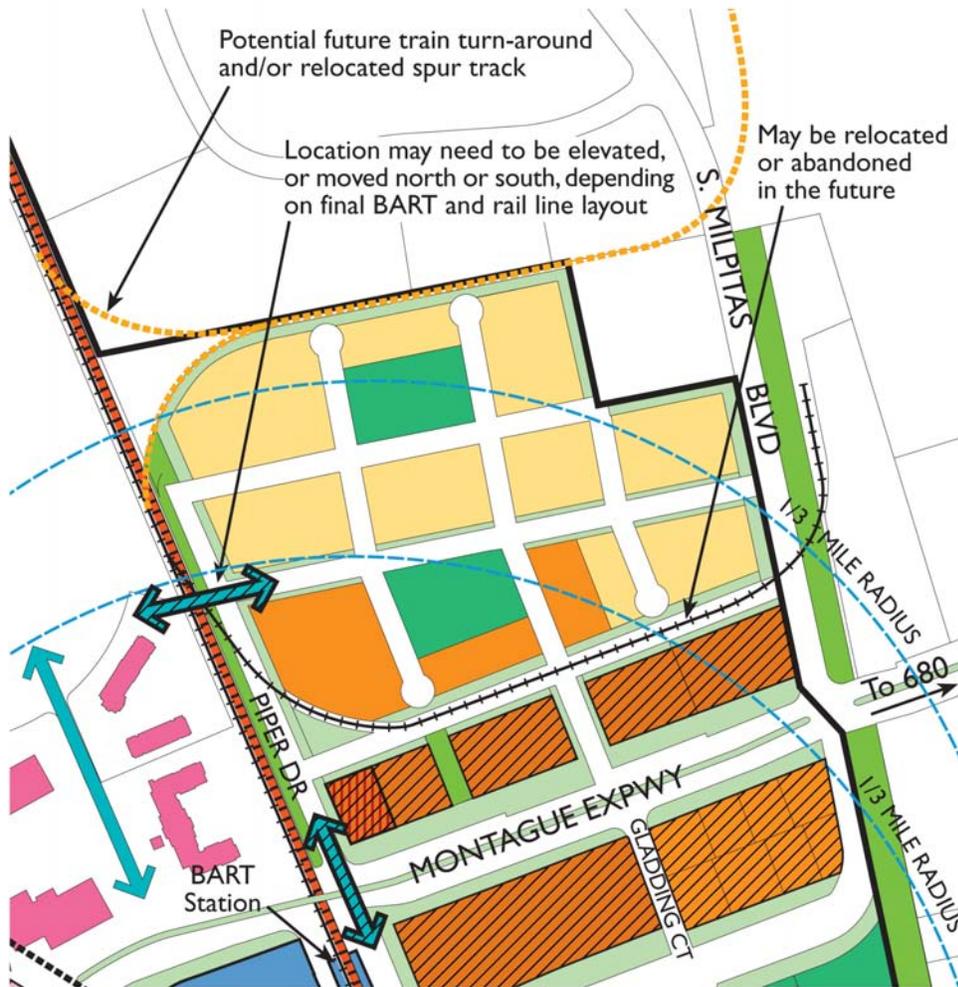


Figure 4-5  
Piper/Montague Subdistrict Plan

***Policy 4.9 (PIP): Create a street grid with small size blocks of not more than four acres that provides easy and direct access for pedestrians to walk from the Piper/Montague subdistrict to BART, light rail, and the Great Mall.***

A fine-grained street grid will provide the shortest pedestrian connections, keep automobile speeds lower due to frequent intersections, prevent monolithic building design, and provide the fire department with multiple access points to emergencies.

***Policy 4.10 (PIP): Provide a main access street onto Milpitas Boulevard in the location shown in the Plan Map, one block north of the existing railroad spur tracks.***

***Policy 4.11 (PIP): Continue to provide access onto Montague Expressway from Piper Drive.***

Details on the appearance of Piper Drive are included in Chapter 5.

***Policy 4.12 (PIP): Create a cul-de-sac street off Montague Expressway that is right-in/right-out only as shown on the Plan Map. If and when the train spur is removed, extend that street northward into the rest of this subdistrict.***

This cul-de-sac will provide easy auto access to the neighborhood retail location located to its immediate west, help maintain the Transit Area's small grained blocks, and aid emergency services in reaching buildings along Montague Expressway.

***Policy 4.13 (PIP): Provide landscape buffers along the northern property line of the subdistrict, the railroad spur, the PG&E substation, and South Milpitas Boulevard, and at least 30 feet deep along the BART track.***

These buffers will be constructed and maintained by the adjacent private properties. Buffer distance shall be measured from the outside edge of the track. Sound walls are also likely to be required along railroad tracks. They may be located within the landscaped buffer area along the tracks.

***Policy 4.14 (PIP): Create a pedestrian connection from the Piper/Montague subdistrict to the Great Mall, crossing the railroad tracks and BART line.***

The final location and height of the pedestrian crossing will be determined based on the BART line design, the railroad spur track location, and conditions on adjoining properties to the west of Piper Drive.

***Policy 4.15: Safety fencing or solid walls shall be installed along all Union Pacific rail lines along Piper Drive. Consultation with UPRR and CPUC will be required prior to any project related activities within UPRR right-of-ways. Improvements may be required, including but not limited to: pedestrian gates, pavement markings, and "no trespassing" signs.***

## LAND USE

The land uses, residential densities, and commercial intensities permitted in various land use categories are explained in Chapter 3.

***Policy 4.16 (PIP): The Piper/Montague subdistrict should be developed with the greatest building heights and densities closest to BART and Montague Expressway, with a transition to lower heights and densities further away.***

***Policy 4.17 (PIP): The Piper/Montague subdistrict shall include two small parks to serve residents of the area.***

The parks will provide for passive recreation such as walking, jogging, and dog walking, as well as seating areas. In addition to providing recreation area for residents, the parks will serve as a visual amenity and character defining element for the neighborhood. The parks shall be located as shown on the Plan Map, in order to maximize the number of units that look onto them—which will provide security for the parks and enhance property values. The parks will include trees in order to create an attractive outlook for residential units that face the park.

***Policy 4.18 (PIP): At least one tot lot for young children shall be located in the subdistrict.***

***Policy 4.19 (PIP): Streets must be located along at least two, preferably three sides of each park, to ensure accessibility and provide a buffer between private and public land.***

If approved by the Planning Commission, a park can also have public streets on two sides and a public right-of-way such as a railroad track along the third side.

***Policy 4.20 (PIP): During the 20-year planning period, the Union Pacific spur and turnaround tracks should be removed from the residential neighborhood to achieve the livability goals of this plan.***

The spur tracks should be eliminated or relocated to the northern boundary of the subdistrict. As long as the spur track remains in place, Union Pacific may use it for freight train turnaround, and pursue one of the options below if and when the spur track is removed:

- Relocate the train turnaround along the northern boundary of the subdistrict, or
- Make operational changes at the railroad such that trains using the spur track are equipped with an engine on the front and the back and thus do not need to turn around.



*Provide small urban parks that provide a pleasant outlook for residences and offer possible recreation opportunities (Milpitas, CA)*



*Provide neighborhood serving retail within the Piper Montague Subdistrict (Dublin, CA)*

**Policy 4.21 (PIP):** *A small amount of neighborhood-serving retail shall be located in the Piper/Montague subdistrict as indicated in the Plan Map, Figure 3-1, to serve its residents as well as other users of the area.*

The neighborhood serving retail should be located along Montague Expressway or Milpitas Boulevard so the business can benefit from the visibility and access of those major arterials. A suggested location is shown on the Plan Map. The property owner of the site designated for neighborhood retail must either provide space for that land use or make legally binding arrangements for it to be located elsewhere within the Piper Montague area.



*High density mixed-use, with ground floor office or retail, will be located near the BART station (San Mateo, CA & San Francisco, CA)*

### 4.3 BART STATION SUBDISTRICT

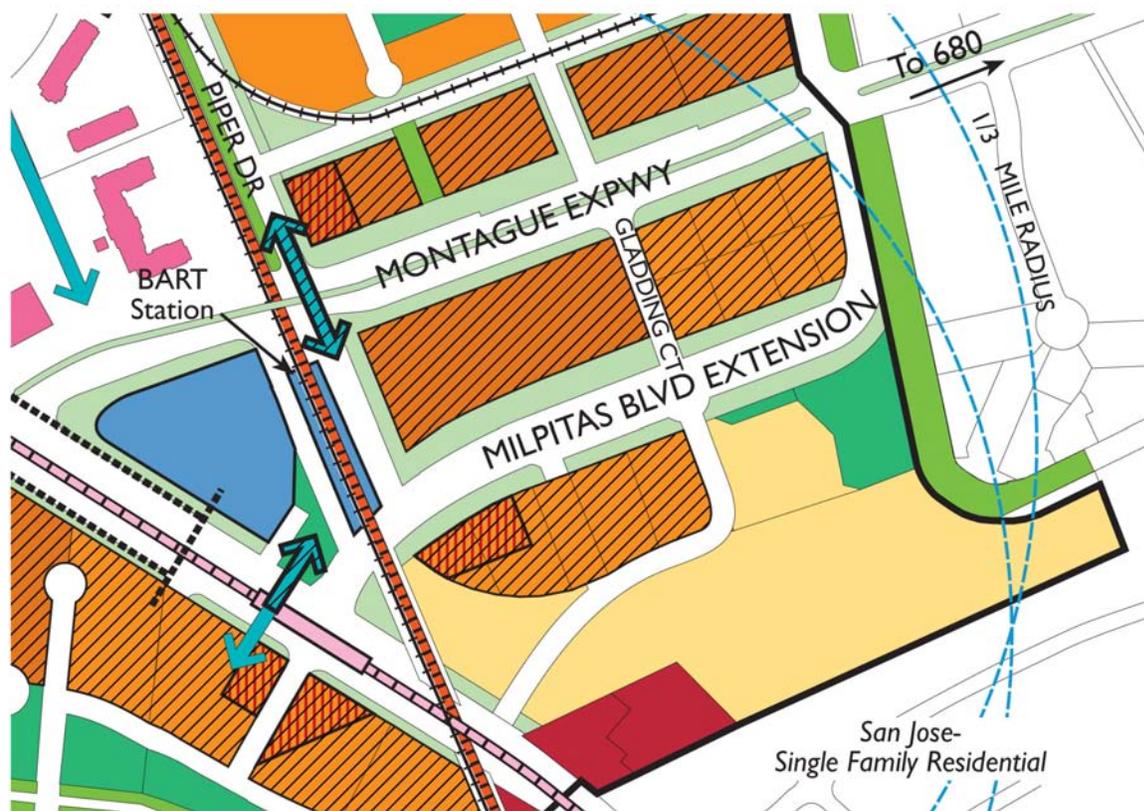
The BART Station subdistrict constitutes the area neighborhood located south of Montague Expressway and east of Capitol Avenue—immediately adjacent to the future BART train and bus transfer station, as well as the existing “Montague” VTA light rail station. Given the incredible transit options in this subdistrict, it will focus on providing high-density residential near transit, while at the same time accommodating BART needs such as parking and drop off areas. An extension of Milpitas Boulevard will give access to the neighborhood and to BART. The Subdistrict plan is shown in Figure 4-6.

The vision for the BART Station subdistrict is to create a residential district that is distinctly related to the train station. Unlike the areas around other BART stations which are surrounded by surface parking, this Specific Plan envisions an urban mixed use neighborhood where the BART station and its ancillary structures face onto streets and are part of the neighborhood. Buses should drop off patrons along streets instead of in a separate bus transfer yard. Parking structures should be designed to be compatible with adjacent housing, to have pedestrian-oriented active commercial use on portions of the ground floor; and to be wrapped with housing and/or locate housing above parking.



*An urban mixed use neighborhood that provides high density residential near transit is the desired character for the BART station subdistrict*

The plan for this subdistrict has been prepared based on knowledge of plans for BART at the time of writing, but many design and engineering questions remain. The City has taken an official position opposing an overhead BART line, and supporting the BART line either in a retained cut or underground. A fully underground BART line is desired because it will create an integrated and pedestrian oriented area around the BART station; with the retained cut there will be large open vents that obstruct pedestrian circulation and create an unsightly barrier. How the BART line will cross Light Rail line and Capitol Avenue is also an unknown; there may need to be grade changes to Capitol

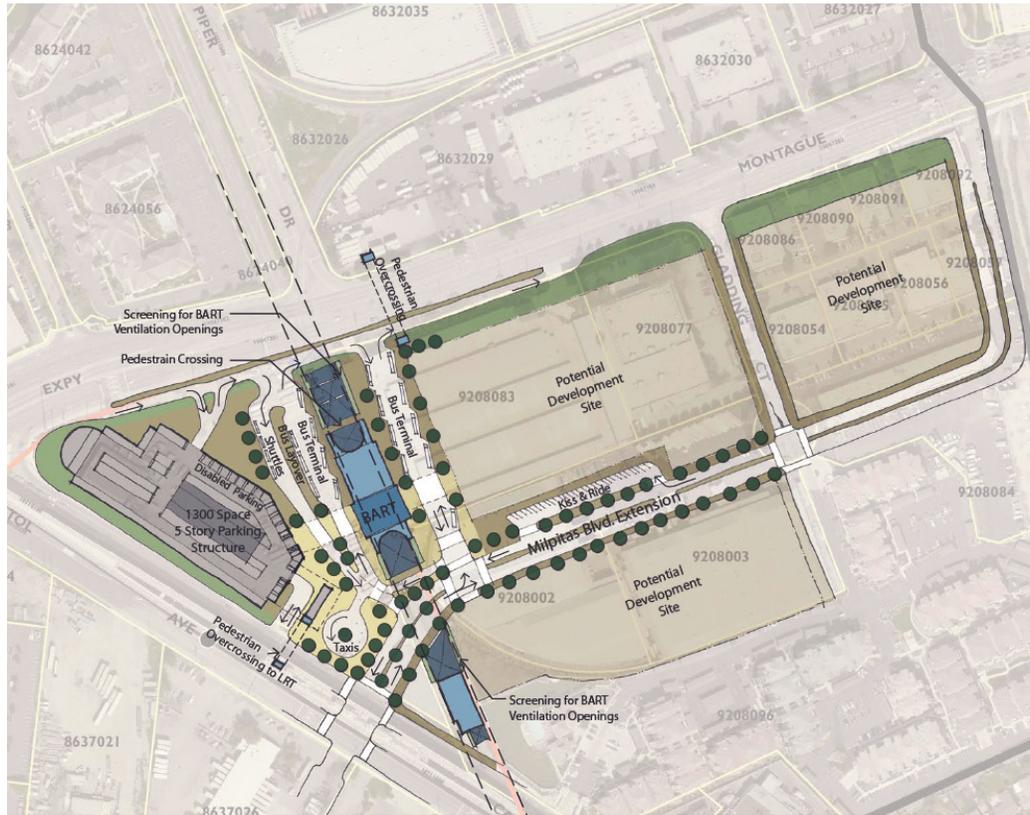


*Figure 4-6*  
**BART Station Subdistrict Plan**

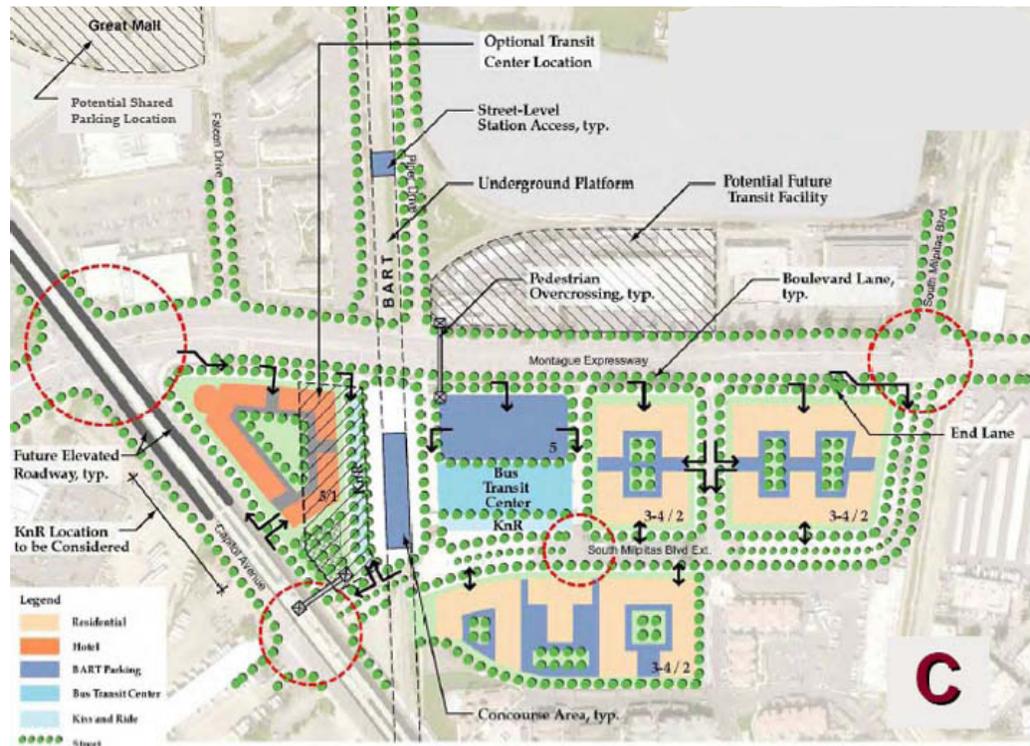
Avenue to accommodate the BART line crossing. Finally, the location and configuration of parking for BART will depend on land acquisition by VTA. These decisions will affect the public space and circulation of the subdistrict, as well as the character of the surrounding neighborhood.

Two optional locations likely to be considered for the BART parking structure(s) are the sites immediately east and west of the BART station. Figure 4-7 shows an illustrative layout prepared by the City's consultant team, with the parking located on the west side of the BART line. Bus bays are along streets beside the station. Figure 4-8 shows the proposal by VTA, with parking located on the east side of the BART station.

**Figure 4-7**  
**City-Preferred Layout**  
**of BART Station Area**



**Figure 4-8**  
**VTA Proposed Layout**  
**of BART Station Area**



## LAYOUT AND CIRCULATION

**Policy 4.22 (BART):** *Extend Milpitas Boulevard south to serve the future BART Station. Include a median, wide sidewalks, and double row of street trees as shown in Figure 5-10 in Chapter 5.*

The double row of street trees and the median are necessary to create an attractive and livable residential environment and buffer the residential uses from BART traffic, through traffic, and bus traffic. Unlike other internal streets in the Transit Area, the Milpitas Boulevard Extension will not have street parking. It will have bike lanes.

**Policy 4.23 (BART):** *If the Milpitas Boulevard extension is constructed prior to the termination of Union Pacific rail line at Montague, an interim at-grade crossing will need to be constructed. The crossing shall be designed with adequate controls to restrict vehicular and pedestrian access during train crossings.*

**Policy 4.24 (BART):** *Build a pedestrian overcrossing or undercrossing across Montague Expressway to connect the BART Station to the Piper/Montague Area and the Great Mall.*

Ideally this connection would be integrated into the station itself, although it must allow people to directly access the Piper/Montague and BART Station subdistricts without having to pay BART fare.

**Policy 4.25 (BART):** *Create a safe and attractive at-grade pedestrian crossing at Milpitas Boulevard and Capitol Avenue to provide access to the BART Station area for people who live and work in the Trade Zone/Montague area.*

**Policy 4.26 (BART):** *Create an access road parallel to Montague Expressway that allows auto traffic and buses to slow down and enter the streets along the BART line and the BART facilities.*

**Policy 4.27 (BART):** *Separate BART and bus traffic from the residential area to the maximum extent feasible.*

**Policy 4.28 (BART):** *Locate bus bays along streets immediately adjacent to the BART station.*

This is a more urban solution consistent with a transit village and conserves space for transit-oriented development. Having a separate bus drop off yard would create a large paved area which is not pedestrian friendly and which detracts from the value and livability of the adjacent residential development.

**Policy 4.29 (BART):** *BART parking garage(s) should be scaled and designed to integrate into the district.*



*BART parking garages should include retail at the ground floor, and be wrapped with office or residential uses (Boulder, CO)*



*BART parking garages should be designed with punched openings, cornices, and other details so they have a design quality equivalent to residential or office buildings (Boulder, CO)*



*Encourage food vendors in the BART Station Plaza (Pasadena, CA)*



*A residential building with live/work lofts on the ground floor—could be a good type for the BART Station subdistrict (Oakland, CA)*

BART and VTA should avoid constructing buildings whose large scale and location divide the BART station from the surrounding residential district. A parking garage will be located on the corner site, where a five story building would be appropriate.

***Policy 4.30 (BART): BART parking garages should generally be no more than 400 feet long on any one side.***

***Policy 4.31 (BART): BART parking garage facades facing streets should be designed with a design quality equivalent to residential or office buildings. Building facades should contain punched openings similar to window openings, a cornice, or other details at the top of the building, and any sloping floors must be concealed.***

***Policy 4.32 (BART): Provide access to the parking garage from either Capitol Avenue and/or Montague Expressway, with stacking lanes to keep cars off of those busy streets.***

***Policy 4.33 (BART): Create a BART station plaza that concentrates pedestrian activity from the garage, the BART station entrance, the BART drop off areas, and the pedestrians coming from the Trade Zone/Montague area.***

***Policy 4.34 (BART): Locate the kiss-n-ride and disabled parking along the Milpitas Boulevard extension.***

***Policy 4.35 (BART): Add kiosks and encourage food vendors between the light rail and BART stations, next to the plaza that serves BART riders, light rail riders, and residents.***

This will enliven the BART plaza, provide needed services for residents, and provide eyes on the street that enhance security.

***Policy 4.36 (BART): Provide 30 foot landscape setbacks with a double row of trees between the BART track and residential buildings.***

The landscaping will be alongside the residential structure(s) on the east side of the BART access road and will be maintained by that property. The setback, which should be at least 30 feet measured from the outside edge of the track and not less than 20 feet from the property line, may include a sound-wall if necessary to comply with the City’s noise level standards.

***Policy 4.37 (BART): Provide a minimum 20 foot landscaped buffer between Capitol Avenue and any BART garage and other BART facilities located along Capitol Avenue.***

The buffer should include at least two rows of trees by using street trees (in the right of way if feasible) and a row of trees on the BART facilities site.

## LAND USE

***Policy 4.38 (BART): Create a residential neighborhood focused on Gladding Court and Milpitas Boulevard.***

Housing units should face these streets, which will provide landscaped and direct connections to the BART and light rail stations.

***Policy 4.39 (BART): Provide a small amount of neighborhood commercial use, located adjacent or across the street from the BART station.***

The retail site should be visible from the main BART entrance and exit.

***Policy 4.40 (BART): The BART Station subdistrict retail establishment should be no less than 5,000 square feet in size and shall be located on the ground floor.***

The property owner of the site designated for neighborhood retail must either provide space for that land use or make legally binding arrangements for it to be located elsewhere within the BART station area, for example at the ground floor of the BART Parking Structure.

***Policy 4.41 (BART): The site at the corner of Montague Expressway and Capitol Avenue is the preferred location for a BART parking structure and other facilities.***

This parcel is not a good site for residential uses because it is surrounded on all sides by very high volume traffic streets and by the BART line itself. It could be a good site for office or hotel, if BART facilities end up being located elsewhere. If transit facilities are not built on the corner parcel at Montague Expressway and Capitol Avenue, the site will be designated as Boulevard Very High Density Mixed Use.

***Policy 4.42 (BART): Provide a 45 foot landscaped setback from the future right of way line of Montague Expressway, consistent with private development requirements in the Montague Corridor, to create an attractive landscaped boulevard.***

Planting and sidewalks will be consistent with the landscape design for the entire Montague Expressway corridor as shown in the street sections in Chapter 5.



*Housing fronting on a large park is the desired character for Trade Zone/Montague (Dublin, CA)*



*Existing businesses on Sango Court have the right to remain*



*Create street connections, bike connections, and pedestrian connections across the creek channel*



*Create a landscaped trail along the drainage channel*

## 4.4 TRADE ZONE/MONTAGUE

The Trade Zone/Montague subdistrict is located east of Montague Expressway and south of Capitol Avenue, extending to the city limits on Trade Zone Boulevard and Lundy Street. The subdistrict will be an attractive residential district, with ample green space in the form of a sports field and a creekside park, plus trails along Penitencia Creek. Capitol Avenue and Montague Expressway will be flanked by mid-rise and high-rise mixed use buildings that will buffer lower density residential uses from traffic and BART noise. The subdistrict is also extremely convenient for transit users, as it is located directly adjacent to the BART station and VTA light rail. Existing industrial uses along Lundy Street are intended to remain in place. The subdistrict plan map is shown in Figure 4-9.

### LAYOUT AND CIRCULATION

Pedestrian access through this subdistrict is critical for residents to be able to walk to the BART and light rail stations. In addition, the planned street system creates the opportunity for a loop through the neighborhood, separate from the arterial street system, so residents do not have to go onto the arterials to see neighbors, go to neighborhood retail, drop off someone at BART, or other local activities. This loop can also serve as a walking and jogging route within the neighborhood.

***Policy 4.43 (TR-M): Create a new street that aligns with the Milpitas Boulevard Extension with a traffic signal that allows left and right turns from Capitol Avenue.***

This street is needed to allow access into this area.

***Policy 4.44 (TR-M): Create an interior street parallel to Capitol Avenue***

This street is meant to provide access for the parcels fronting Capitol Avenue and to create a “quiet front door” and “residential character” for the residents.

***Policy 4.45 (TR-M): Do not locate curb cuts for driveway or garage access on Capitol Avenue.***

***Policy 4.46 (TR-M): Create a deep landscape setback along Capitol Avenue to separate residences from noise and heavy traffic on Capitol Avenue. See Figure 5-11, Chapter 5.***

***Policy 4.47 (TR-M): Create a street connection between Sango Court and the new residential area to the south and east when the Sango Court area redevelops for residential use.***

This is so residents can have access to the park and to other housing in the subdistrict.

**Policy 4.48 (TR-M):** Provide street connections from residential and mixed use development on Montague Expressway to the park and residential neighborhoods within this subdistrict.

As shown on the Plan Map, this would consist of a cul-de-sac between the Penitencia Creek East Channel and Montague Expressway, and a through street between Trade Zone Boulevard and Sango Court.

**Policy 4.49 (TR-M):** Create street connections, bike connections, and pedestrian connections across the creek channel.

There will be two crossings, as shown on the subdistrict plan, Figure 4-9.

**Policy 4.50 (TR-M):** Prevent cut-through traffic avoiding the Montague/Capitol intersection.

As shown on the Plan Map drawing, create a cul-de-sac on the east/west street closest to the Montague/Capitol intersection. On the cul-de-sac, install bollards to allow emergency access to the abutting street.



**Figure 4-9**  
Trade Zone/Montague  
Subdistrict Plan



**Policy 4.51 (TR-M):** Create a deep landscape setback along Trade Zone Boulevard to buffer residential uses from the office/R&D/industrial uses across the street in San Jose, and to provide an overall attractive street appearance. See Figure 5-12, Chapter 5.

**Policy 4.52 (TR-M):** Access to private parking should be from local streets that do not abut a park.

For the buildings along Capitol Avenue, this will mean careful planning to ensure that parking is accessed only from interior roads that do not border the creekside park.



**Policy 4.53 (TR-M):** Provide 30 foot landscape setbacks with a double row of trees between the BART track and residential buildings.

The setback, which will be measured from the outside edge of the track and not less than 20 feet from the property line, may include a soundwall if necessary to comply with the city’s noise level standards.

Trade Zone/Montague will have high density residential near BART and light rail (San Mateo, CA)

**LAND USE**

**Policy 4.54 (TR-M):** Provide very high-density residential near BART and light rail stations, served by a linear park along the drainage-way. Provide high-density residential development at the interior of the subdistrict, served by a neighborhood park with sports fields.

**Policy 4.55 (TR-M):** Public streets must surround the subdistrict’s parks on at least three sides. Buildings across the street from a site designated as a park on the Plan Map must face the park. This standard means a major walking entrance and windows shall face the park in a manner where the park is visible from the doorway and windows and vice versa.



Public streets must surround the park on at least three sides (San Mateo, CA)

**Policy 4.56 (TR-M):** Provide the opportunity for higher density on parcels adjacent to the BART and light rail station, to maximize opportunity for transit usage.

A transit density overlay is included on all the sites north of Penitencia Creek, except for the retail site to the east of the BART alignment. This allows an increase in 25 percent on the maximum residential density and non-residential FAR otherwise permitted for the underlying land use. The minimum density and FAR remain unchanged.

**Policy 4.57 (TR-M):** Preserve light industrial and R&D uses on Lundy Street to establish an attractive industrial park character on both sides of Lundy Street.

This policy is critical for land use compatibility and district character. Residential development fronting on Lundy Street is not appropriate because there could be conflicts between residential uses and operational needs of the industrial uses located across the street in the City of San Jose. Where housing is across the street from R&D or industrial, the value and livability of the residential units is reduced. In order to ensure compatibility between residential and individual uses, the industrial properties facing Lundy Street are rezoned from M-2 heavy industrial to MP Business Park. This new zoning is consistent with existing uses, and site improvements.



***Policy 4.58 (TR-M): Buildings fronting Capitol Avenue must be designed to minimize impacts of traffic, noise, and pollution on the residential units that face Capitol Avenue.***

Residential buildings must be insulated to meet the noise standards laid out in the City’s noise level standards.



#### 4.5 MCCANDLESS/CENTRE POINT

The McCandless/Centre Point subdistrict provides the best location for a successful retail mixed use district, building off the established retail destination of the Great Mall and the visibility along Great Mall Parkway. Residential development along McCandless Drive can take advantage of the existing mature tree canopy, which will be preserved, creating an attractive living environment. The apartments and condominiums will look out onto the greenery, and their residents can stroll along McCandless to the restaurants and stores located near Great Mall Parkway. Meanwhile, the employees in the offices located along Montague Expressway will also be walking to the same shops and eateries at lunch and after work, requiring an urban design that is conducive to pedestrians and which amplifies the compactness and pleasant nature of the subdistrict. Figure 4-10 illustrates how McCandless Drive could look.



*McCandless Drive is lined with mature trees which will be retained to provide a pleasant living and walking environment.*

A large public area immediately south of Penitencia Creek will host a park and community facility, or possibly a school. The southern edge of the subdistrict can be developed as retail, office, or residential, or a mix of these uses, and could provide a good grocery store location. Figure 4-11 shows the subdistrict plan map.

Figure 4-12 presents an illustrative plan for the Residential Retail Mixed Use Area and High Density Area, between Great Mall Parkway and Penitencia Creek East Channel. It shows how the area could be developed in compliance with the Plan policies and standards.



Figure 4-10  
McCandless Illustrative Rendering

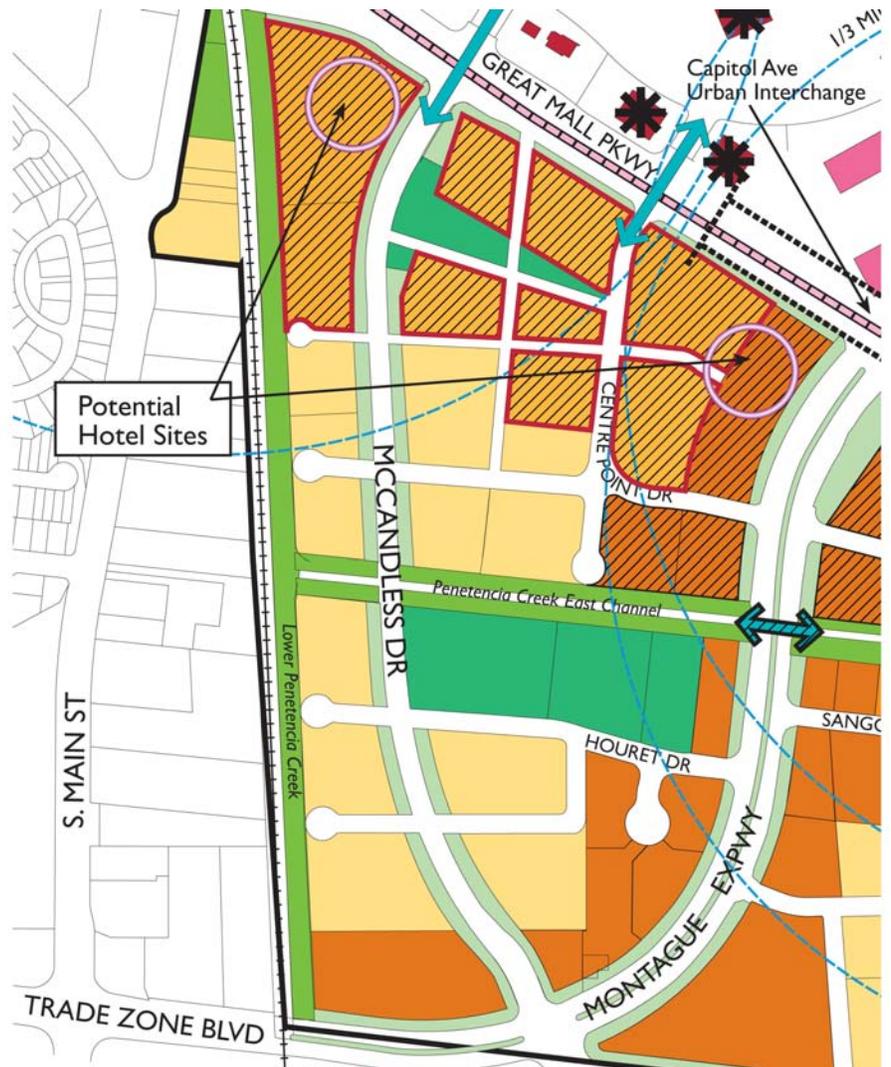


Figure 4-11  
McCandless/ Centre Point Subdistrict Plan

## DISTRICT CHARACTER

**Policy 4.59 (MC-C):** *To the maximum extent feasible (and with exceptions such as removal for emergency, health, or fire hazard purposes), retain the corridor of trees along McCandless Drive and in the vicinity both as an important visual resource and a potential resource for habitat. Also maintain the existing double row of trees on Great Mall Parkway north of McCandless Drive.*

## LAYOUT AND CIRCULATION

**Policy 4.60 (MC-C):** *Break the area into smaller scale blocks that are appropriate to residential development and the desired pedestrian scale for the neighborhood. Block dimensions shall generally be between 300 and 400 feet, and shall never exceed 450 feet.*

This will facilitate direct and easy access for pedestrians to the Great Mall and to the BART and light rail stations. It will also encourage nearby residents to walk to the shops and restaurants closer to Great Mall Parkway.

**Policy 4.61 (MC-C):** *Transform McCandless Drive into a two lane boulevard with bike lanes and street parking.*

Turn lanes will be inserted into the landscaped median at the streets marked on the Plan Map. The street's new layout is shown in Figures 5-15 and 5-16 in Chapter 5.

**Policy 4.62 (MC-C):** *Create a boulevard street design on Great Mall Parkway between McCandless Drive and Centre Point Drive.*

This layout will help create an attractive pedestrian-oriented retail atmosphere, and allows businesses to benefit from the visibility on Great Mall Parkway. The boulevard street layout lets traffic exit off the through lanes on Great Mall Parkway and access the retail uses that front on Great Mall Parkway. Some surface parking is provided on the access street, and if no surface parking is available drivers can drive into the parking garages behind the retail development. See Figure 5-14 in Chapter 5.

**Policy 4.63 (MC-C):** *Create three street connections between McCandless Drive and Centre Point Drive. However, a public pedestrian pathway can be substituted for one of the streets.*

Locate the cross streets as shown in the Illustrative Plan in Figure 4-12. Alternative configurations may be considered, provided that block size requirements are met.



*Minimize the obtrusiveness of garage entrances (San Mateo, CA)*



*The Plan calls for:*

- 1. Restriping McCandless Drive to add sidewalks and bike lanes.*
- 2. No new curb cuts that require tree removal*

**DESIRED CHARACTER FOR THE MCCANDLESS/CENTRE POINT AREA**



*High density housing with private open space (Dublin, CA)*



*Hotel, office, and retail uses in a pedestrian setting (Pasadena, CA)*



*Housing with architectural color, interest, and articulation (Dublin, CA)*



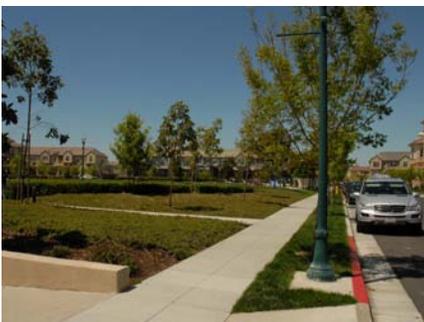
*A variety of housing types (San Mateo, CA)*



*Residential above retail (Davis, CA)*



*A mix of high-rise and mid-rise (Bayside Village, CA)*



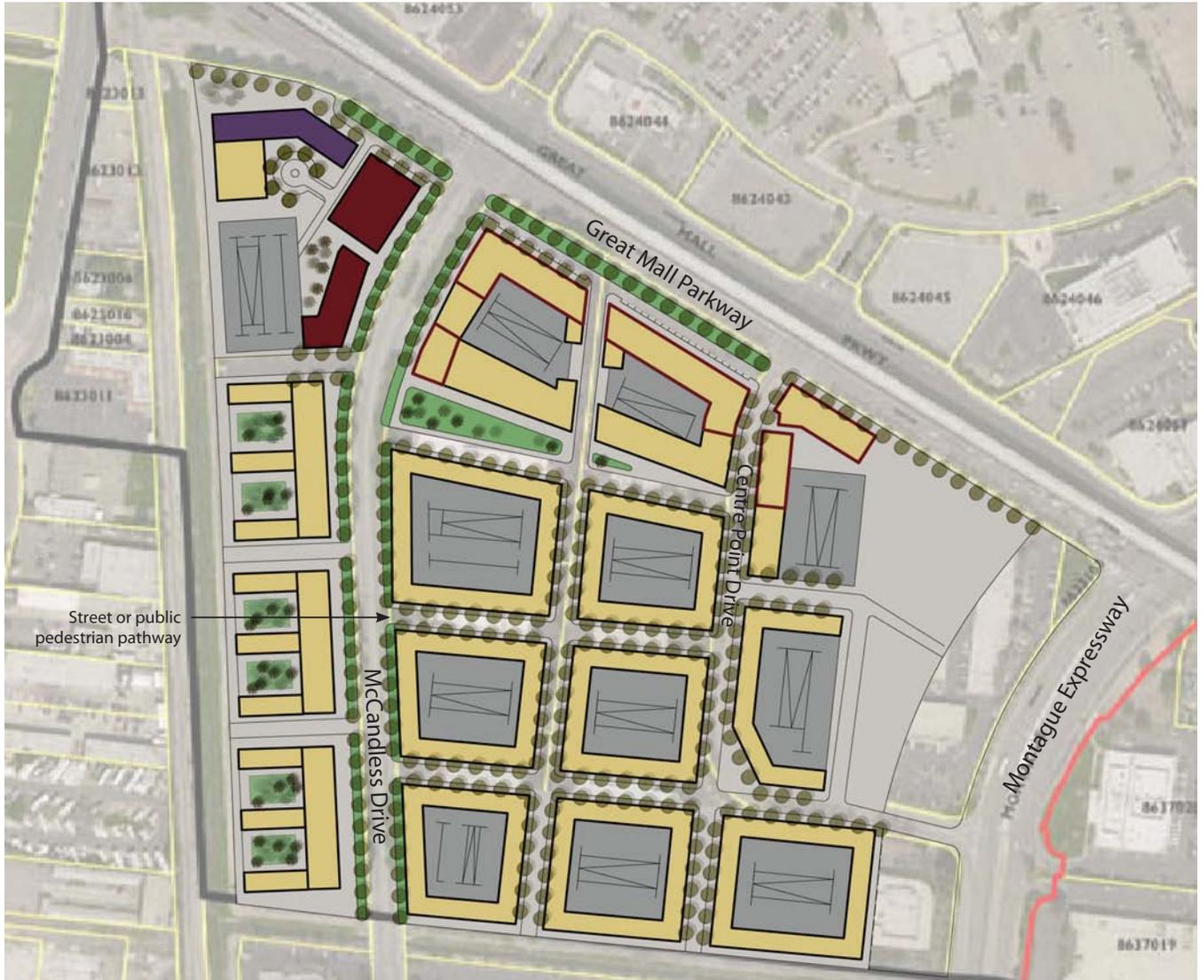
*A large park that could be a joint use facility with a school (San Mateo, CA)*



*Residential above retail (San Francisco, CA)*



*Neighborhood stores and cafes (San Francisco, CA)*



### Illustrative Plan

This illustrative plan shows the suggested block layout and streets. It is not a prescriptive building layout. Block dimensions are roughly 260' -390', which promotes walkability. An assumption has been made that all parking is above grade. All blocks show structured parking to accommodate uses. 160,000 sf retail is shown in the blocks closest to Great Mall Parkway. Buildings are generally 3 stories tall. There is a 280-room hotel. All of the uses are self-parked.



### Legend

- Hotel (Office or Residential also permitted)
- Residential
- Retail, Restaurants, and Personal Services
- Mixed Use: Residential or Office above Retail
- Parking
- Parks/Courtyards

**Figure 4-12**  
**Residential-Retail District Illustrative**



*Create a mixed use area with retail, restaurant, and personal service uses in the area closest to Great Mall Parkway.*

**Policy 4.64 (MC-C):** *Create a new north/south street parallel to McCandless Drive and Centre Point Drive to provide access to parking as well as service and loading functions.*

Locate the north/south street as shown in the Illustrative Plan in Figure 4-12.

**Policy 4.65 (MC-C):** *Create a new street that connects from McCandless Drive to Houret Drive and onwards to Montague Expressway.*

Locate the street as shown in the Figure 4-12.

**Policy 4.66 (MC-C):** *Create new streets between McCandless Drive and Lower Penitencia Creek which will provide access to parking garages, and will also provide on-street parking.*

These streets will also allow for emergency access to residential units and will keep block lengths friendly to pedestrians.

**Policy 4.67 (MC-C):** *Do not create new curb cuts along McCandless Drive or Centre Point Drive, in order to preserve the existing trees and to create a pedestrian environment along the street.*

Locate access to parking on the new streets perpendicular to McCandless Drive and to Centre Point Drive. An exception may be granted close to Great Mall parking to facilitate ground floor retail development.

**Policy 4.68 (MC-C):** *New curb cuts, or other auto access, onto Montague Expressway is strongly discouraged, unless specifically indicated on the Plan Map.*

Right-in/right-out access points may be permitted in special circumstances, subject to approval by the County.



*Provide a grocery store that serves neighborhood residents (San Mateo, CA)*

## LAND USE

**Policy 4.69 (MC-C):** *Create a mixed use area with retail, restaurant, and personal service uses in the area closest to Great Mall Parkway.*

Establish a different type of retail than the Great Mall, such as neighborhood-serving retail and personal services, restaurants with views to outdoors and outdoor dining areas, entertainment, and a grocery store.



*Create a plaza with special features such as a fountain in the residential-retail district (Los Angeles, CA)*

The retail district should be laid out to encourage walking between shops and to attract pedestrians from surrounding hotels, offices, and housing. The district should be easily visible and accessible from Great Mall Parkway and the Great Mall subdistrict. An illustrative plan of how the retail mixed use district can be laid out is shown in Figure 4-12.

***Policy 4.70 (MC-C): Create a high-density residential neighborhood at the interior of the subdistrict, centered along McCandless Drive.***

McCandless Drive will be developed as a primarily residential street, with the existing trees on McCandless Drive preserved to maintain the area's attractive and stately landscape character, which will enhance the livability and value of residential units. The land along McCandless Drive south of the retail mixed use district is designated as High Density Transit Oriented Residential.

***Policy 4.71 (MC-C): Provide a grocery store within the Residential-Retail High Density Mixed Use district that serves neighborhood residents and provides a range of fresh produce as well as meat, poultry, and fish.***

***Policy 4.72 (MC-C): Encourage hotel development in the McCandless/Centre Point subdistrict, particularly on the potential hotel sites identified on the plan map.***

These sites have been tested by economic consultants and have good visibility and access from arterial roads and highways, and proximity to retail, restaurants, and entertainment

***Policy 4.73 (MC-C): Create a plaza or other type of public space in the retail mixed use district, located as shown in the Plan Map.***

The park or plaza will face McCandless Drive and be adjacent to the blocks that front on Great Mall Parkway, so that retail and restaurant patrons can sit outside in a quiet pleasant environment, and so there is an attractive public space and outlook for residences and offices on upper floors as well.

The precise shape and design of the plaza/public space is flexible, but it must include retail stores and restaurants fronting on the public space, and a single green area with a minimum 50 foot dimension that can be used by residents and employees. The plaza/public place will include benches for people to sit, wide sidewalks for outdoor cafes, public art, and a planted area that provides a visual amenity. It can be hardscaped or vegetated, or a combination.

The park/plaza must create a pedestrian connection from McCandless Drive to Centre Point Drive through it. There can also be streets along the sides of the park or plaza, but they must be designed for very low speeds, such that they create no physical or psychological barrier to pedestrians accessing the plaza.

***Policy 4.74 (MC-C): Create a trail along the Penitencia Creek East Channel.***

***Policy 4.75 (MC-C): Create a park and/or community facility on the north-east corner of Houret and McCandless Drives.***

This public space will contain a public school, community center, and/or sports fields and areas for passive recreation.



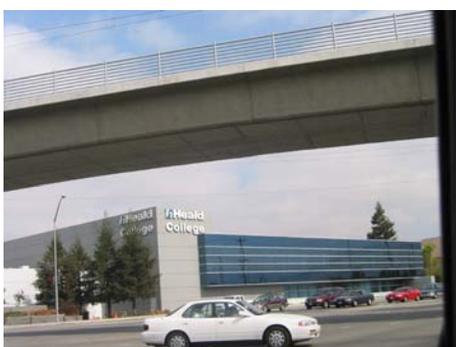
*Create a trail along the Penitencia Creek East Channel.*



*The Great Mall is the economic cornerstone of the Transit Area*



*Encourage the development of new pedestrian-oriented buildings on the sites at Great Mall Parkway and Centre Point Drive.*



*Head Business College is an existing use that can take advantage of BART and light rail.*

***Policy 4.76 (MC-C): If a school is located in the Transit Area, place it in the McCandless/Centre Point subdistrict.***

The Milpitas Unified School District will need to make an assessment of whether projected student enrollment will require a new school and, if so, whether to locate it in the Transit Area. The State has siting requirements that call for public schools to be located away from heavy traffic volumes, noise, and hazardous contamination, while still providing an adequate amount of building space, outdoor recreation, and parking. As a consequence, the large park designated on the Plan Map between Houret and McCandless drives and the Penitencia Creek East Channel is likely the only location in the Transit Area where a public school could be located. More details on public facilities policies are listed in Chapter 6.

If a school is not built on the site, it shall become a park with active and passive recreation facilities and an indoor community center.

## 4.6 GREAT MALL

The Great Mall is the economic cornerstone of the Transit Area. It is seen as the foundation around which regional retail, offices, and hotels will gather, building on the mall's strong draw. Workers, shoppers, and other visitors can take BART or VTA light rail to the Great Mall and its surrounding destinations. Sales tax revenues are critical for the City to be able to maintain its current level of public services for all of its residents, including newcomers.

The Specific Plan does not call for many changes to the Great Mall subdistrict, although it does provide for a density increase for development near the BART station and calls for enhanced pedestrian connections to the new residential neighborhoods. The subdistrict map is shown in Figure 4-13.

***Policy 4.77 (GM): Encourage the addition of new tenants to strengthen sales, and consolidate existing retail tenants.***

***Policy 4.78 (GM): Encourage the addition of entertainment uses in locations that will not impact existing or future residents.***

***Policy 4.79 (GM): If additional parking for workers and customers in the Great Mall subdistrict is required in the future, it should be provided in structure(s) as close to the BART station as possible.***

This site could permit BART users to also use the structure if an agreement between the Great Mall and BART can be negotiated.

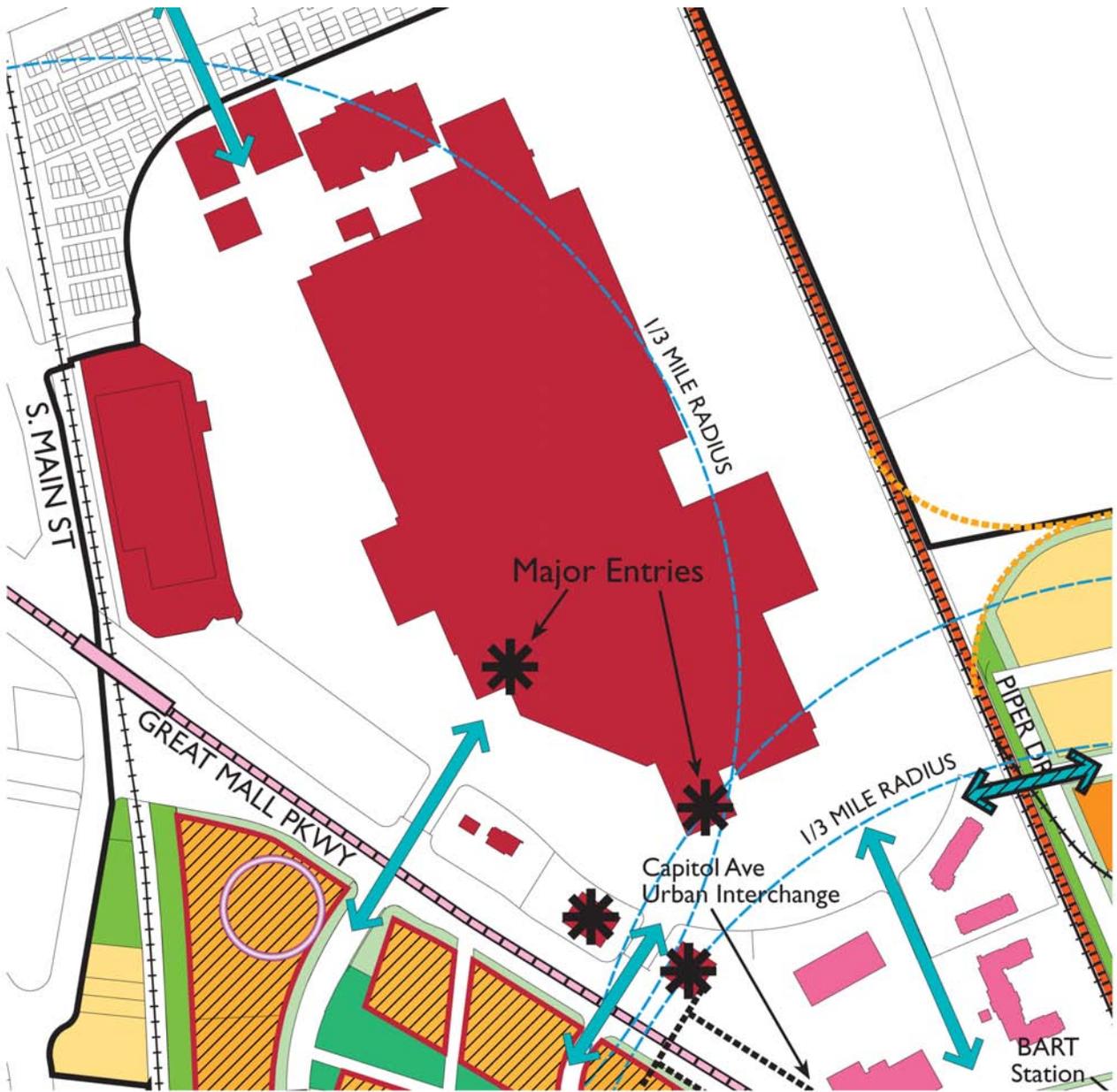


Figure 4-13  
Great Mall Subdistrict Plan



*Falcon Drive*

***Policy 4.80 (GM): Encourage the development of new pedestrian-oriented buildings on the sites at Great Mall Parkway and Centre Point Drive.***

***Policy 4.81 (GM): Add sidewalks on Falcon Drive to create a safe pedestrian connection from Montague Expressway to the Great Mall.***

This requires adding a sidewalk within the landscaped areas on each side of the street. Students from Heald College and future BART patrons need to be safe when walking to the mall. See Figure 5-18, Chapter 5.

***Policy 4.82 (GM): Work with the developers in the Piper/Montague subdistrict to create a safe and attractive pedestrian connection to Piper Drive.***

This is so residents and businesses in that area can have direct access to the Mall.

***Policy 4.83 (GM): Improve the pedestrian connection at Centre Point Drive into the mall.***

***Policy 4.84 (GM): Encourage the development of new pedestrian-oriented buildings on the sites at Great Mall Parkway and Centre Point Drive.***

These areas are currently vacant lots. Flanking the entryway with appropriate design building will attract workers, shoppers, and hotel visitors in the McCandless/Centre Point subdistrict to cross the street to the mall.

***Policy 4.85 (GM): Improve and strengthen the pedestrian connection from McCandless Drive into the Mall.***



## 5 Development Standards and Design Guidelines

This chapter describes all the standards for street design, site planning, and building design. These are the regulations that govern new construction, as well as alterations and additions, in the Transit Area. The development standards are “form-based” standards. They have been prepared and evaluated in terms of the three dimensional form and design character that the City seeks to achieve in each of the subdistricts. The standards represent an integrated package of requirements for street design, land use, building height, and building setbacks, in order to establish the unique character and form of each district. These standards will be implemented through revisions to the Zoning Code.

## 5.1 STREET DESIGN AND BUILDING TO STREET RELATIONSHIPS

---

This section outlines the design requirements for existing and new streets within the Transit Area and also defines the relationships of streets to buildings. The street design standards are specifically tailored to the type of street, the land use, and the building massing established in the overall plan. Figure 5-1 shows the different street designs to be established in the Transit Area, specifying the type of street design for each street segment. The drawing also provides the key to the section drawings, Figures 5-2 through 5-18, that establish the street design requirements and the relationship of buildings to streets.

The street section drawings in Figures 5-2 through 5-18 specify the following street design standards.

- Travel Lanes Number and Dimensions
- Parking Lanes and Dimensions
- Street Trees—Location, Placement, Spacing, and Type
- Planter Strips separating curbs and sidewalks
- Landscape Setbacks along Streets – Dimensions and Planting
- Sidewalks Location and Dimensions
- Street Trees and Landscaping to be added to Existing Streets
- Building Setbacks
- Lighting
- Relationships to Existing Transit Infrastructure
- Elevated Pedestrian Bridges

The standards are requirements that must be followed as part of any new construction project or any alteration to curbs or front yard areas on existing properties. Standards for street trees and lighting are shown in Figures 5-19 and 5-20. Minor modifications to these standards may be approved by City staff; any significant modifications must be reviewed by the Planning Commission.

***Policy 5.1: Street trees shall generally be spaced at approximately 30 feet on center. Spacing should be closer for small trees.***

Refer to the City's Streetscape Master Plan for details related to street tree planting and installation requirements.

*Policy 5.2: For projects with frontage on Montague Expressway, dedication of right-of-way for the widening of Montague Expressway is required. In addition, a minimum setback of 45 ft. is required between the future curb (of the widened expressway) and buildings, for landscaping and sidewalk in the configuration shown in Figures 5-2 through 5-5. Figures 5-2 through 5-5 provide estimates of right-of-way dedication requirements, based on drawings prepared by the County for the Montague Expressway Improvement Project in 1997, and the the EIR for the project prepared in 2005.*

*Policy 5.3: All streets (public & private) shall be consistent with the street sections in Chapter 5 and shall meet any additional Milpitas Fire Department fire apparatus design requirements for access and firefighting operations.*

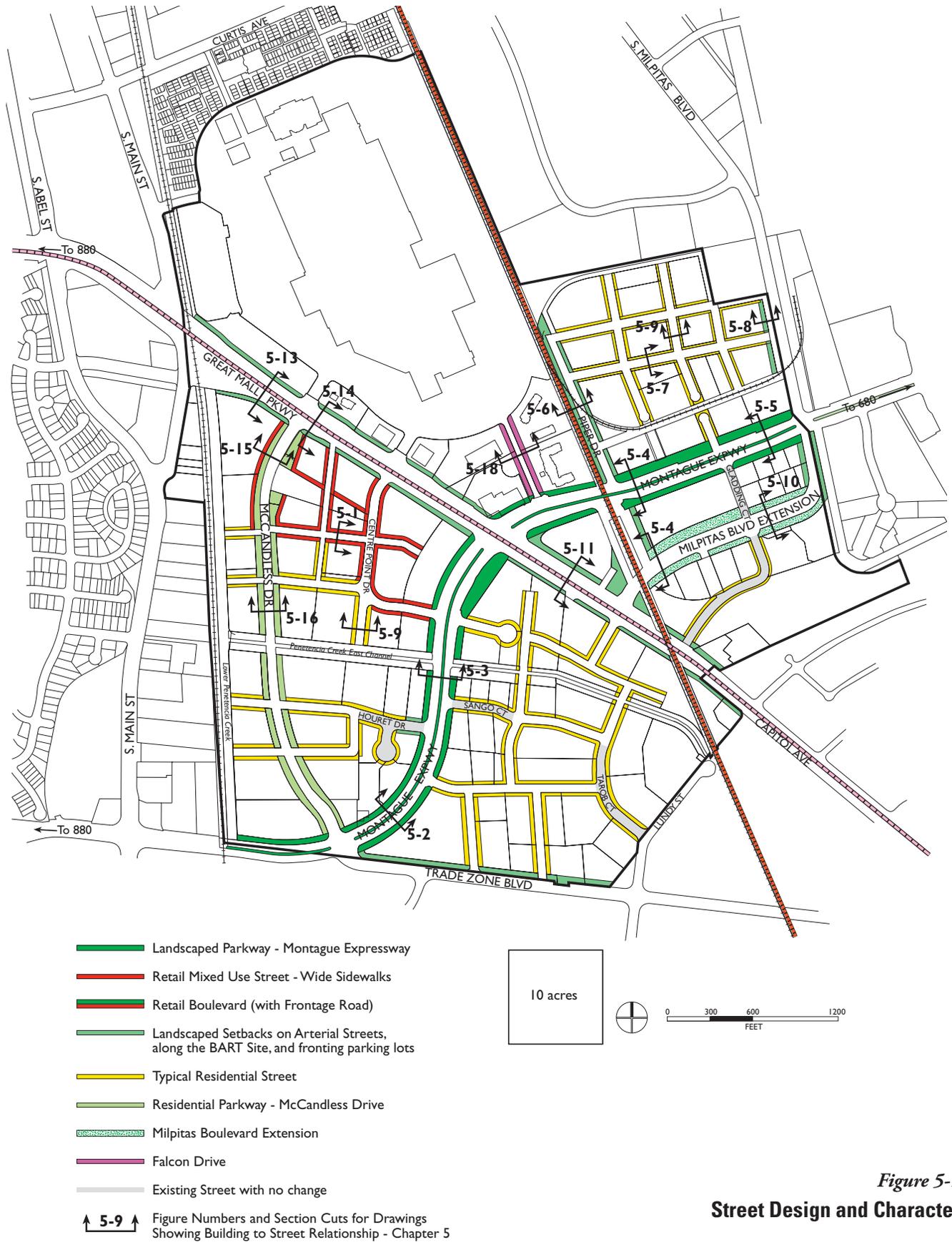


Figure 5-1  
Street Design and Character

## **STREET SECTION DRAWINGS**

These drawings were prepared by Freedman Tung & Bottomley (FTB) in collaboration with Dyett & Bhatia and Field Paoli Architects.

### **Montague Corridor**

- Figure 5-2 Montague Expressway near Trade Zone Boulevard
- Figure 5-3 Montague Expressway at Penitencia Creek East
- Figure 5-4 Montague Expressway near Future BART Station
- Figure 5-5 Montague Expressway near Milpitas Boulevard

### **Piper Montague**

- Figure 5-6 Piper Drive
- Figure 5-7 East West Street: Piper to Milpitas Boulevard
- Figure 5-8 Milpitas Boulevard: Piper Montague Subdistrict

### **Typical Residential Street**

- Figure 5-9 New Local Streets: Plan View

### **Milpitas Boulevard**

- Figure 5-10 Milpitas Boulevard Extension

### **Capitol Avenue**

- Figure 5-11 Capitol Avenue at Milpitas Boulevard

### **Trade Zone Boulevard**

- Figure 5-12 Trade Zone Boulevard

### **McCandless/Centre Point Subdistrict**

- Figure 5-13 Great Mall Parkway North of McCandless
- Figure 5-14 Great Mall Parkway: McCandless Centre Point
- Figure 5-14a Great Mall Parkway at Montague
- Figure 5-14b Great Mall Parkway at South Main
- Figure 5-15 McCandless Drive in Pedestrian Retail Area
- Figure 5-16 McCandless Drive in Residential Area
- Figure 5-17 McCandless/Centre Point: New Pedestrian Retail Street

### **Great Mall**

- Figure 5-18 Falcon Drive

### **Street Trees and Lighting Standards**

- Figure 5-19 Street Lights
- Figure 5-20 Street Trees

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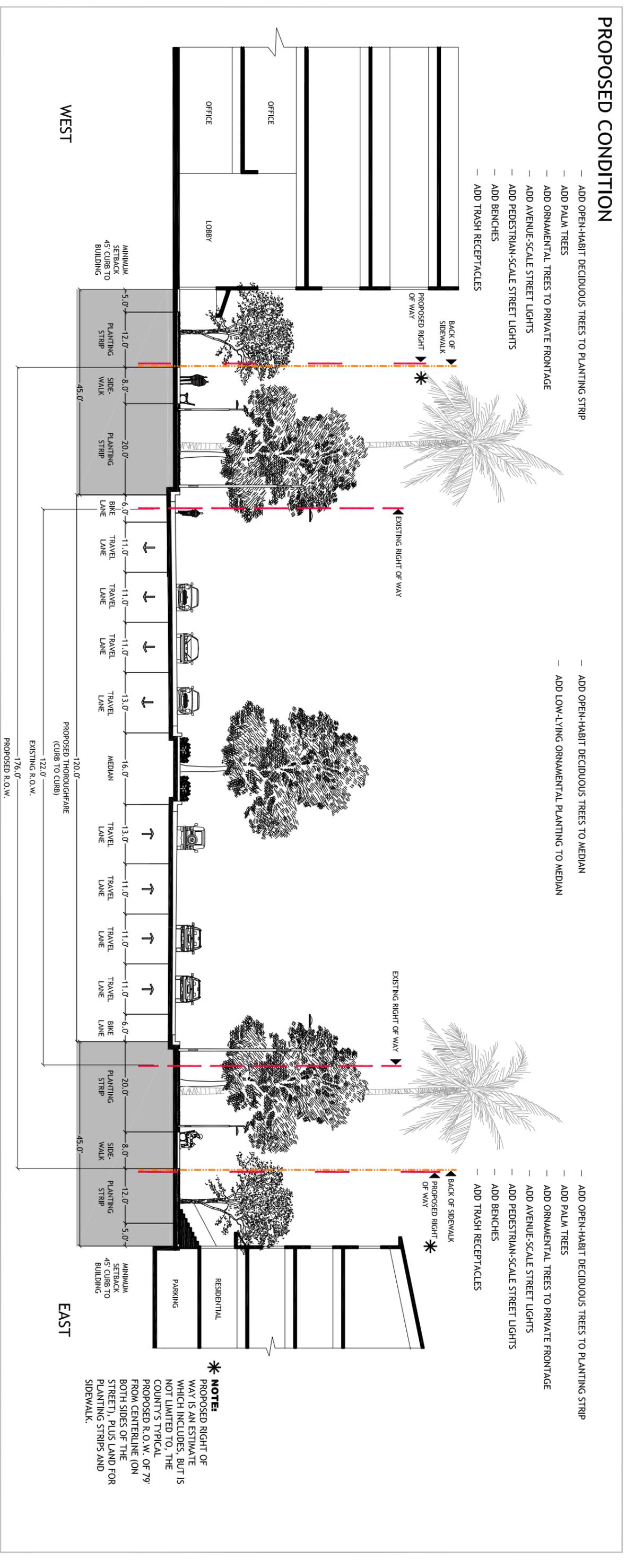
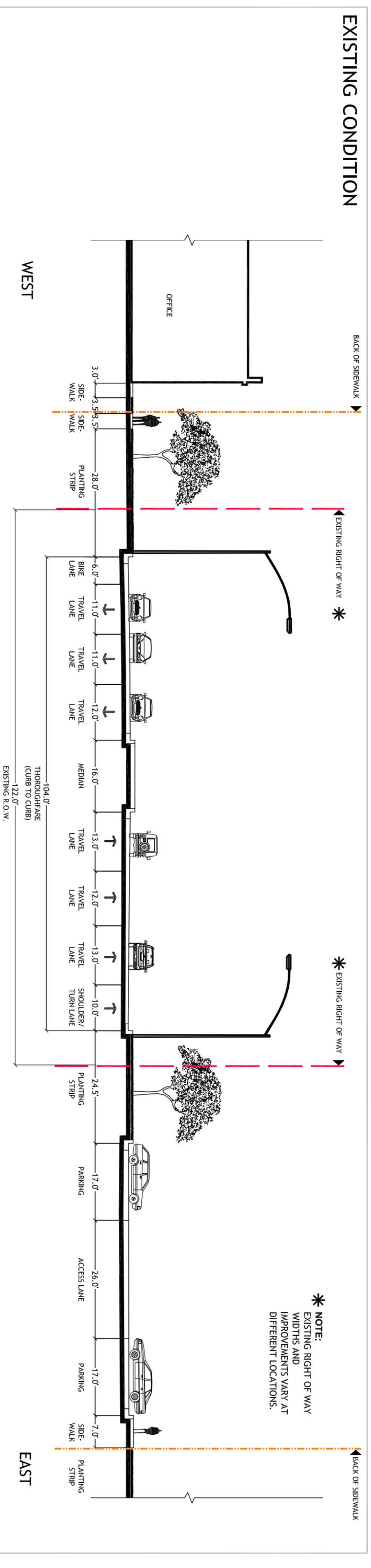
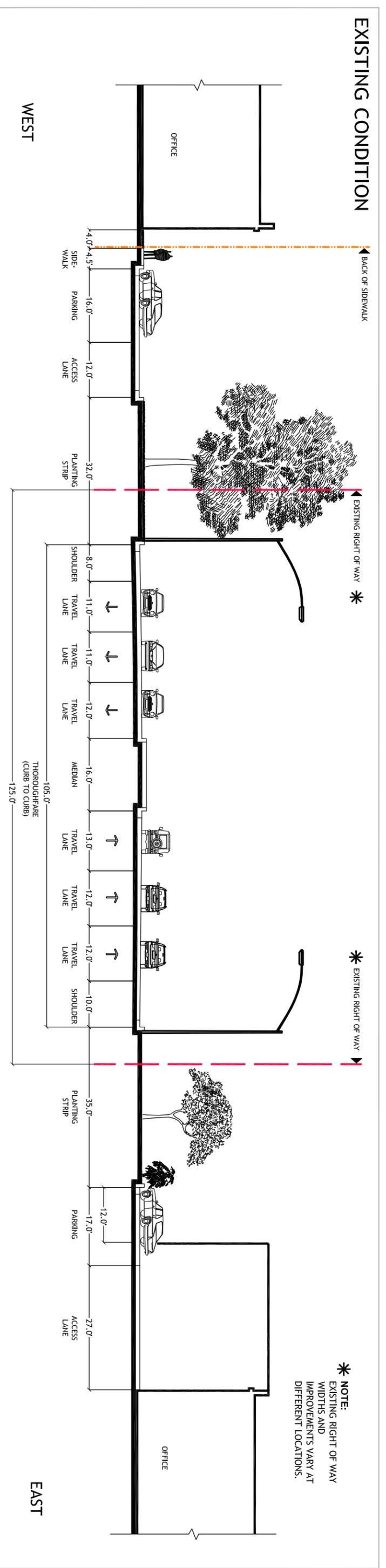


Figure 5-2: Montague Expressway near Trade Zone Boulevard



Insert figure 5-2

(11x17)



- ### PROPOSED CONDITION
- ADD BENCHES
  - ADD ORNAMENTAL TREES
  - ADD PALM TREES
  - ADD AVENUE-SCALE STREET LIGHTS
  - ADD PEDESTRIAN-SCALE STREET LIGHTS
  - ADD TRASH RECEPTACLES

- ADD OPEN-HABIT DECIDUOUS TREES TO MEDIAN
- ADD LOW-LYING ORNAMENTAL PLANTING TO MEDIAN
- ADD PEDESTRIAN BRIDGE:
  - WEST RAMP ON PUBLIC PARK/COMMUNITY FACILITIES SITE
  - EAST RAMP ON OR NEXT TO DRAINAGE RIGHT OF WAY

- ADD BENCHES
- ADD ORNAMENTAL TREES
- ADD PALM TREES
- ADD AVENUE-SCALE STREET LIGHTS
- ADD PEDESTRIAN-SCALE STREET LIGHTS
- ADD TRASH RECEPTACLES

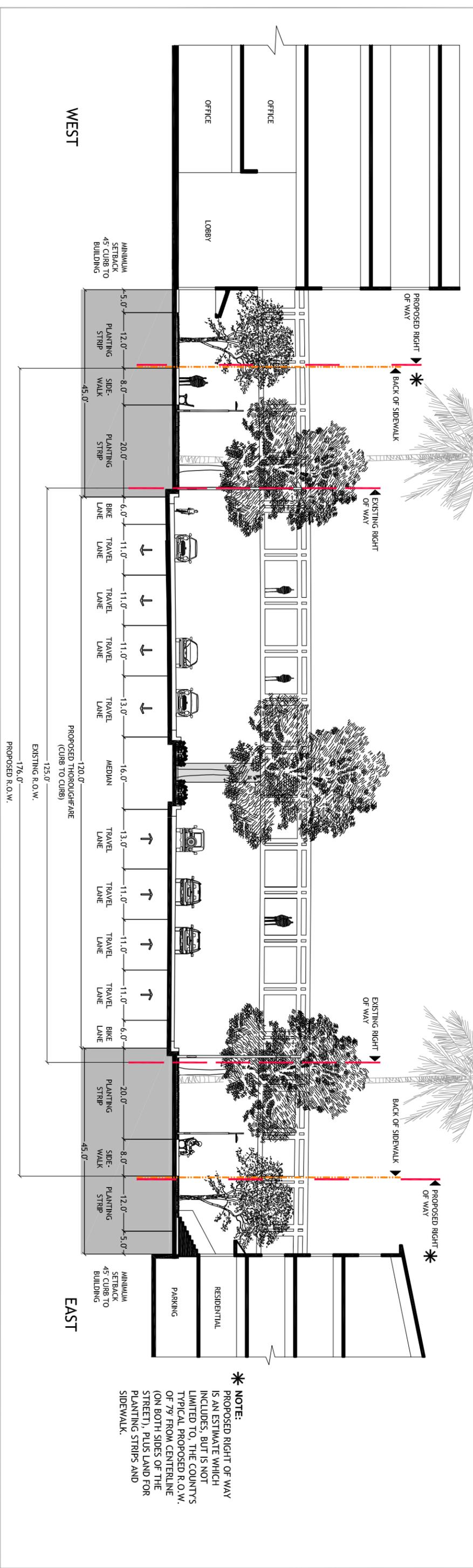


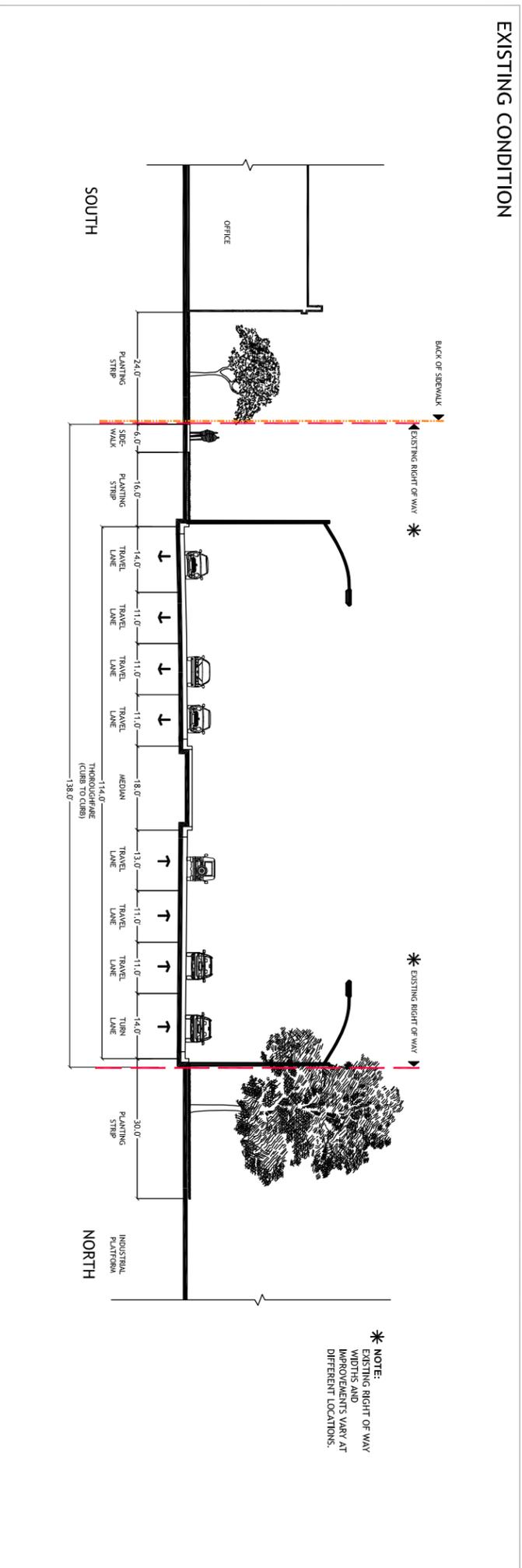
Figure 5-3: Montague Expressway at Penitencia Creek East



Insert figure 5-3

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EXISTING CONDITION



PROPOSED CONDITION

- ADD OPEN-HABIT DECIDUOUS TREES
  - ADD PALM TREES
  - ADD ORNAMENTAL TREES TO PROMOTE FRONTAGE
  - ADD AVENUE-SCALE STREET LIGHTS
  - ADD PEDESTRIAN-SCALE STREET LIGHTS
  - ADD BENCHES
  - ADD TRASH RECEPTACLES
  - ADD BIKE RACKS
- 
- ADD OPEN-HABIT DECIDUOUS TREES
  - ADD LOW-LYING ORNAMENTAL PLANTING TO MEDIAN
  - ADD PEDESTRIAN BRIDGE WITH ELEVATOR TOWERS AT EACH END IN THE MONTAGUE RIGHT-OF-WAY
  - ADD OPEN-HABIT DECIDUOUS TREES
  - ADD PALM TREES
  - ADD ORNAMENTAL TREES TO PROMOTE FRONTAGE
  - ADD AVENUE-SCALE STREET LIGHTS
  - ADD PEDESTRIAN-SCALE STREET LIGHTS
  - ADD BENCHES
  - ADD TRASH RECEPTACLES
  - ADD BIKE RACKS

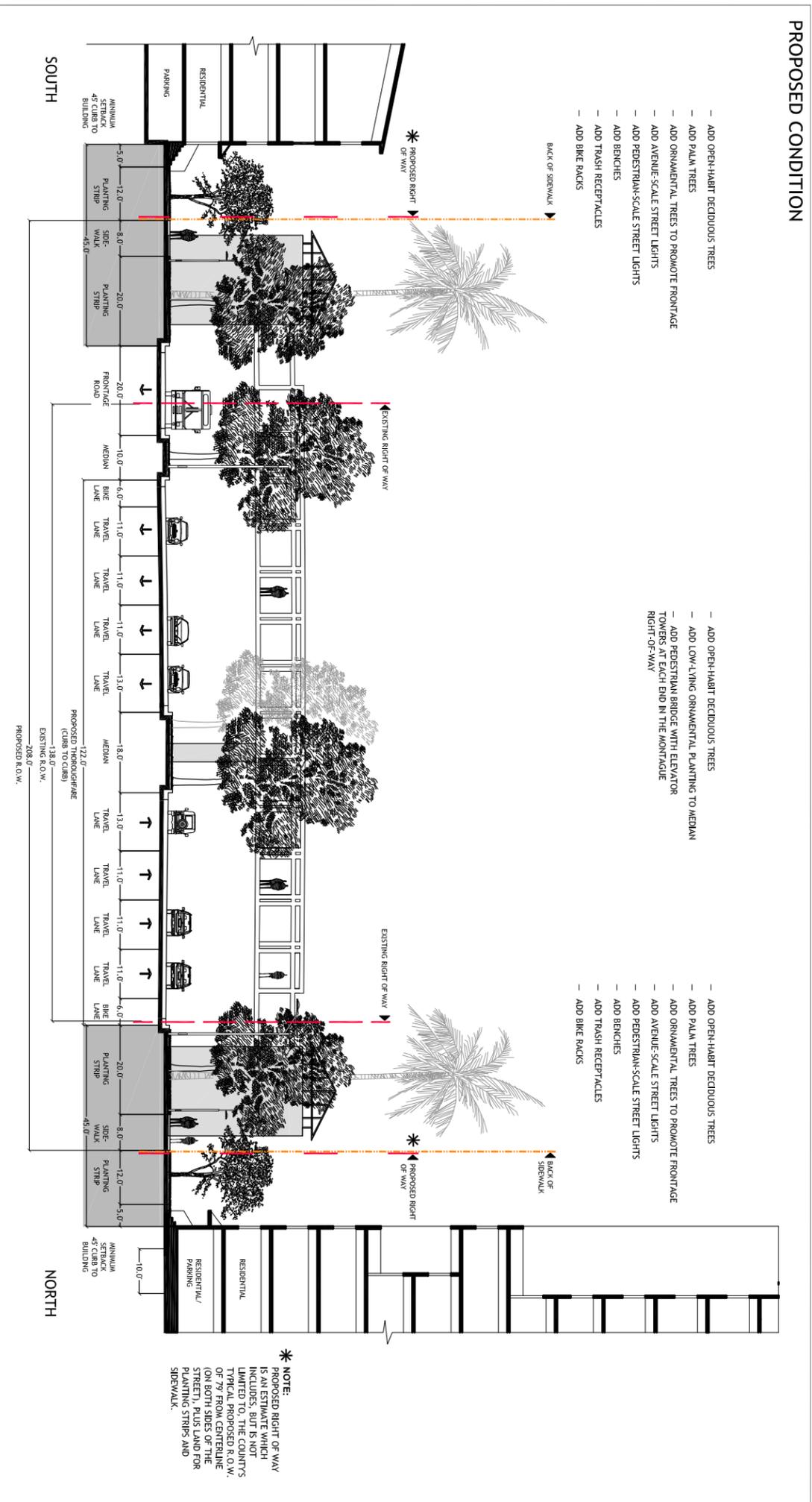
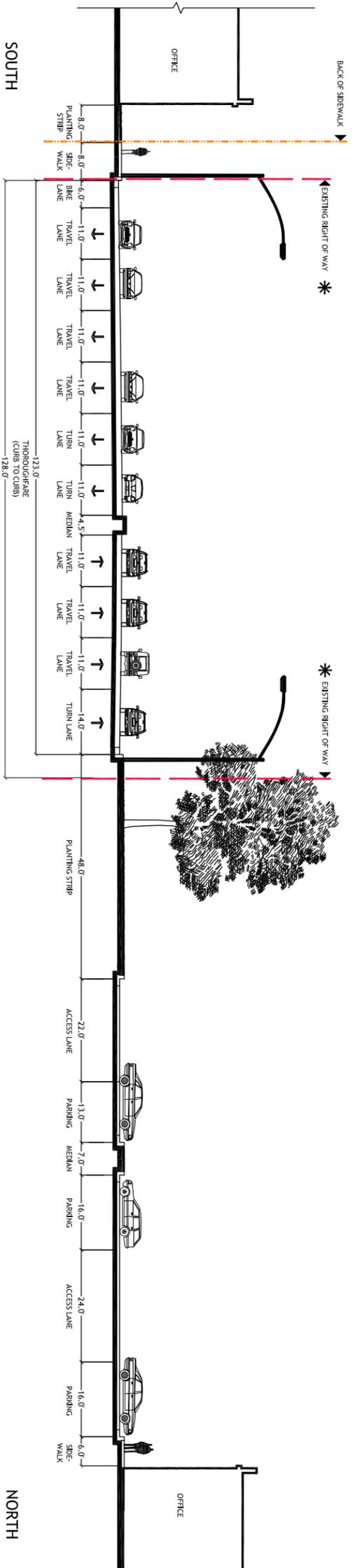


Figure 5-4: Montague Expressway Near Future BART Station

Insert figure 5-4

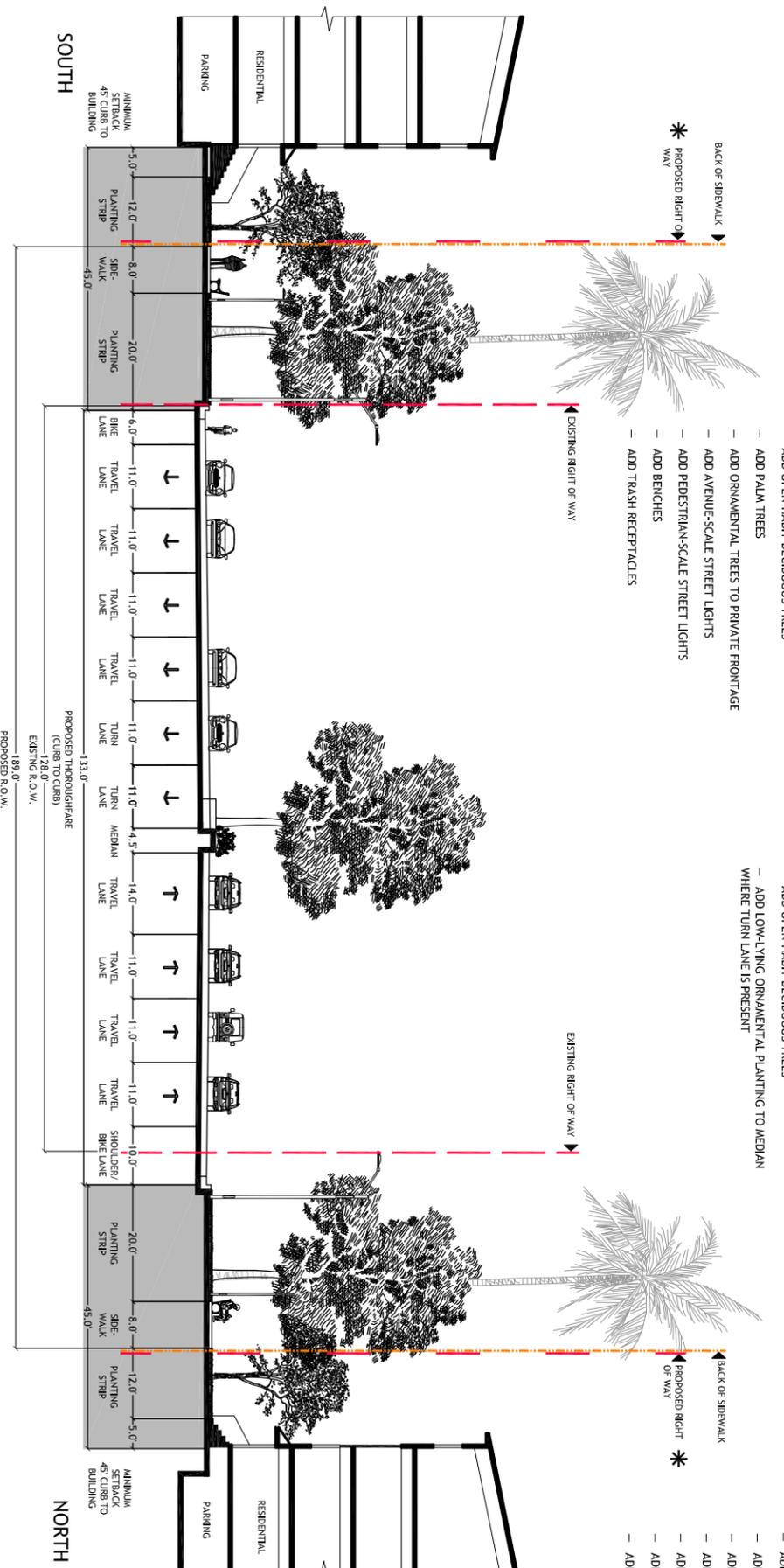
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**EXISTING CONDITION**



**\* NOTE:**  
EXISTING RIGHT OF WAY WIDTHS AND IMPROVEMENTS VARY AT DIFFERENT LOCATIONS.

**PROPOSED CONDITION**



- ADD OPEN-HABIT DECIDUOUS TREES
- ADD PALM TREES
- ADD ORNAMENTAL TREES TO PRIVATE FRONTAGE
- ADD AVENUE-SCALE STREET LIGHTS
- ADD PEDESTRIAN-SCALE STREET LIGHTS
- ADD BENCHES
- ADD TRASH RECEPTACLES

- ADD OPEN-HABIT DECIDUOUS TREES
- ADD LOW-LYING ORNAMENTAL PLANTING TO MEDIAN WHERE TURN LANE IS PRESENT

- ADD OPEN-HABIT DECIDUOUS TREES
- ADD PALM TREES
- ADD ORNAMENTAL TREES
- ADD AVENUE-SCALE STREET LIGHTS
- ADD PEDESTRIAN-SCALE STREET LIGHTS
- ADD BENCHES
- ADD TRASH RECEPTACLES

**\* NOTE:**  
PROPOSED RIGHT OF WAY IS AN ESTIMATE WHICH INCLUDES, BUT IS NOT LIMITED TO, THE COUNTY'S TYPICAL PROPOSED R.O.W. OF 79' FROM CENTERLINE (ON BOTH SIDES OF THE STREET), PLUS LAND FOR PLANTING STRIPS AND SIDEWALK.

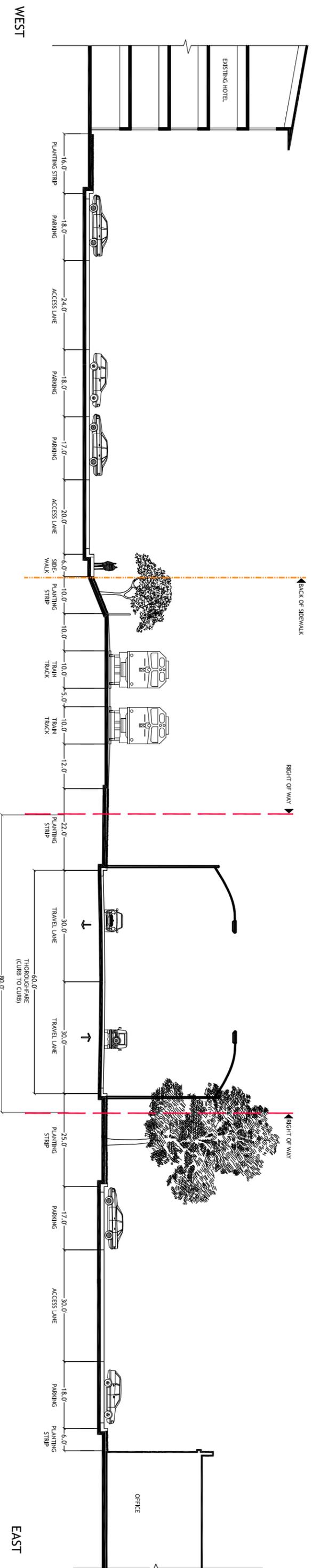
Figure 5-5: Montague Expressway near Milpitas Boulevard



Insert figure 5-5

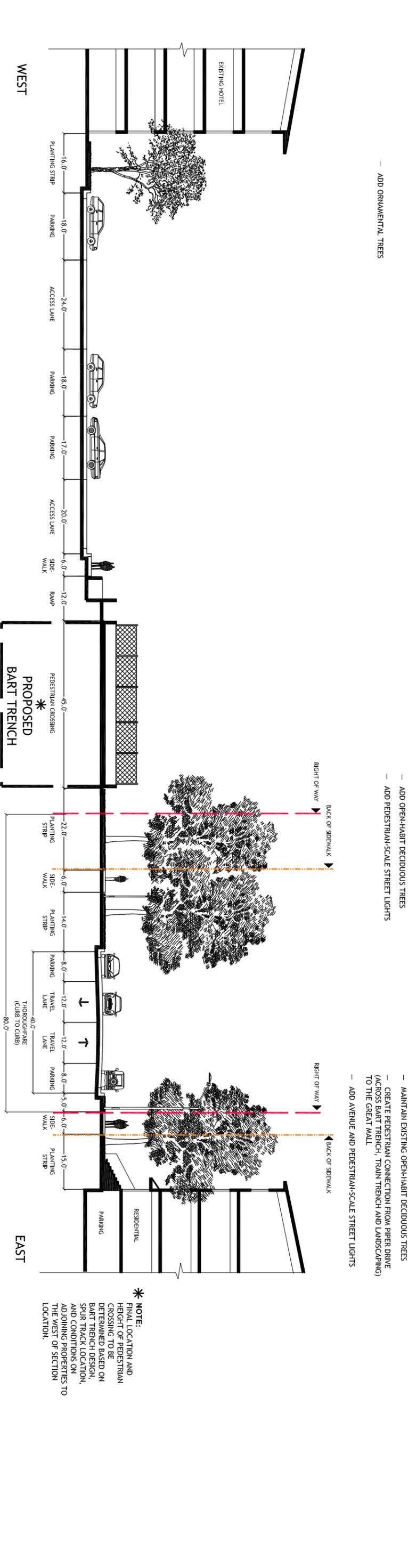
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EXISTING CONDITION



EAST

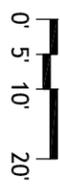
PROPOSED CONDITION



EAST

\* NOTE:  
FINAL LOCATION AND HEIGHT OF PEDESTRIAN CROSSING TO BE DETERMINED BASED ON BART TRENCH DESIGN, SPUR TRACK LOCATION, AND CONDITIONS ON ADJOINING PROPERTIES TO THE WEST OF SECTION LOCATION.

Figure 5-6: Piper Drive



Insert figure 5-6

(11x17)

- PEDESTRIAN R.O.W. TO INCLUDE :
  - DECIDUOUS STREET TREES
  - PEDESTRIAN STREET LIGHTS
- SETBACK AREA TO BE LANDSCAPED AND MAY HAVE LOW WALL OR FENCE AT BACK OF WALK
- PARKING ON ONE SIDE - LOCATE ON ALTERNATE SIDES OF STREET FOR DIFFERENT BLOCKS
- PERMEABLE PAVING AND/OR DECORATIVE PAVERS IN PARKING AISLE

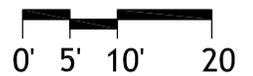
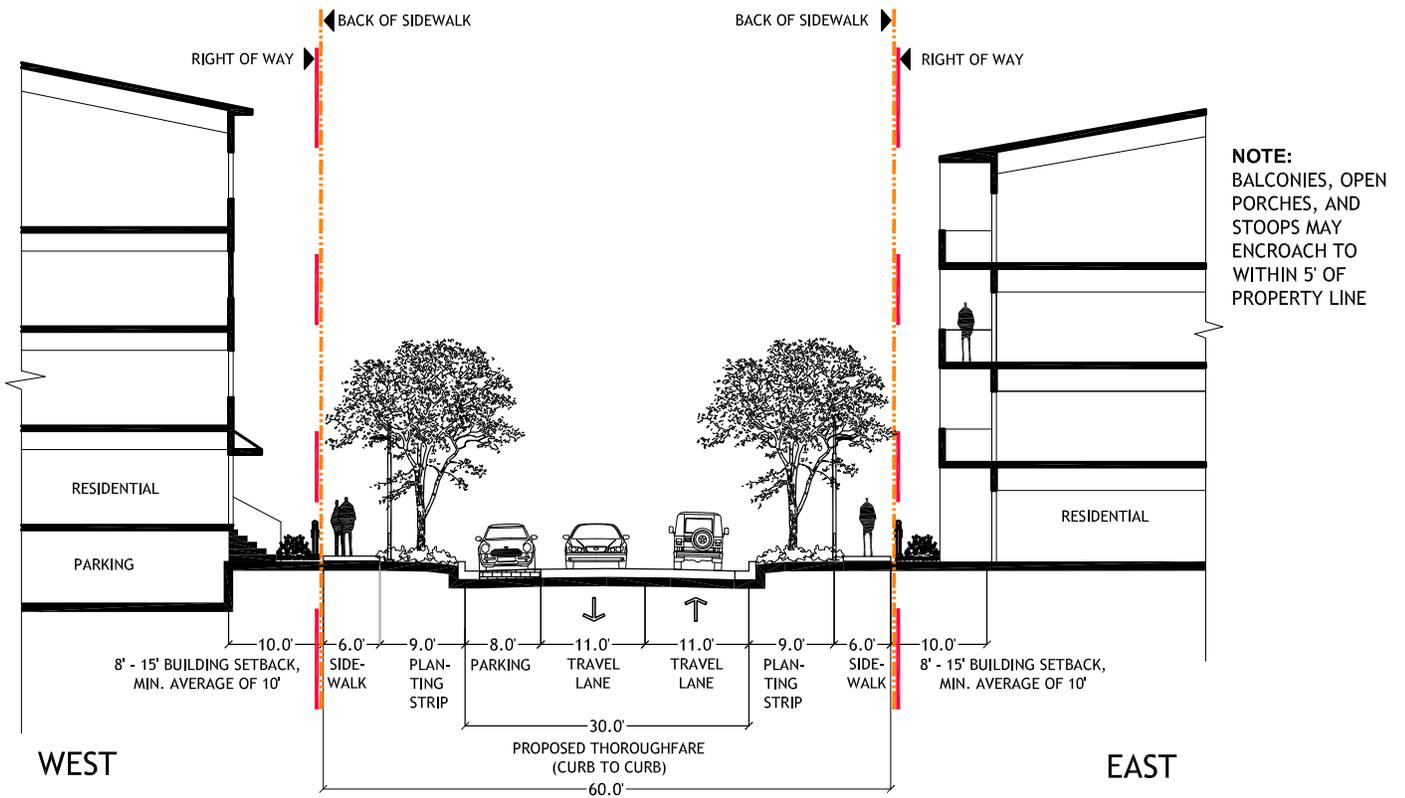
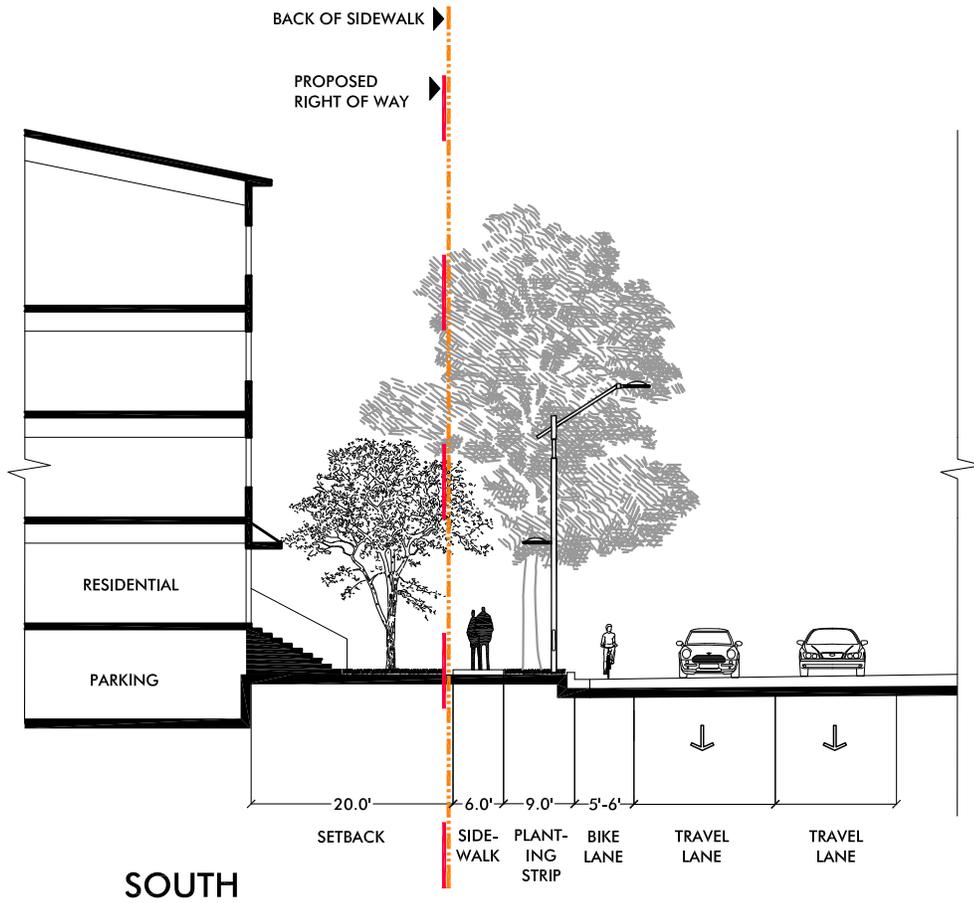


Figure 5-7  
East West Street: Piper Drive to Milpitas Boulevard

# PROPOSED CONDITION

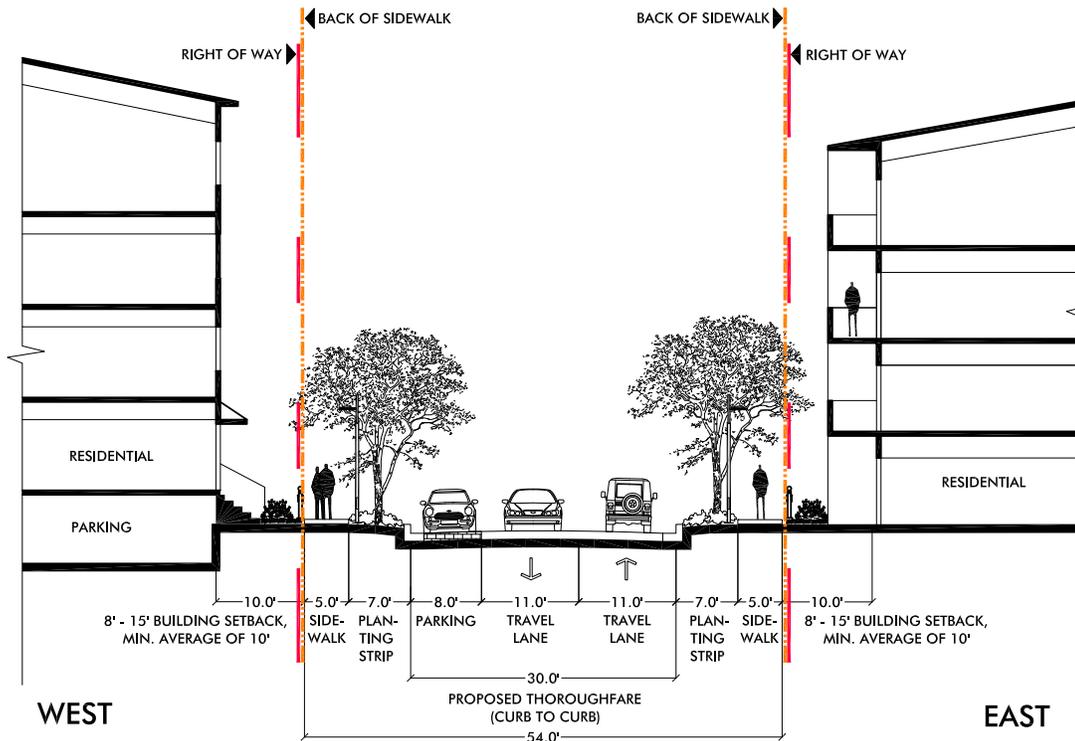
- ADD OPEN-HABIT DECIDUOUS TREES
- ADD ORNAMENTAL TREES TO PRIVATE FRONTAGE
- ADD AVENUE AND PEDESTRIAN-SCALE STREET LIGHTS

**NOTE:**  
DEDICATE  
RIGHT-OF-WAY  
FOR SIDEWALK  
AND PLANTER  
STRIP IF EXISTING  
RIGHT-OF-WAY  
DOES NOT HAVE  
15' FOR SIDEWALK  
AND PLANTER  
STRIP.

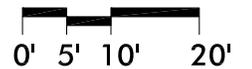


*Figure 5-8*  
**Milpitas Boulevard-Piper Montague Subdistrict**

- SETBACK AREA TO BE LANDSCAPED WITH ORNAMENTAL TREES AND MAY HAVE LOW WALL OR FENCE AT BACK OF SIDEWALK
- PROPOSED PEDESTRIAN R.O.W. TO INCLUDE :
  - DECIDUOUS STREET TREES
  - PEDESTRIAN STREET LIGHTS
- PARKING ON ONE SIDE - LOCATE ON ALTERNATE SIDES OF STREET FOR DIFFERENT BLOCKS
- PERMEABLE PAVING AND/OR DECORATIVE PAVERS IN PARKING AISLE

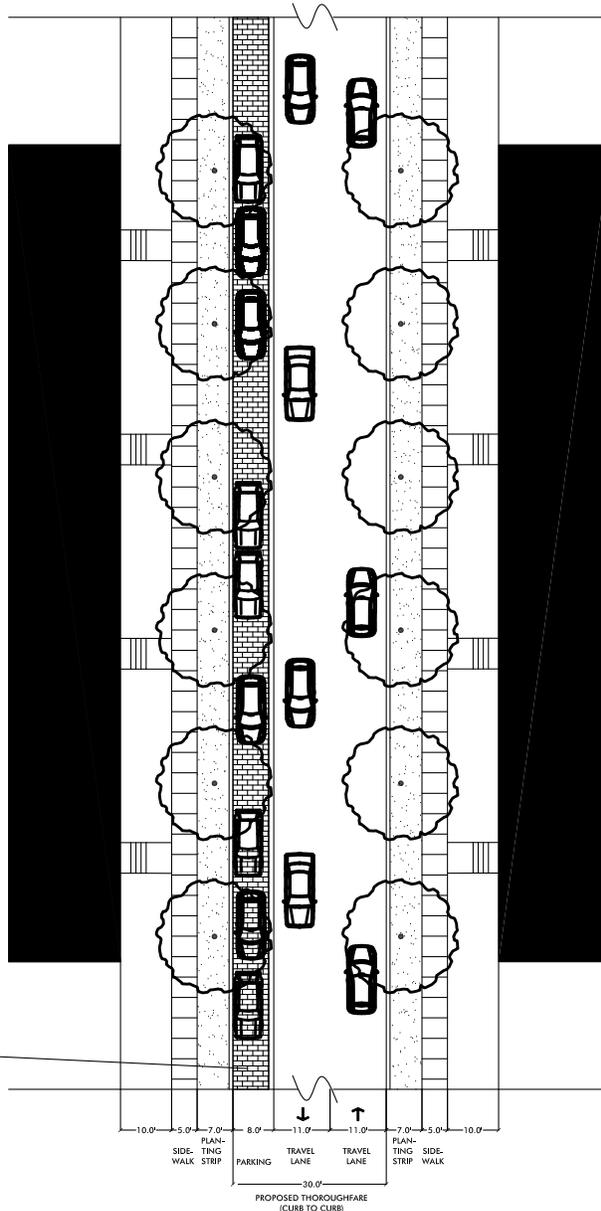
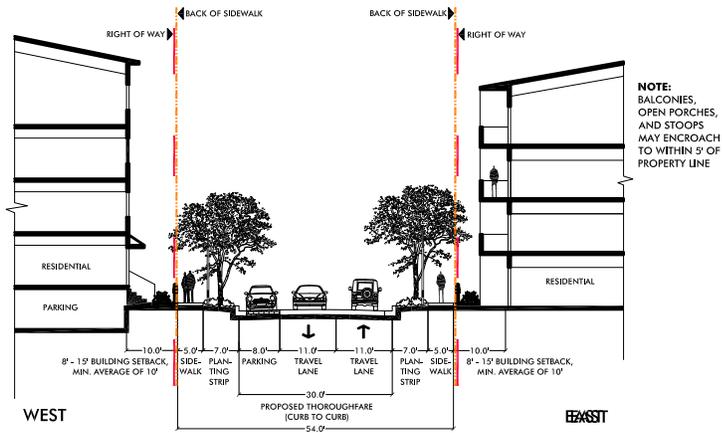


**NOTE:**  
BALCONIES,  
OPEN PORCHES,  
AND STOOPS  
MAY ENCROACH  
TO WITHIN 5' OF  
PROPERTY LINE



*Figure 5-9*  
**New Local Streets**

- SETBACK AREA TO BE LANDSCAPED WITH ORNAMENTAL TREES AND MAY HAVE LOW WALL OR FENCE AT BACK OF SIDEWALK
- PROPOSED PEDESTRIAN R.O.W. TO INCLUDE :
  - DECIDUOUS STREET TREES
  - PEDESTRIAN STREET LIGHTS
- PARKING ON ONE SIDE - LOCATE ON ALTERNATE SIDES OF STREET FOR DIFFERENT BLOCKS
- PERMEABLE PAVING AND/OR DECORATIVE PAVERS IN PARKING AISLE



Signifies different (non-specific) paving treatment to encourage traffic calming.

Figure 5-9a  
New Local Streets: Plan View

# PROPOSED CONDITION

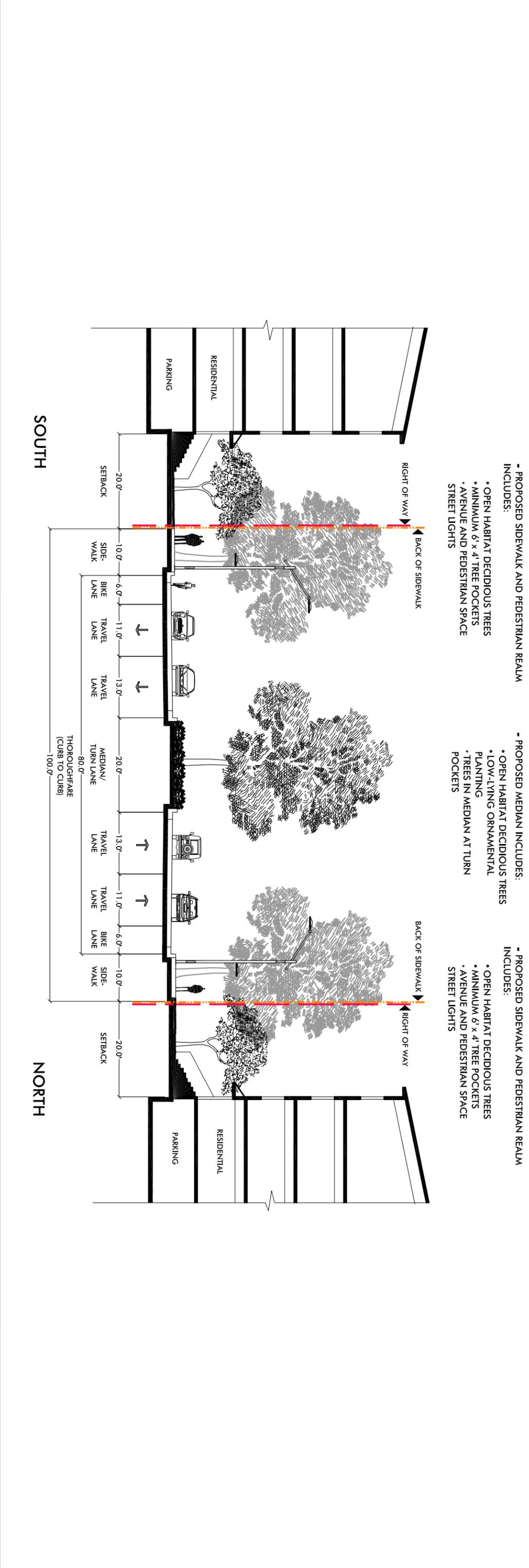


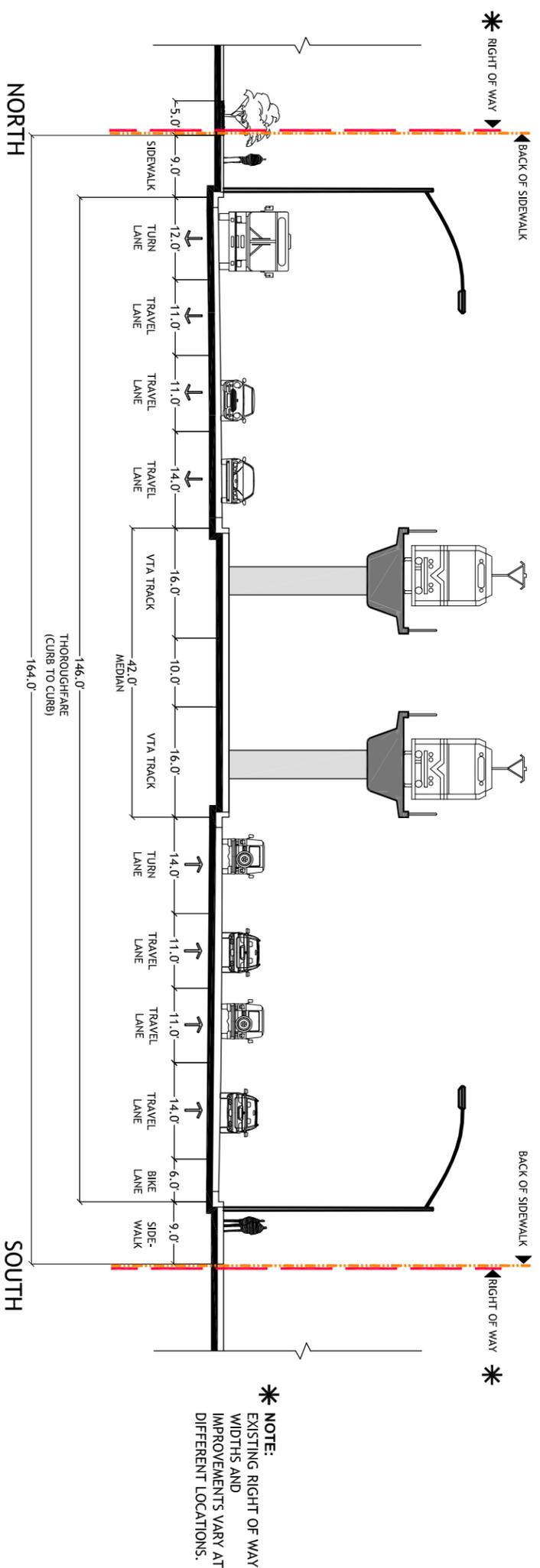
Figure 5-10: Milpitas Boulevard Extension



figure 5-10 back

(11x17)

# EXISTING CONDITION



**\* NOTE:**  
EXISTING RIGHT OF WAY WIDTHS AND IMPROVEMENTS VARY AT DIFFERENT LOCATIONS.

# PROPOSED CONDITION

- ADD STAGGERED ROW OF OPEN-HABIT DECIDUOUS TREES
  - ADD ORNAMENTAL TREES
  - ADD AVENUE AND PEDESTRIAN-SCALE STREET LIGHTS
  - RESTRIPE LANES TO INSTALL 5' BIKE LANE
  - ADD BENCHES
  - ADD TRASH RECEPTACLES
- 
- ADD ORNAMENTAL STREET TREES TO MEDIAN
  - ADD LOW-LYING ORNAMENTAL PLANTING TO MEDIAN
- 
- ADD STAGGERED ROW OF OPEN-HABIT DECIDUOUS TREES
  - ADD ORNAMENTAL TREES TO PRIVATE FRONTAGE
  - ADD AVENUE-SCALE STREET LIGHTS
  - ADD PEDESTRIAN-SCALE STREET LIGHTS
  - ADD BENCHES
  - ADD TRASH RECEPTACLES

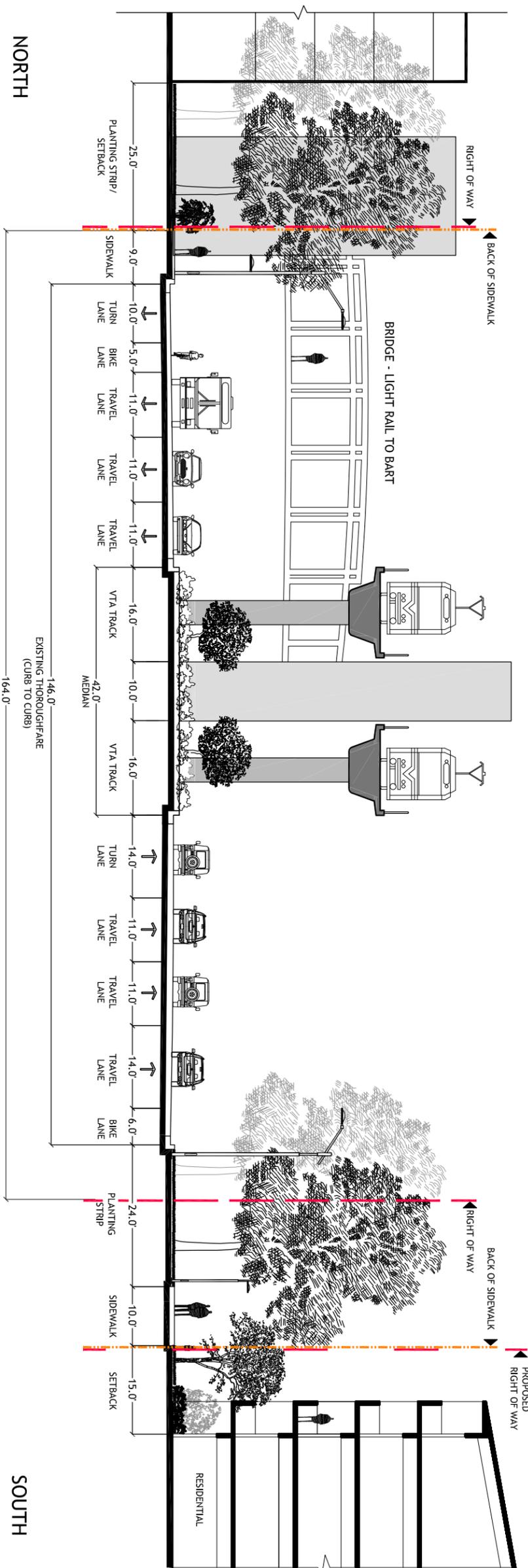


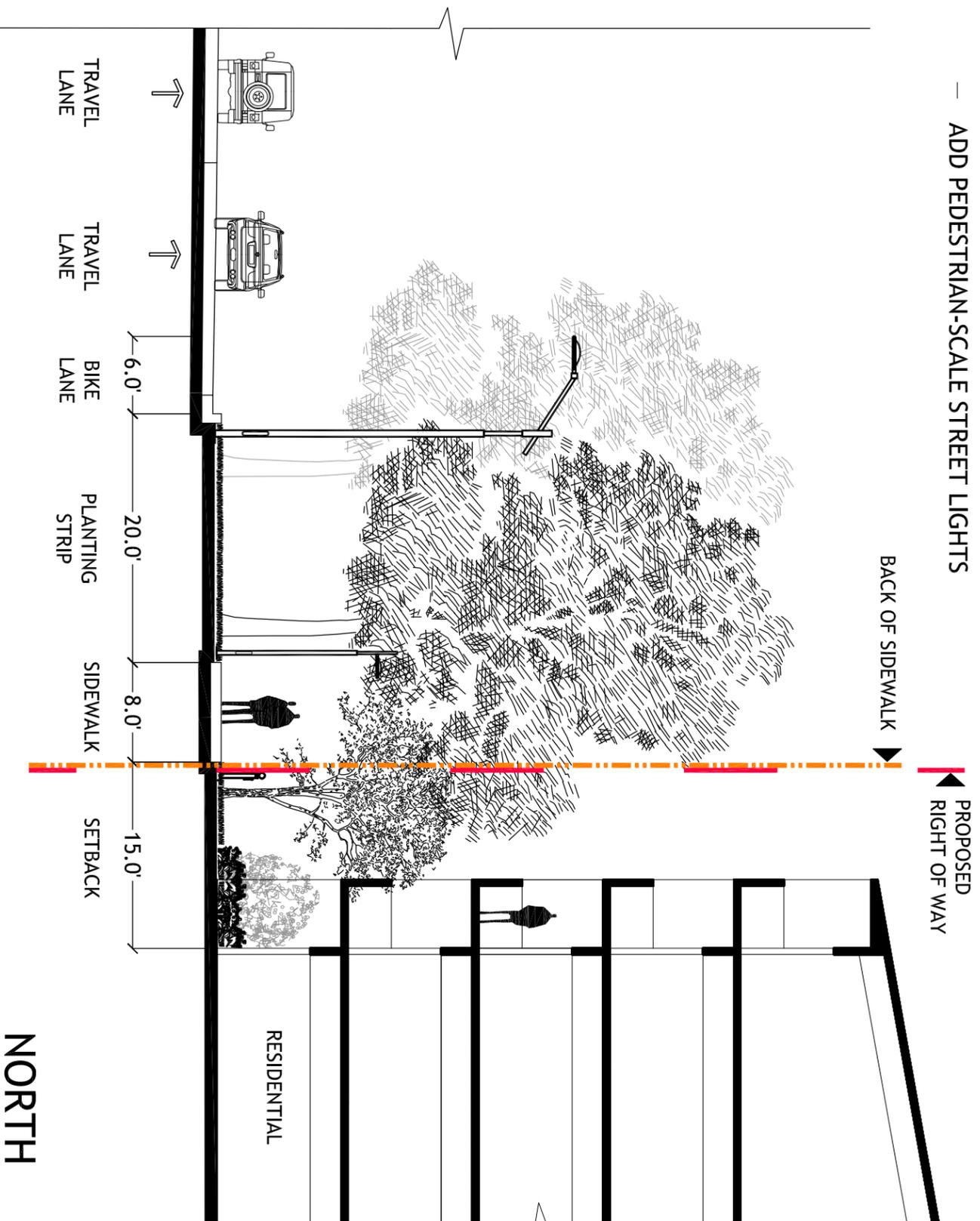
Figure 5-11: Capitol Avenue at Milpitas Boulevard



Back of figure 5-11

# PROPOSED CONDITION

- ADD STAGGERED ROW OF OPEN-HABIT DECIDUOUS TREES
- ADD ORNAMENTAL TREES TO PRIVATE FRONTAGE
- ADD AVENUE-SCALE STREET LIGHTS
- ADD PEDESTRIAN-SCALE STREET LIGHTS



**NOTE:**  
 DEDICATE  
 RIGHT-OF-WAY  
 FOR PLANTING  
 STRIP AND  
 SIDEWALK.

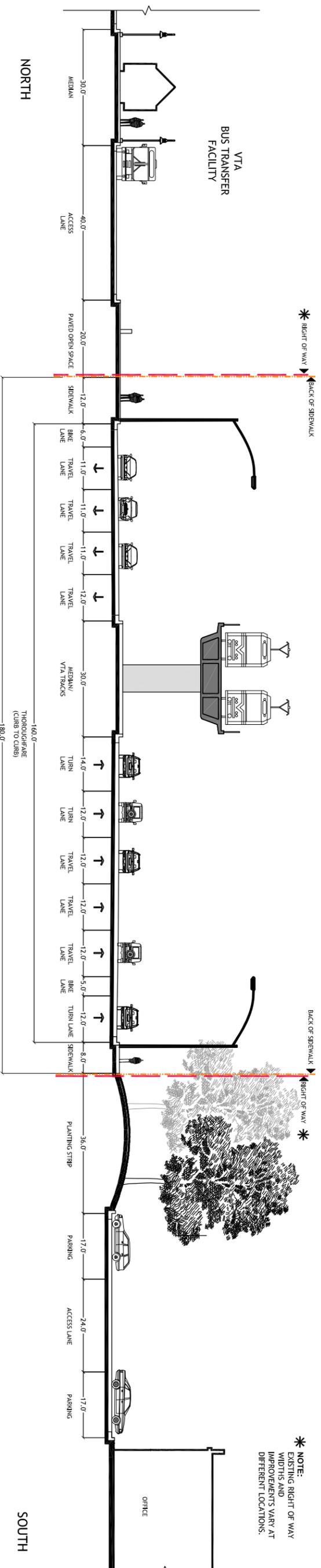


Figure 5-12: Trade Zone Boulevard

Insert figure 5-12 back

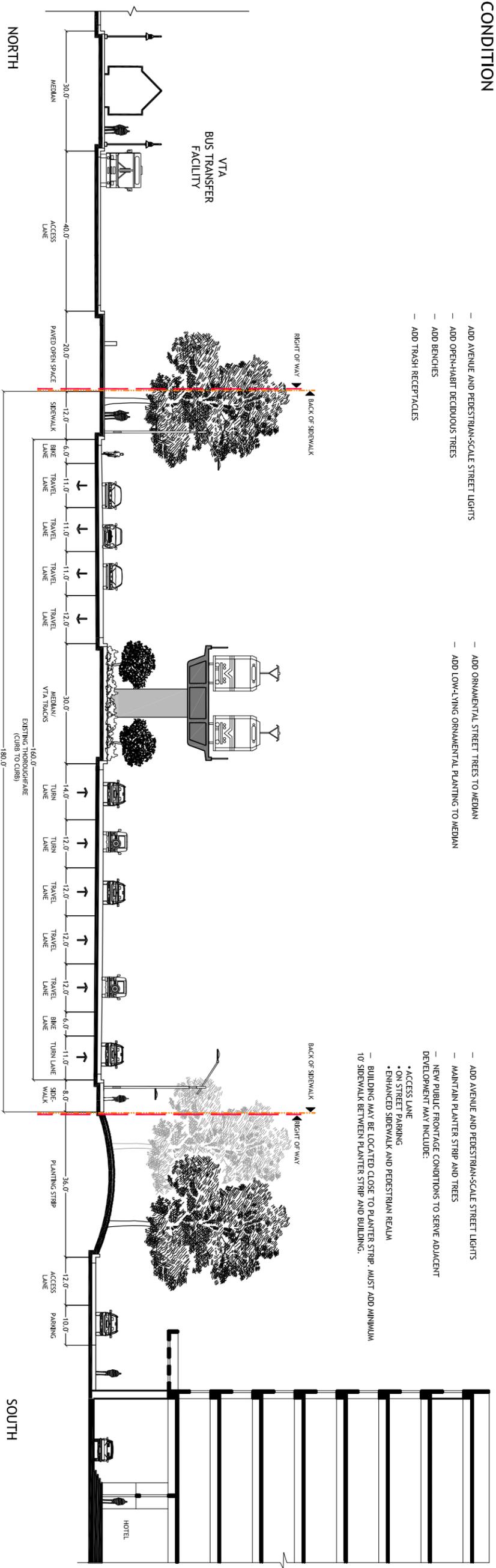
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EXISTING CONDITION



\* NOTE:  
EXISTING RIGHT OF WAY  
WIDTHS AND  
IMPROVEMENTS VARY AT  
DIFFERENT LOCATIONS.

PROPOSED CONDITION



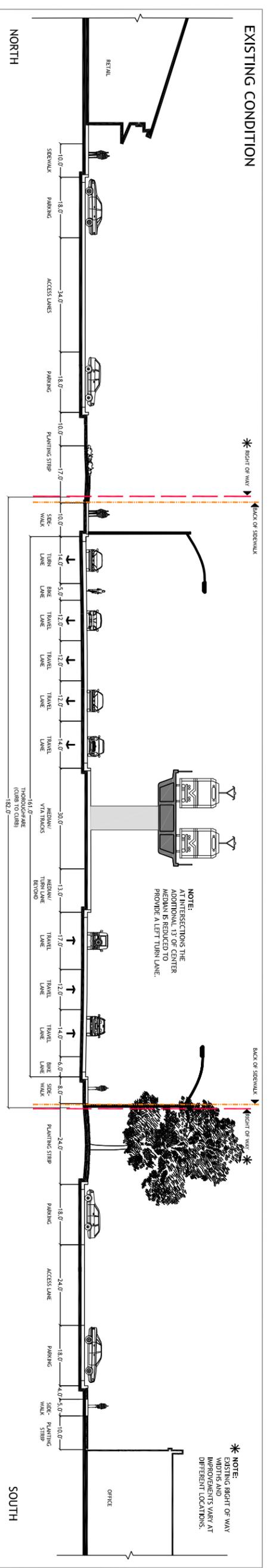
- ADD AVENUE AND PEDESTRIAN-SCALE STREET LIGHTS
- ADD OPEN-HABIT DECIDUOUS TREES
- ADD BENCHES
- ADD TRASH RECEPTACLES
- ADD AVENUE AND PEDESTRIAN-SCALE STREET LIGHTS
- ADD ORNAMENTAL STREET TREES TO MEDIAN
- ADD LOW-LYING ORNAMENTAL PLANTING TO MEDIAN
- ADD AVENUE AND PEDESTRIAN-SCALE STREET LIGHTS
- MAINTAIN PLANTER STRIP AND TREES
- NEW PUBLIC FRONTAGE CONDITIONS TO SERVE ADJACENT DEVELOPMENT MAY INCLUDE:
  - ACCESS LANE
  - ON STREET PARKING
  - ENHANCED SIDEWALK AND PEDESTRIAN REALM
- BUILDING MAY BE LOCATED CLOSE TO PLANTER STRIP - MUST ADD MINIMUM TO SIDEWALK BETWEEN PLANTER STRIP AND BUILDING.

Figure 5-13: Great Mall Parkway North of McCandless

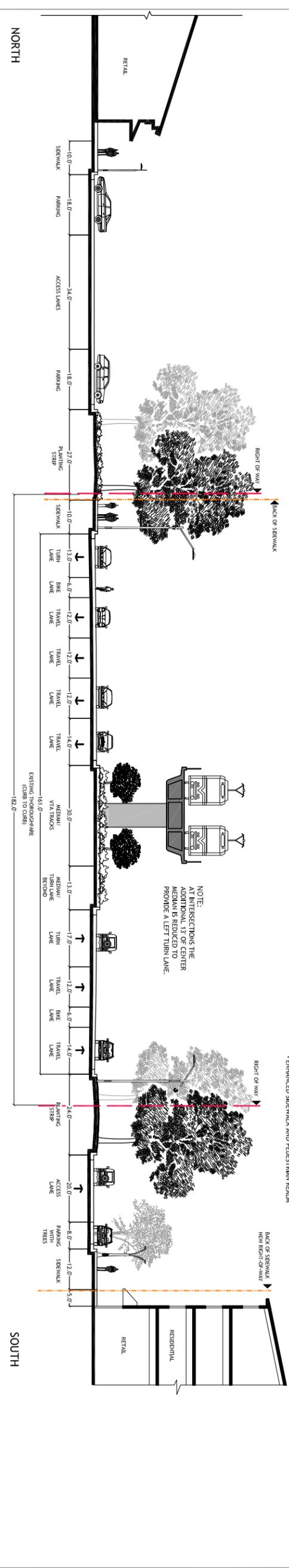


Insert figure 5-13 back

(11x17)

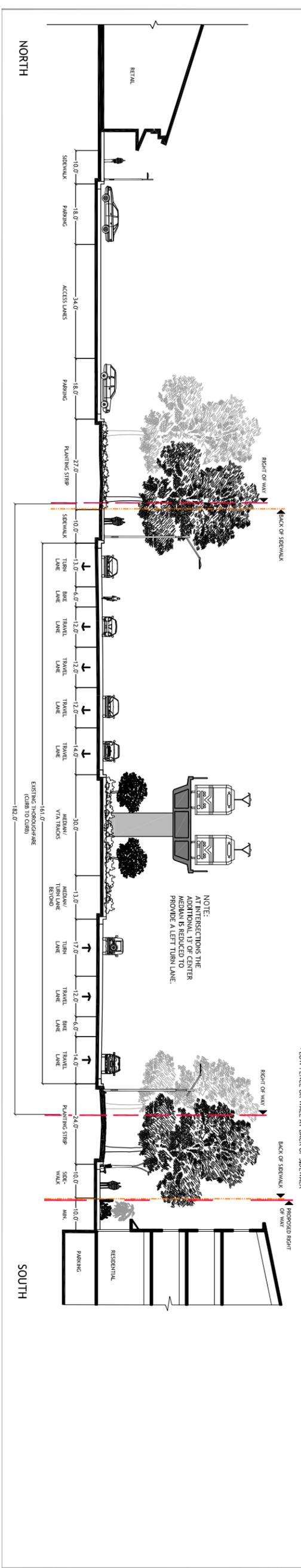


- ### PROPOSED CONDITION Option A
- ADD OPEN-HART DECIDUOUS TREES
  - ADD AVENUE AND PEDESTRIAN-SCALE STREET LIGHTS
  - MAINTAIN EXISTING GROUND COVER
  - ADD BENCHES
  - ADD TRASH RECEPTACLES



- MAINTAIN EXISTING OPEN-HART DECIDUOUS TREES
- ADD OPEN-HART DECIDUOUS TREES
- ADD AVENUE-SCALE STREET LIGHTS
- ADD PEDESTRIAN-SCALE STREET LIGHTS
- FRONTAGE CONDITIONS TO SERVE ADJACENT RETAIL DEVELOPMENT INCLUDE:
  - ACCESS LANE
  - PARALLEL PARKING
  - DECIDUOUS TREES LOCATED IN PARKING LANE
  - ENHANCED SIDEWALK AND PEDESTRIAN REALM

- ### PROPOSED CONDITION Option B
- ADD OPEN-HART DECIDUOUS TREES
  - ADD AVENUE AND PEDESTRIAN-SCALE STREET LIGHTS
  - MAINTAIN EXISTING GROUND COVER
  - ADD BENCHES
  - ADD TRASH RECEPTACLES



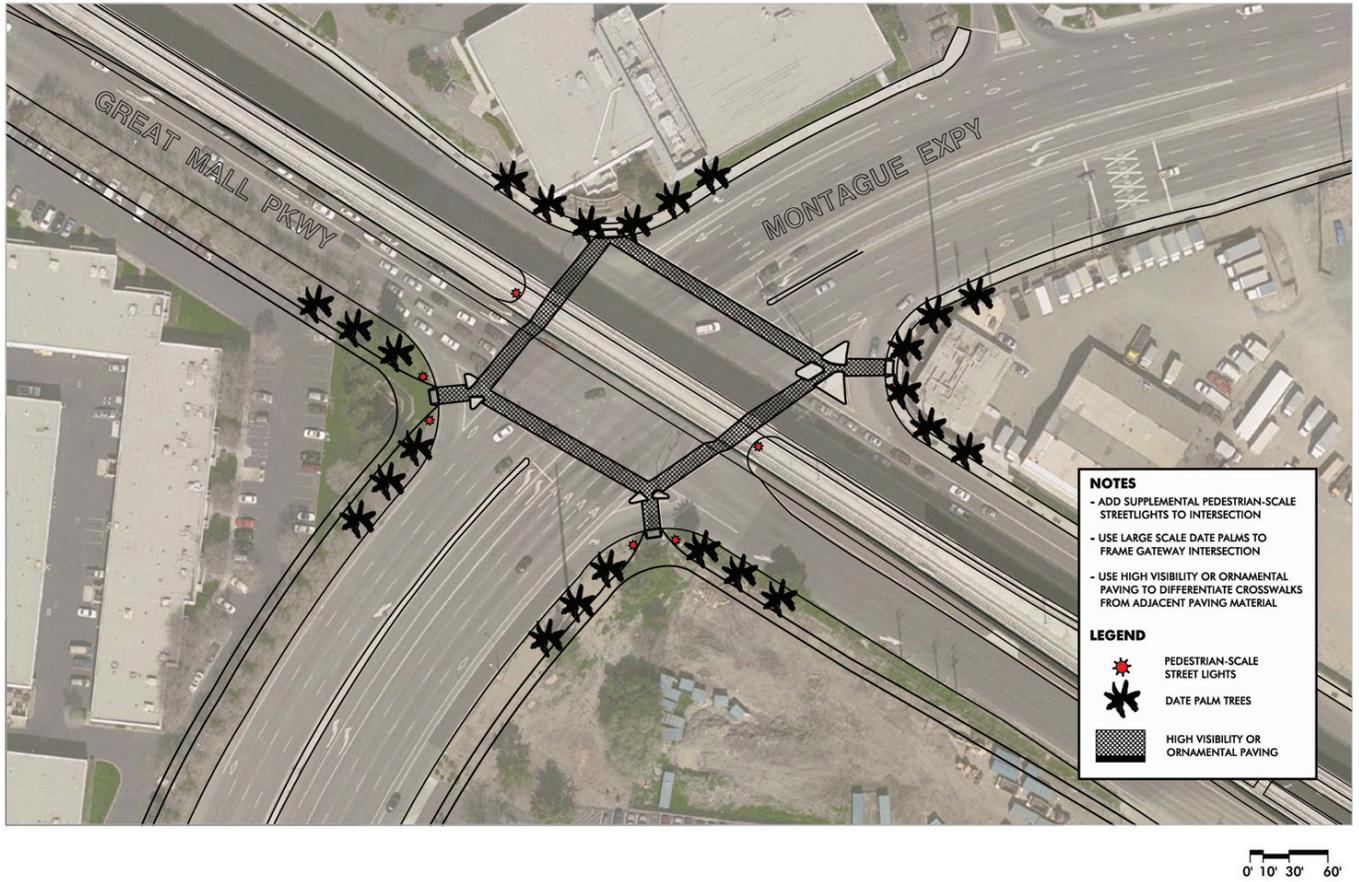
- MAINTAIN EXISTING OPEN-HART DECIDUOUS TREES
- ADD OPEN-HART DECIDUOUS TREES
- ADD AVENUE-SCALE STREET LIGHTS
- FRONTAGE CONDITIONS TO SERVE ADJACENT RETAIL DEVELOPMENT INCLUDE:
  - PEDESTRIAN-SCALE STREET LIGHTS
  - ENHANCED PUBLIC SIDEWALK AND PEDESTRIAN REALM
  - LOW FENCE OR WALL AT BACK OF SIDEWALK

Figure 5-14: Great Mall Parkway - McCandless to Centreport



Insert figure 5-14 back

(11x17)



*Figure 5-14a*  
**Great Mall Parkway at Montague Expressway**

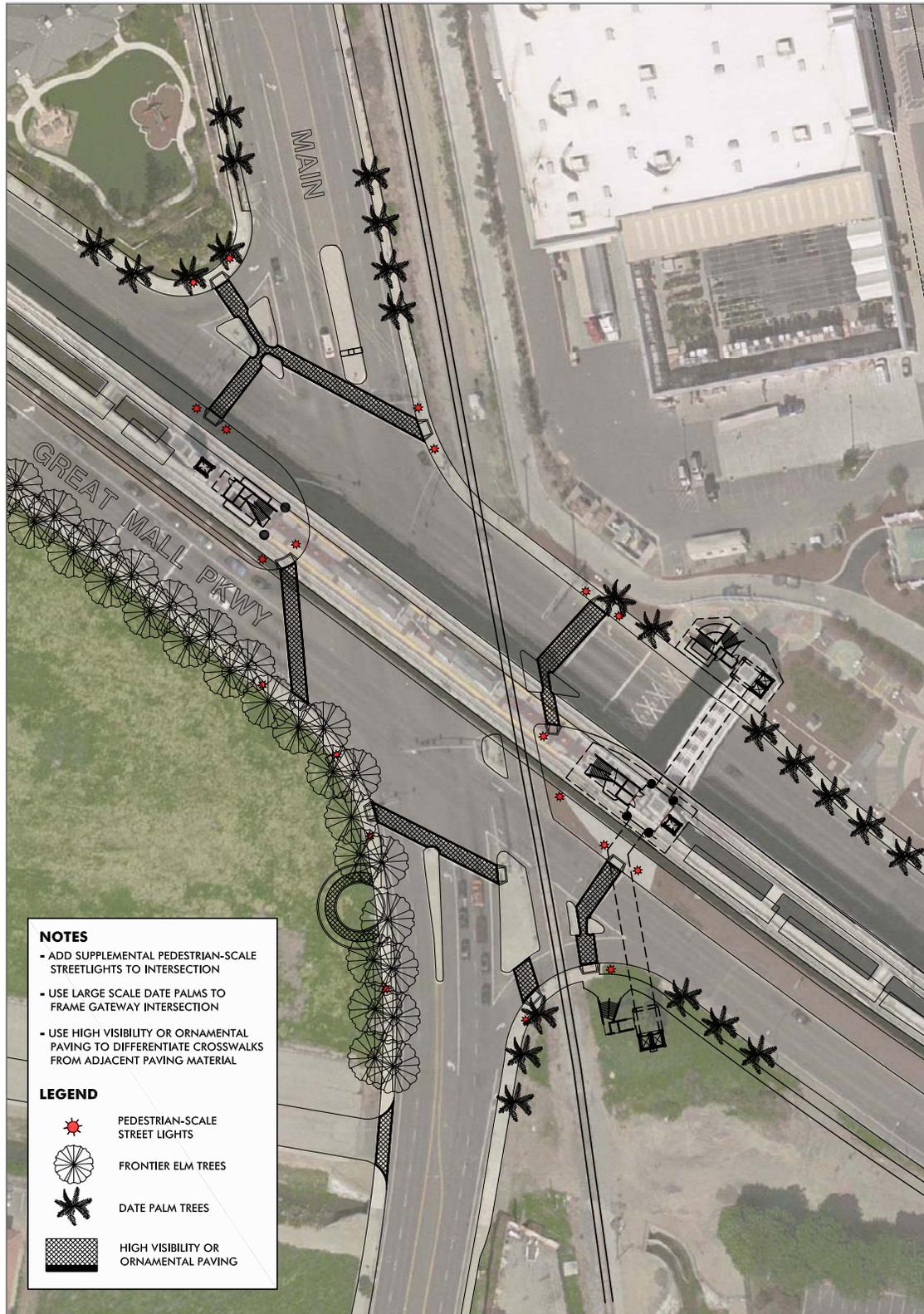
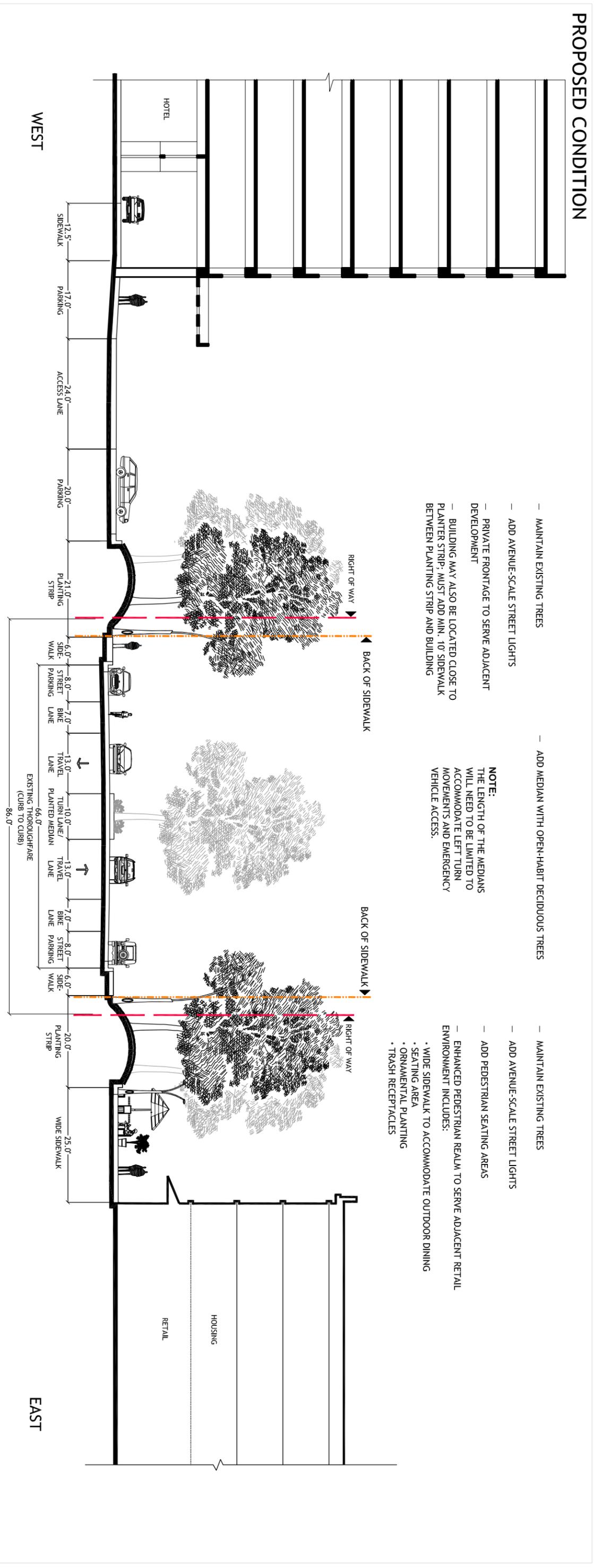
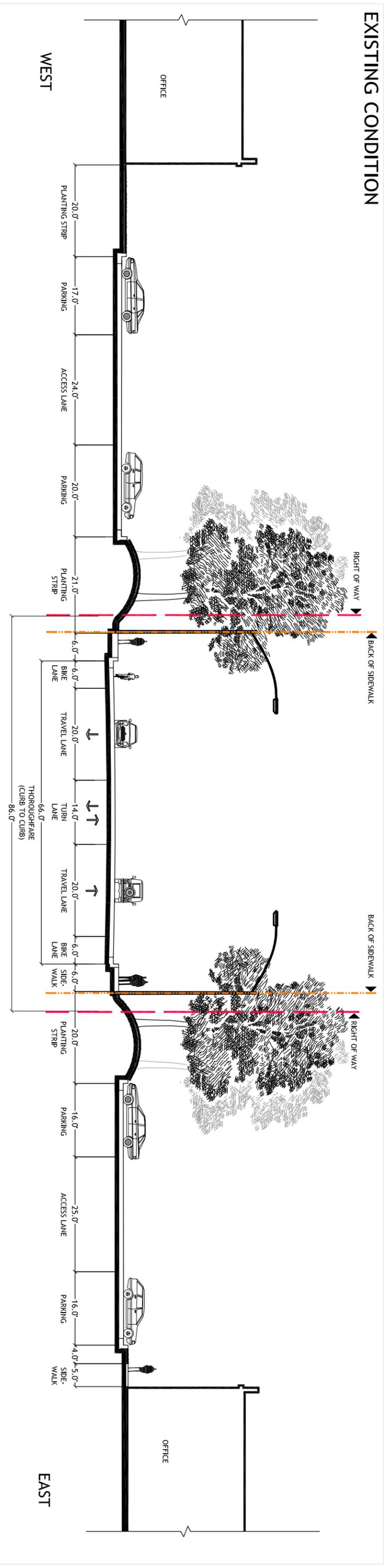


Figure 5-14b  
Great Mall Parkway at South Main

0' 10' 30' 60'



- MAINTAIN EXISTING TREES
- ADD AVENUE-SCALE STREET LIGHTS
- PRIVATE FRONTAGE TO SERVE ADJACENT DEVELOPMENT
- BUILDING MAY ALSO BE LOCATED CLOSE TO PLANTER STRIP; MUST ADD MIN. 10' SIDEWALK BETWEEN PLANTING STRIP AND BUILDING

- ADD MEDIAN WITH OPEN-HABIT DECIDUOUS TREES
- NOTE: THE LENGTH OF THE MEDIANS WILL NEED TO BE LIMITED TO ACCOMMODATE LEFT TURN MOVEMENTS AND EMERGENCY VEHICLE ACCESS.

- MAINTAIN EXISTING TREES
- ADD AVENUE-SCALE STREET LIGHTS
- ADD PEDESTRIAN SEATING AREAS
- ENHANCED PEDESTRIAN REALM TO SERVE ADJACENT RETAIL ENVIRONMENT INCLUDES:
  - WIDE SIDEWALK TO ACCOMMODATE OUTDOOR DINING
  - SEATING AREA
  - ORNAMENTAL PLANTING
  - TRASH RECEPTACLES

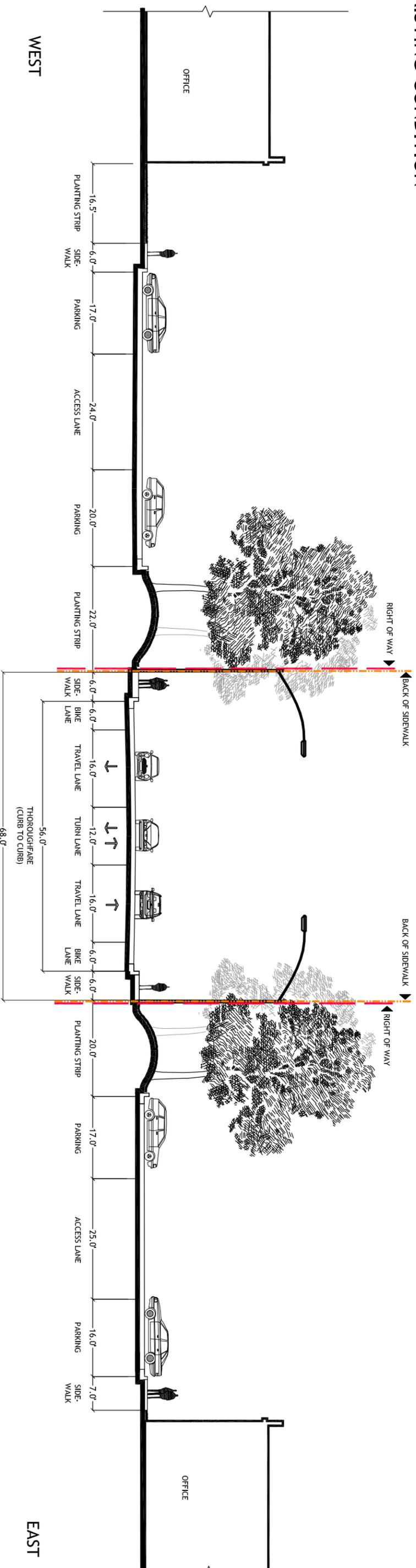
Figure 5-15: McCandless Drive in Pedestrian Retail Area



Insert figure 5-15 back

(11x17)

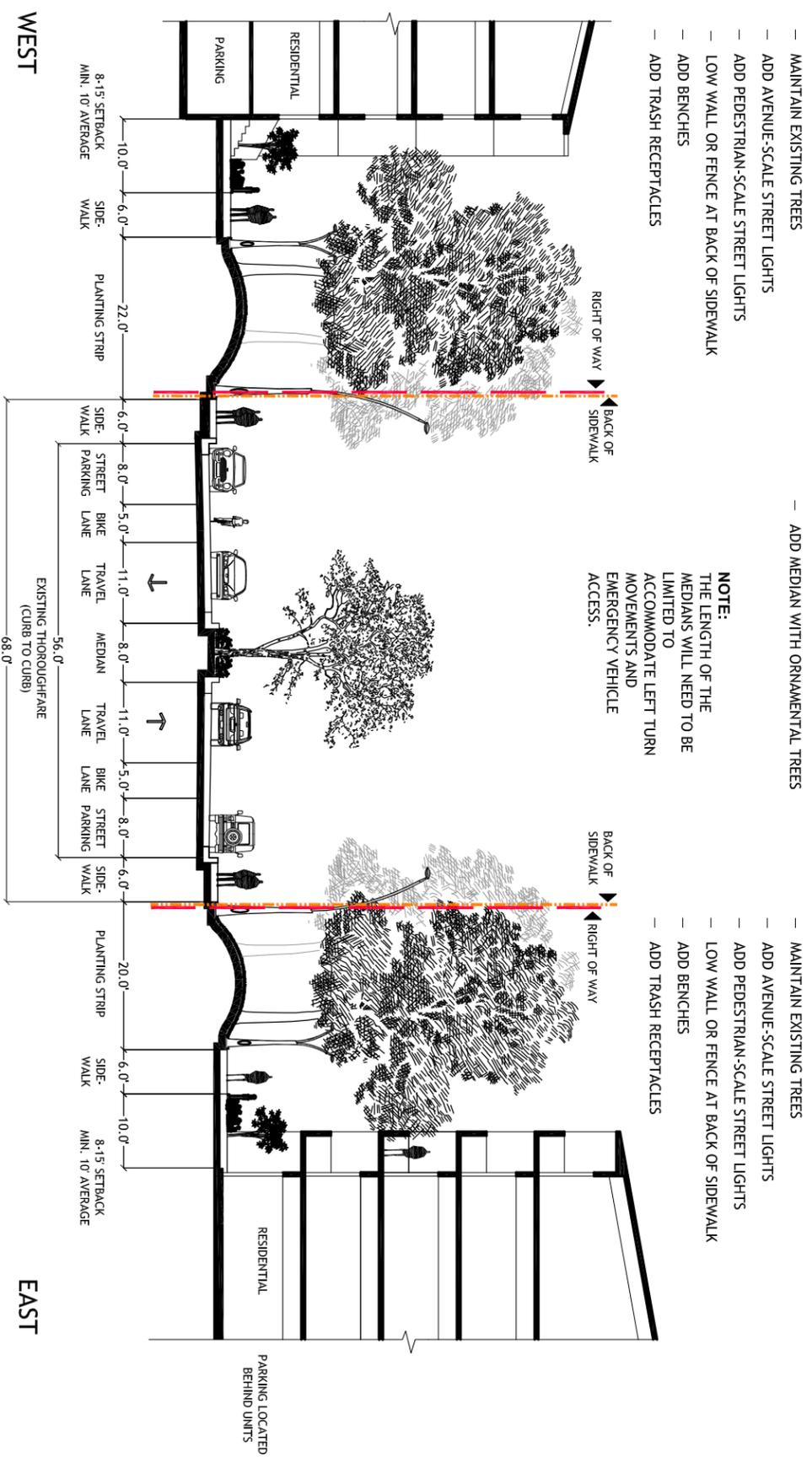
EXISTING CONDITION



WEST

EAST

PROPOSED CONDITION



WEST

EAST

- MAINTAIN EXISTING TREES
- ADD AVENUE-SCALE STREET LIGHTS
- ADD PEDESTRIAN-SCALE STREET LIGHTS
- LOW WALL OR FENCE AT BACK OF SIDEWALK
- ADD BENCHES
- ADD TRASH RECEPTACLES

— ADD MEDIAN WITH ORNAMENTAL TREES

**NOTE:**  
THE LENGTH OF THE MEDIANS WILL NEED TO BE LIMITED TO ACCOMMODATE LEFT TURN MOVEMENTS AND EMERGENCY VEHICLE ACCESS.

- MAINTAIN EXISTING TREES
- ADD AVENUE-SCALE STREET LIGHTS
- ADD PEDESTRIAN-SCALE STREET LIGHTS
- LOW WALL OR FENCE AT BACK OF SIDEWALK
- ADD BENCHES
- ADD TRASH RECEPTACLES

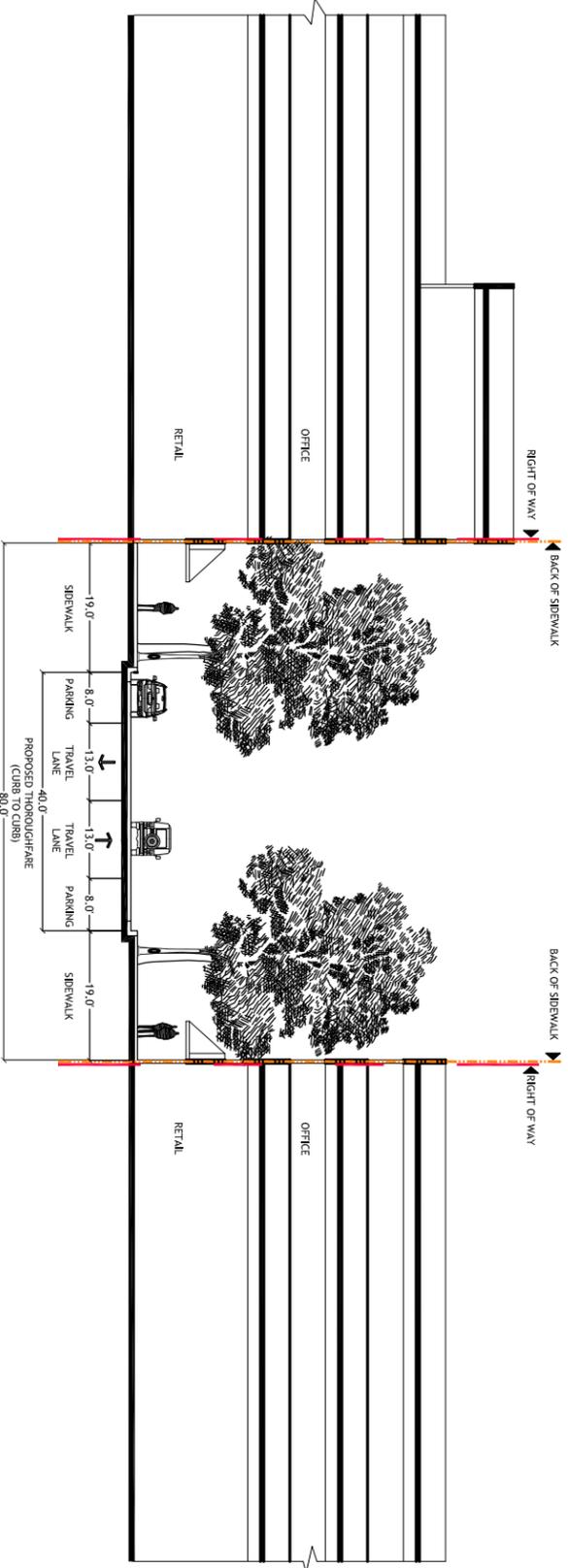
Figure 5-16: McCandless Drive in Residential Area



figure 5-16 back

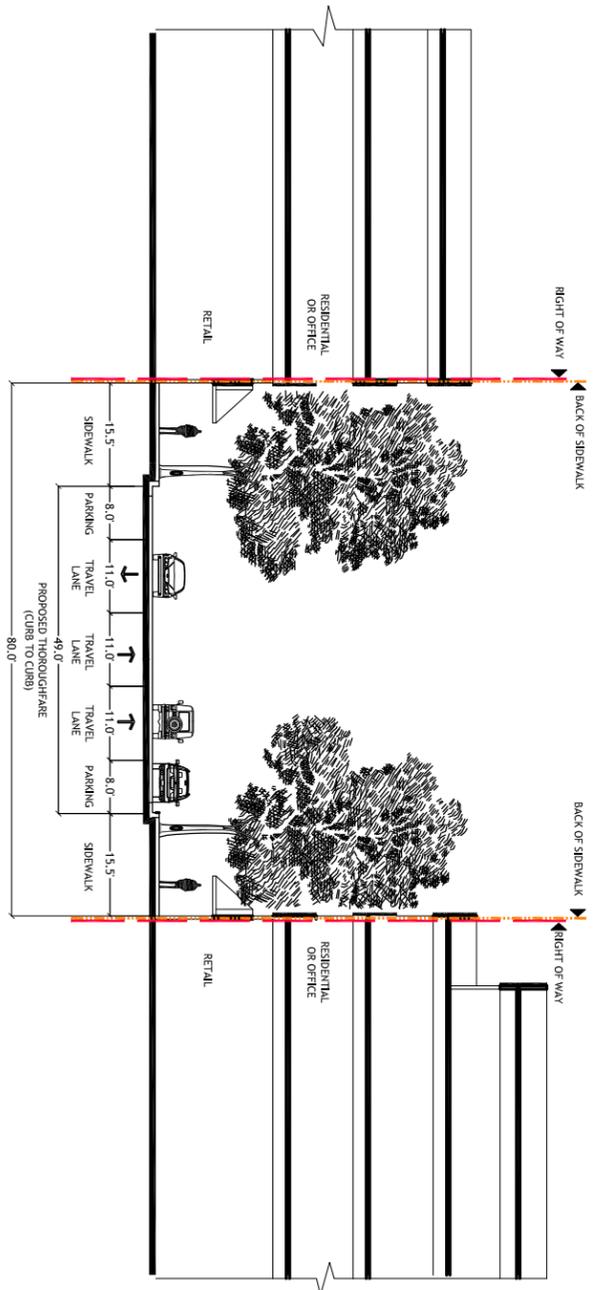
(11x17)

**PROPOSED CONDITION**  
Option A



- ALL SIDEWALKS TO INCLUDE:
- SHADE TREES
  - PEDESTRIAN-SCALE STREET LIGHTS
  - BENCHES
  - TRASH RECEPTACLES
  - BIKE RACKS
  - FLOWER POTS OR ORNAMENTAL PLANTINGS

**PROPOSED CONDITION**  
Option B



- ALL SIDEWALKS TO INCLUDE:
- SHADE TREES
  - PEDESTRIAN-SCALE STREET LIGHTS
  - BENCHES
  - TRASH RECEPTACLES
  - BIKE RACKS
  - FLOWER POTS OR ORNAMENTAL PLANTINGS

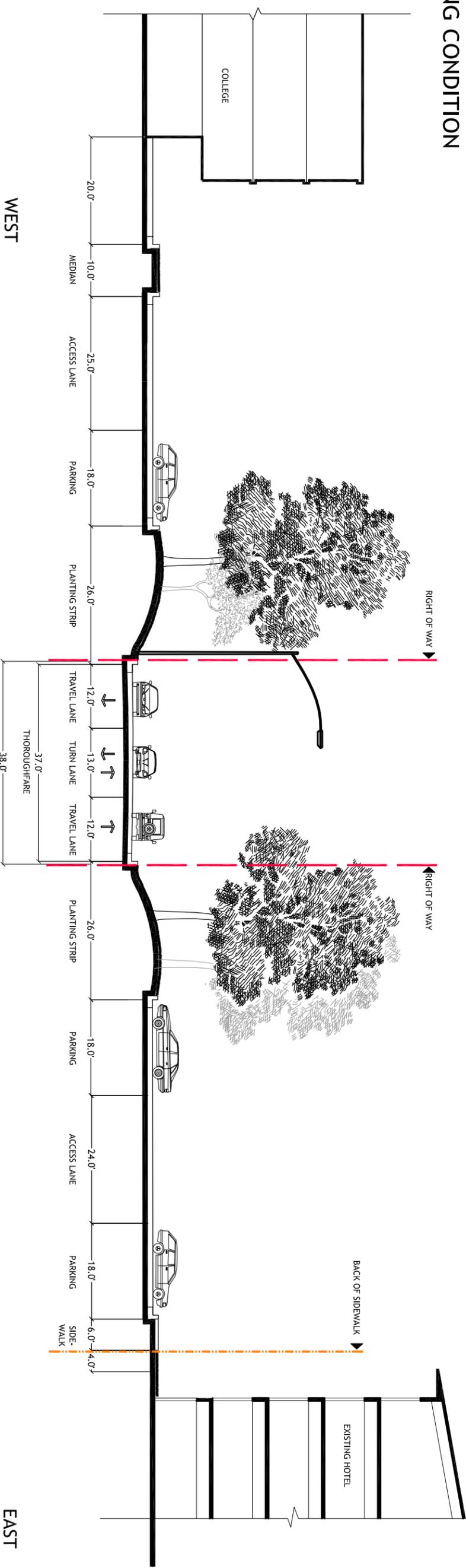
Figure 5-17: McCandless/Centrepoint - Pedestrian Retail Streets



figure 5-17 back

(11x17)

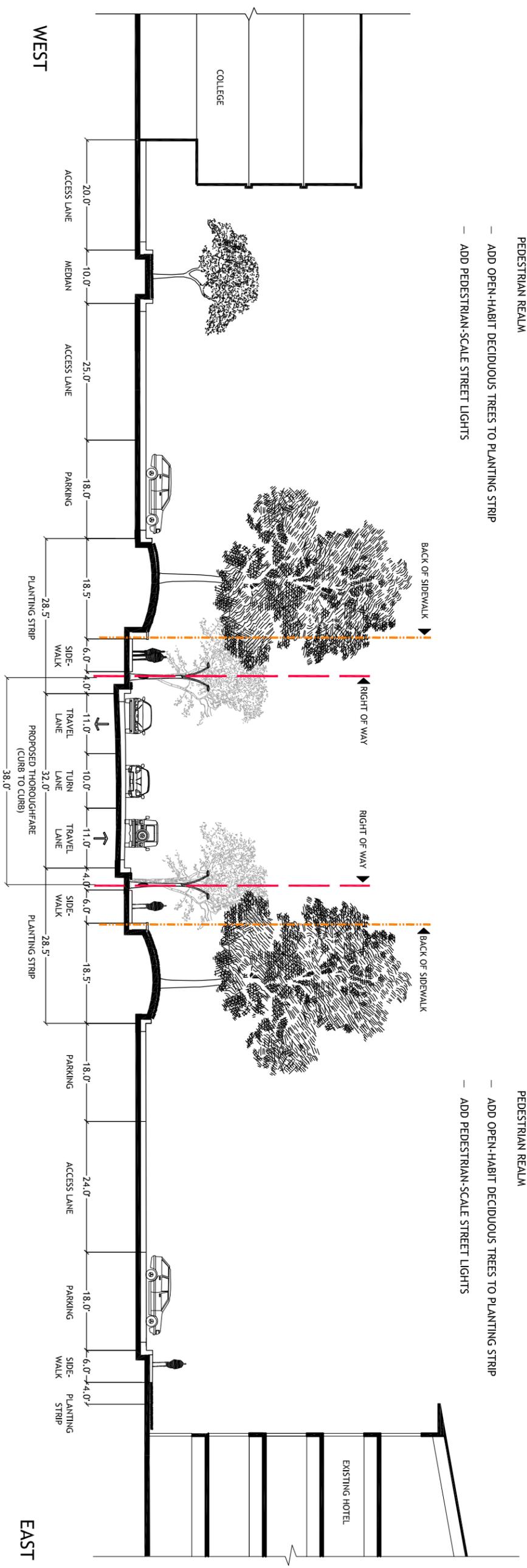
# EXISTING CONDITION



WEST

EAST

# PROPOSED CONDITION



WEST

EAST

- ADD SIDEWALKS AND PLANTING STRIPS THROUGH USE OF LOW ORNAMENTAL WALL TO RETAIN BERMS AND CREATE PEDESTRIAN REALM
- ADD OPEN-HABIT DECIDUOUS TREES TO PLANTING STRIP
- ADD PEDESTRIAN-SCALE STREET LIGHTS

- ADD SIDEWALKS AND PLANTING STRIPS THROUGH USE OF LOW ORNAMENTAL WALL TO RETAIN BERMS AND CREATE PEDESTRIAN REALM
- ADD OPEN-HABIT DECIDUOUS TREES TO PLANTING STRIP
- ADD PEDESTRIAN-SCALE STREET LIGHTS

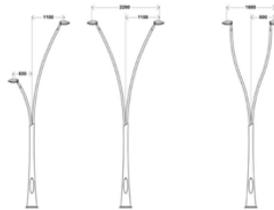
Figure 5-18: Falcon Drive



figure 5-18 back

(11x17)

**Thylia  
(Schreder)**



**Citea+Nun'Alvares  
(Schreder)**

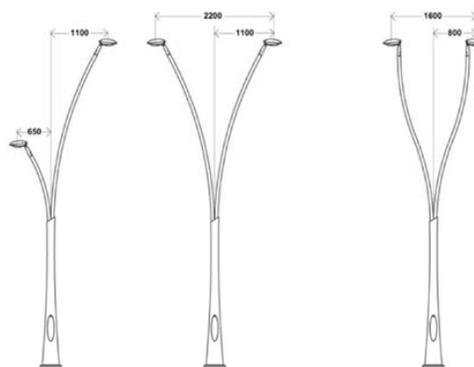
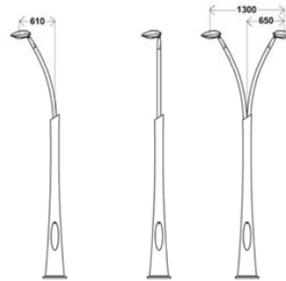
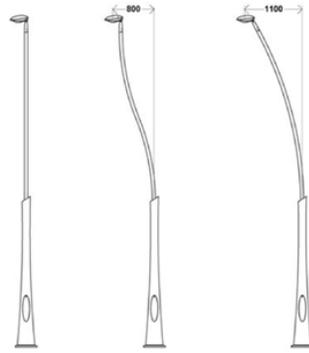


Citea Luminaire is available in three sizes: Mini, Midi and Maxi.



**Figure 5-19  
Street Lights**

# Thylia (Schreder)

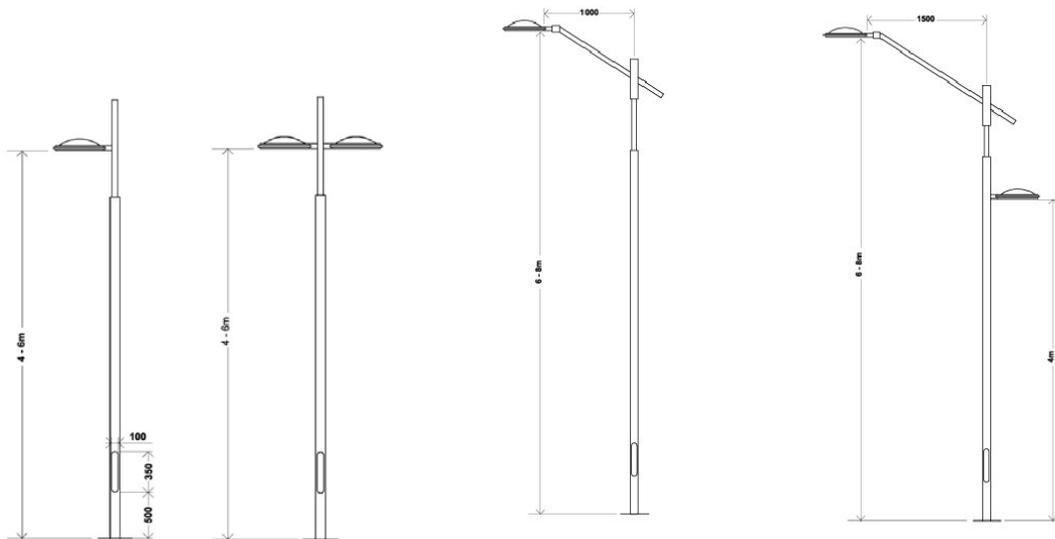


*Figure 5-19a*  
**Street Lights**

## Citea+Nun'Alvares (Schreder)



Citea Luminaire is available in three sizes: Mini, Midi and Maxi.



*Figure 5-19b*  
**Street Lights**

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## OPEN HABIT DECIDUOUS TREES

Used in Figures:

5-2	5-6	5-11	5-15
5-3	5-8	5-12	5-16
5-4	5-9	5-13	5-17
5-5	5-10	5-14	5-18



Crape Myrtle  
(*Lagerstroemia indica*)



London Plane  
(*Platanus x acerifolia*)

## PALM TREES

Used in Figures:

5-2	14a
5-3	14b
5-4	
5-5	



Canary Island Date Palm  
(*Phoenix canariensis*)



California Fan Palm  
(*Washingtonia filifera*)

Figure 5-20  
Street Trees

## 5.2 ZONING REGULATIONS

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### ZONING DISTRICTS AND DEVELOPMENT STANDARDS

The Milpitas Transit Area Plan is implemented through policies in this Specific Plan, amendments to the Milpitas Zoning Code and development standards listed in this Specific Plan. Tables 5-1 and 5-2 outline the specific development standards for each zoning district. A map of the zoning districts within the Transit Area Specific Plan is shown in Figure 5-21 and is implemented through changes in the City of Milpitas Zoning Map. The Building heights strategy is schematically shown in Figure 5-22. Building setback requirements are indicated in Figure 5-23 A-G. Following the tables and figures is additional material that elaborates on the key development standards. Design guidelines for development within the Plan area are included as an Appendix.

*Land Uses:* Permitted, conditionally permitted and prohibited uses for zoning districts are included within applicable sections of the Milpitas Zoning Code by district.

*Development standards not listed:* When standards are not listed within the specific plan, development will be regulated by applicable sections of the Milpitas Zoning Code.

### PROJECT REVIEW PROCESS

All projects proposed within the Transit Area Specific Plan are subject to a Site and Architectural Review, (S-Zone Review), in accordance with Chapter 42 of the City's Zoning Ordinance. In addition to the usual S-Zone process of reviewing projects for conformance to the City's General Plan and Zoning Ordinance, projects shall have to demonstrate compliance with the Specific Plan – including the Development Standards and Design Guidelines. No S-Zone approval shall be issued by the City without the decision-making body making the following findings:

“The proposed project conforms to the intent and the specific requirements of the Transit Area Specific Plan, including the Development Standards and Design Guidelines.”

Exceptions to the standards may be approved by the Planning Commission upon review of a use permit, in accordance with the requirements of Chapter 57 of the Zoning Code. This process may not be used to vary from the density requirements, allowable uses, or public and private park land requirements contained within the standards or the Zoning Code. In addition to the required finding under Chapter 57, the Planning Commission must be able to make the following two additional findings:

“The deviation from the Transit Area Specific Plan Standard meets the design intent identified within the Specific Plan and does not detract from the overall architectural, landscaping and site planning integrity of the proposed development.”

“The deviation from the Transit Area Specific Plan Standard allows for a public benefit not otherwise obtainable through the strict application of the Zoning Standard.”

The City is consciously choosing to apply the use permit process rather than the variance process when allowing exceptions to the Design Standards in order to allow for the maximum flexibility in meeting the intent of the Specific Plan.

### GROUND FLOOR DESIGN

The design of the ground floor is of utmost importance in the Transit Area, in order to provide an attractive, comfortable, and safe environment for pedestrians. Good design establishes an attractive image and character for the area that makes it desirable for businesses and residents. A number of standards are established to ensure that goals for pedestrian orientation are achieved. Buildings must face the street, and primary building entrances must be oriented towards the street. On major arterials, primary front door access may need to be located off the arterial on other streets. However the facades facing major streets shall not have blank walls, service entrances, or other features that make the façade look like the back side of a building.

Special standards are established for the design of buildings with ground floor commercial space. Minimum floor to ceiling heights ensure that the space will serve the needs of retail and restaurant uses that may locate in the space at some point during the lifetime of the building. The ground floor must be lined with windows; a minimum of 60 percent of the area between 3 ft and 8 ft above the sidewalk shall be windows. Blank walls are limited to no more than 30 percent of the linear frontage and a maximum of 25 feet in length. A building entrance must be located at least every 100 feet. The best quality materials must be used along the ground floor so that the pedestrian realm is attractive, and so that the walls can withstand the constant pedestrian and loading traffic. Wall planes at the ground floor must have recesses and projections of 6-18 inches, again to create an attractive and interesting pedestrian realm.

Most importantly, floor elevations of buildings need to be at the sidewalk level. Where that is not feasible due to storm drainage and flooding requirements, a maximum two foot grade differential is established, which must be achieved through a gradual and well-designed combination of steps and ramps.



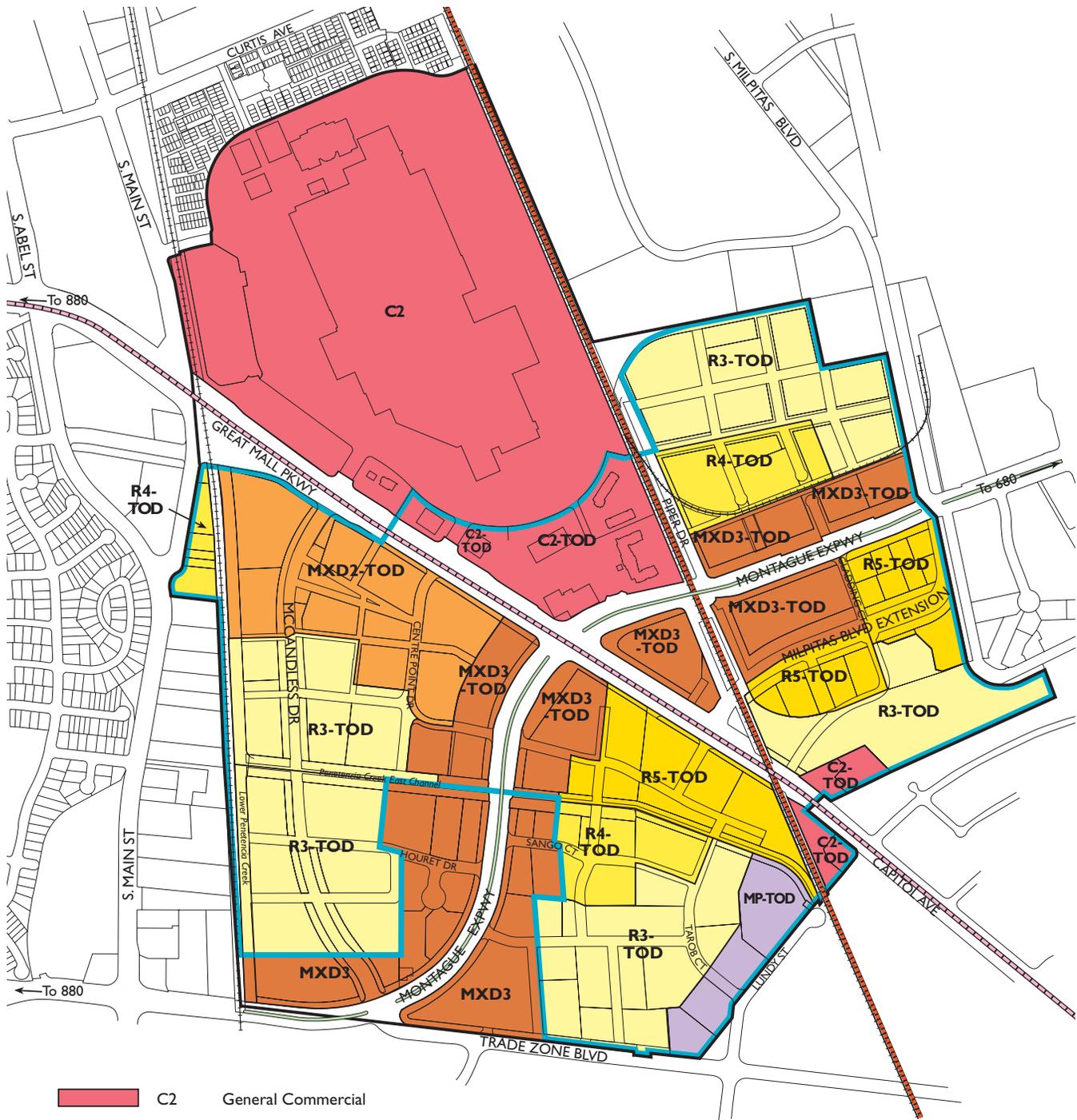
*Quality ground floor design (Pasadena, CA)*



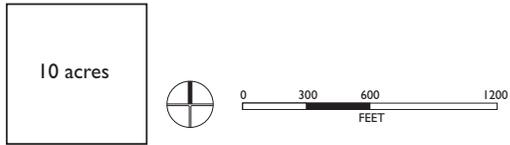
*Best quality material must be used at the ground floor: tile, stone, brick, concrete, etc. (San Jose, CA)*



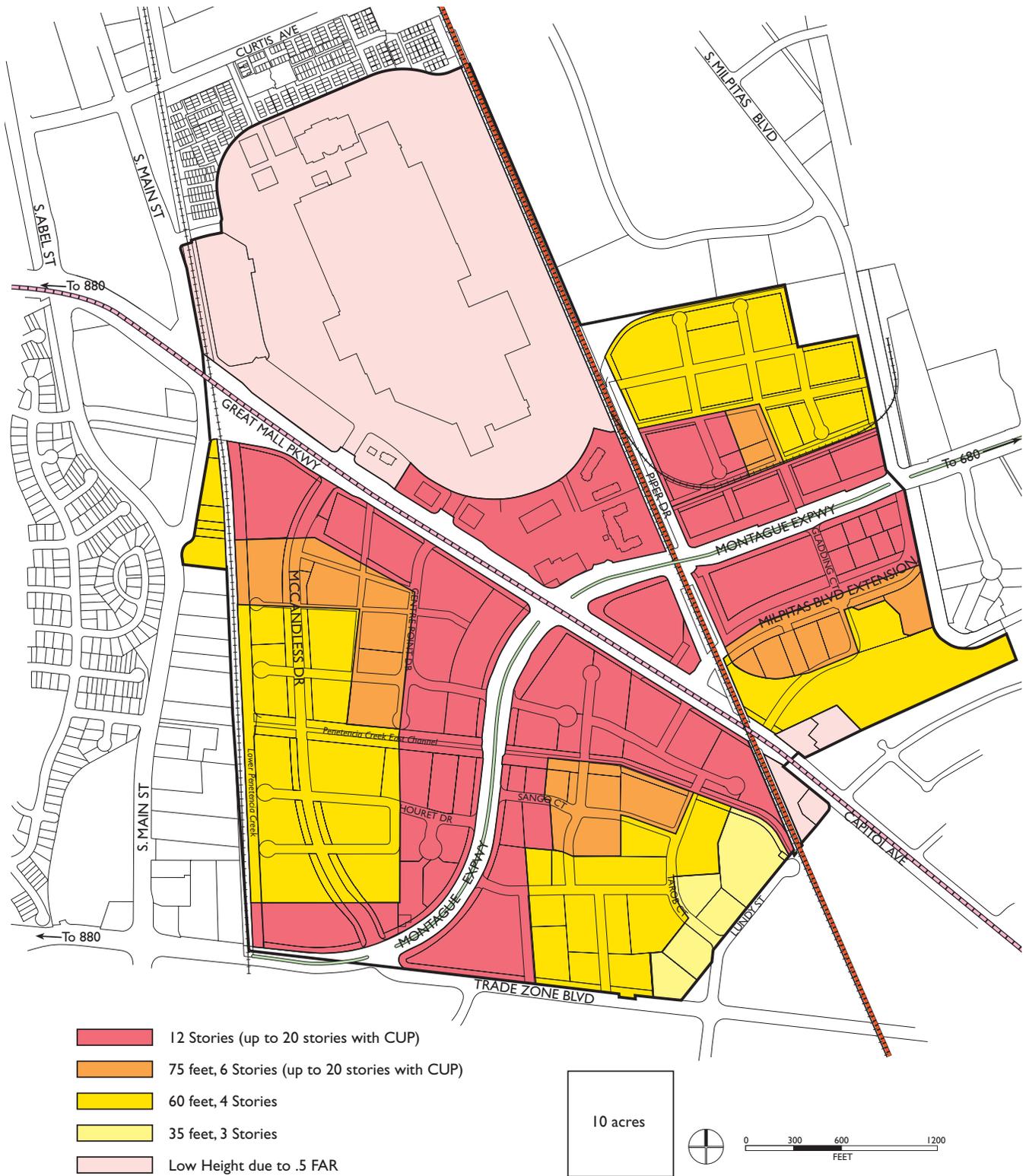
*Wall planes must have recesses and projections 6-18 inches (Oakland, CA)*



- 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**  
**Zoning Districts**



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

Figure 5- 22  
**Building Height Strategy**

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

<b>Land Use Category</b>	<b>Boulevard Very High Density Mixed Use</b>	<b>Residential - Retail High Density Mixed Use</b>	<b>Very High Density Transit Oriented Residential</b>	<b>High Density Transit Oriented Residential</b>
<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>
<b>Special Land Use Requirements</b>				
<i>Required Commercial</i>	None	200 square feet of retail, restaurant, or pedestrian-oriented commercial required per unit, using the minimum density.		
<i>Depth for Ground Floor Commercial Space</i>	75' Typical; 60' Minimum; 1-2 small tenant spaces with 25' depth permitted.			
<b>Density + Block Size<sup>1,2,&amp;3</sup></b>				
<i>Density</i>	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
<i>Transit-Oriented Density Bonus</i>	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
<i>Block Size</i>	min 2.0 acres max 4 acres			
<i>Block Dimension</i>	Maximum 500 feet between publicly accessible paths of travel.			
<b>Building Height (See Figure 5-22)</b>				
<i>Maximum Building Height</i>	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.

**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
<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>
<b>Setbacks (See Street Section Drawings 5-2 through 5-20 and Setback Drawings, Figures 5-23A-G)</b>				
<i>Front setbacks on Major Streets (See Figures 5-2 through 5-20)</i>	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
<i>Other Street Facing Yards</i>	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
<i>Side yard minimum</i>	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.)
<i>Rear yard minimum</i>	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.)
<i>Projections into Required Yards</i>	Porches, stairs, balconies, bay windows, and awnings may project up to six feet into required setbacks.			
<i>Setbacks Adjacent to Creeks and Drainage Channels</i>	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.			
<i>Special Conditions</i>	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>				
<i>Building Orientation and Entrances</i>	Buildings must face the street; and primary building entrances must be oriented toward the street.			

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

<b>Land Use Category</b>	<b>Boulevard Very High Density Mixed Use</b>	<b>Residential - Retail High Density Mixed Use</b>	<b>Very High Density Transit Oriented Residential</b>	<b>High Density Transit Oriented Residential</b>
<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>
<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 with a CUP, for up to 75 percent of Residential Units			

**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
<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>
<b>Parks and Open Space</b>				
<i>Park Acreage Requirements (same as Midtown Specific Plan requirements)</i>	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.			
<i>Additional Transit Area Plan Requirements</i>	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>				
<i>Floor to Ceiling Height</i>	Minimum 18 ft. for Retail; 15 ft. for office			
<i>Ground Floor Windows</i>	Minimum 60 percent of Ground Floor Wall Area, between 3' and 8' above sidewalk.			
<i>Limits on Blank Walls</i>	Maximum 30 percent of Linear Frontage per Street; Maximum 25 feet in length			
<i>Building Entrances</i>	Minimum one entrance per 100 feet of frontage; Building Entrances must face the street.			
<i>Ground Floor Exterior Materials</i>	Must be tile, stone, brick, glass and other durable quality materials.			
<i>Wall Plane Articulation</i>	Wall Plane Recesses minimum 6-18 inches.			
<i>Ground Floor Elevations Relative to the Public Sidewalk</i>	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.

**TABLE 5-2: DEVELOPMENT STANDARDS - Commercial Zones**

<b>Land Use Category</b>	<b>General Commercial</b>	<b>Transit-Oriented General Commercial</b>	<b>Industrial Park</b>
<i>Zoning District</i>	<i>C-2</i>	<i>C-2 TOD</i>	<i>MP-TOD</i>
<b>Density + Block Size<sup>1,2,3</sup></b>			
<i>Density (Max)</i>	0.5 FAR	1.0 FAR; and allow up to 2.5 FAR on individual sites with a use permit	0.5 FAR
<i>Block Size</i>		min 2.0 acres max 4 acres	
<i>Block Dimension</i>		Maximum 500 feet between publicly accessible paths of travel.	
<b>Building Height (See Building Height Map, Figure 5-22)</b>			
<i>Maximum Building Height</i>	No height limit	12 Stories on arterial streets, including Montague Expressway and Great Mall Parkway; up to 20 stories allowed with a Use Permit.	No height limit.
<b>Setbacks (See Street Section Drawings and Setback Drawings)</b>			
<i>Front setbacks on Major Streets</i>	Per Section Drawings for Great Mall Parkway and Montague Expressway	Per Section Drawings for Great Mall Parkway and Montague Expressway	Front Yard - 35 ft.
<i>Other Street Facing Yards</i>	Per base zoning district.	Per base zoning district.	Per base zoning district.
<i>Side yard minimum</i>	15 ft. if abutting residential district.	15 ft. if abutting residential district.	10 ft., 35 ft. for industrial buildings next to residential zone property line.
<i>Rear yard minimum</i>	15 ft. if abutting residential district.	15 ft. if abutting residential district.	20 ft., 35 ft. for industrial buildings next to residential zone property line.
<i>Setbacks Adjacent to Creeks and Drainage Channels</i>	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>Parking &amp; Auto Access</b>			
<i>Off-street parking for commercial uses:</i>	See Zoning Code.	20 percent reduction from C-2 parking requirements	20 percent reduction from MP parking requirements
<i>Maximum Parking</i>	Not applicable.	100 percent of Regular City Parking Requirements for C-2 district	100 percent of Regular City Parking Requirements for MD district

**TABLE 5-2: DEVELOPMENT STANDARDS - Commercial Zones**

Land Use Category	General Commercial	Transit-Oriented General Commercial	Industrial Park
Zoning District	C-2	C-2 TOD	MP-TOD
<i>Bicycle Parking</i>		5 percent of non-residential Parking Requirement. Provide showers and lockers in non-residential buildings over 50,000 sq. ft. At least 30% of required bike parking must be long-term and at least 30% must be short-term in nature. Bike parking must be provided on the same site as the use it serves.	5 percent of Commercial Parking Requirement. Provide showers and lockers in commercial buildings over 50,000 sq. ft.
<i>Parking Structure and Parking Lot Location</i>		Parking must be located behind or to the side of buildings, and cannot occupy more than 70 percent of linear street frontage. 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>Preferential Parking for Carpools</i>	Minimum 1 percent of Parking Spaces		
<b>Special Transit Area Plan Requirements</b>			
<i>Pedestrian Connections</i>	Direct pedestrian connections required from public sidewalk to building entrances-special materials, protected from traffic circulation.		
<b>Design of Buildings with Ground Floor Commercial</b>			
<i>Floor to Ceiling Height</i>		Minimum 18 ft. for Retail; 15 ft. for office	
<i>Ground Floor Windows</i>		Minimum 60 percent of Ground Floor Wall Area, between 3' and 8' above sidewalk.	
<i>Limits on Blank Walls</i>		Maximum 30 percent of Linear Frontage per Street; Maximum 25 feet in length	
<i>Building Entrances</i>		Minimum one entrance per 100 feet of frontage; Building Entrances must face the street.	
<i>Ground Floor Exterior Materials</i>		Must be tile, stone, brick, glass and other durable quality materials.	
<i>Wall Plane Articulation</i>		Wall Plane Recesses minimum 6-18 inches.	
<i>Ground Floor Elevations Relative to the Public Sidewalk</i>		Floor elevations no more than two feet from sidewalk level.	



*Garage wrapped with retail and office space (Boulder, CO)*

**SETBACKS**

Figures 5-23 A-G illustrate the setback requirements described in Tables 5-1 and 5-2.

**PARKING**

**Parking Requirements**

Off-street parking requirements are reduced by 20 percent from the standards in the Zoning Code. This standard applies to the entire Transit Area. This reduction is based on an analysis of the trip reduction that occurs in a mixed use transit area. Many journeys became walking trips rather than automobile trips because restaurants, stores, and entertainment are within walking distance of residences, offices and hotels. Trips will also be taken by transit using light rail, and BART once it is operational. Also, a small percentage of trips will be bike trips due to the availability of bike lanes throughout the area. Carpools also become easier to arrange with many people living in close proximity and headed to South Bay work destinations.

Maximum parking requirements are established in addition to minimums, equivalent to 100 percent of existing City parking requirements in base-zoning districts or specific uses, unless otherwise specified in Table 5-3. This is to ensure that the amount of parking provided is not so ample that it encourages people to drive who might otherwise be able to walk or take transit.



*Garage with ground floor retail (Denver, CO)*

**Table 5-3: Minimum Parking Requirements**

<b>Residential Uses</b>	<b>Min. Required</b>	<b>Max Allowed</b>
Studio	0.8 covered	1.0 covered
1 Bedroom	1.2 covered	1.5 covered
2+ Bedrooms	1.6 covered	2.0 covered
Guest Parking	15 percent of required total	
<b>Commercial Uses</b>		
Retail	0.8 uses per 250 s.f.	1.0 per 250 sq. ft.
Office	0.8 spaces per 303 s.f.	1.0 per 303 sq. ft.
All Other Uses	Refer to zoning code and reduce by 20 percent	
Preferential Parking for Carpools	1 percent of required total	

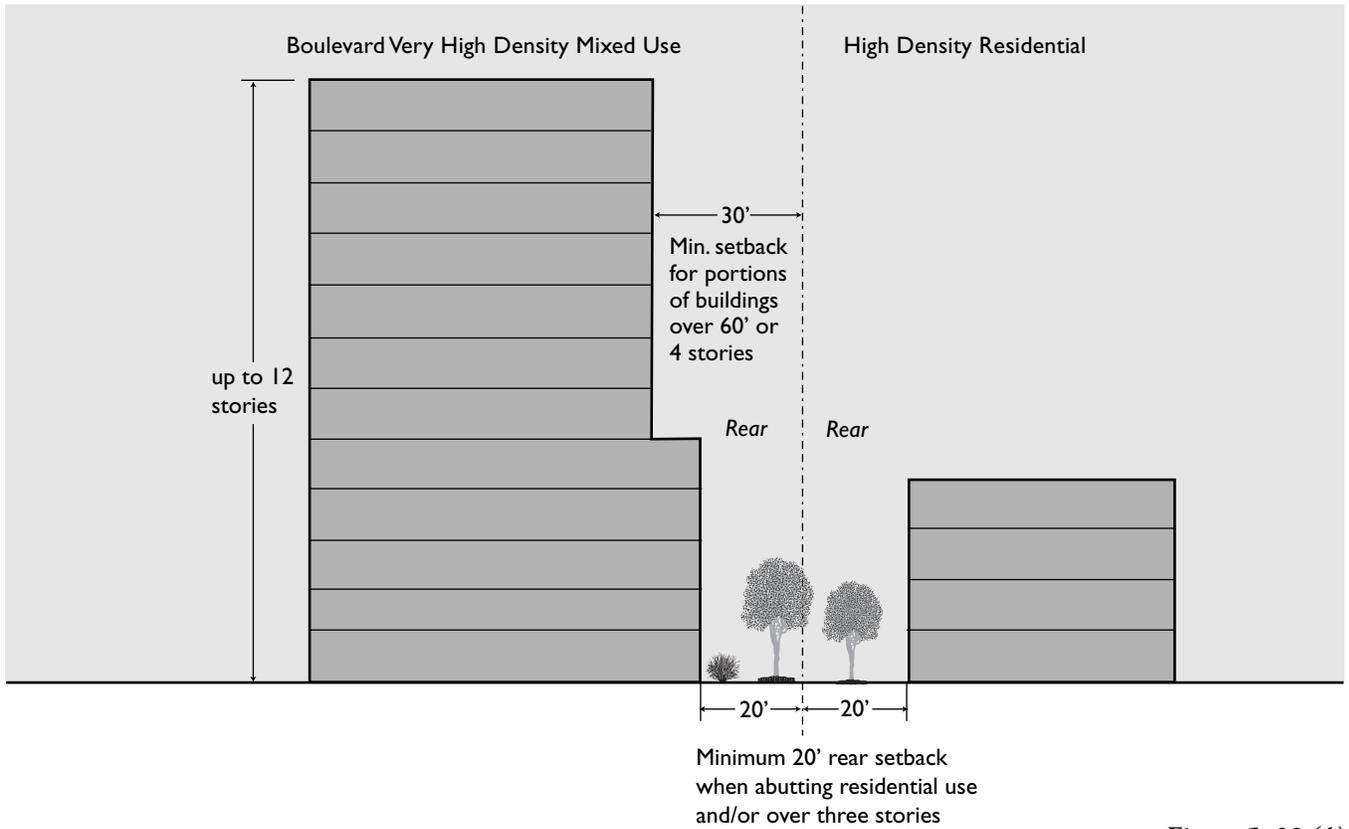


Figure 5- 23 (A)

**Setbacks**

**Boulevard Very High Density Mixed Use  
Rear Yard Seback**

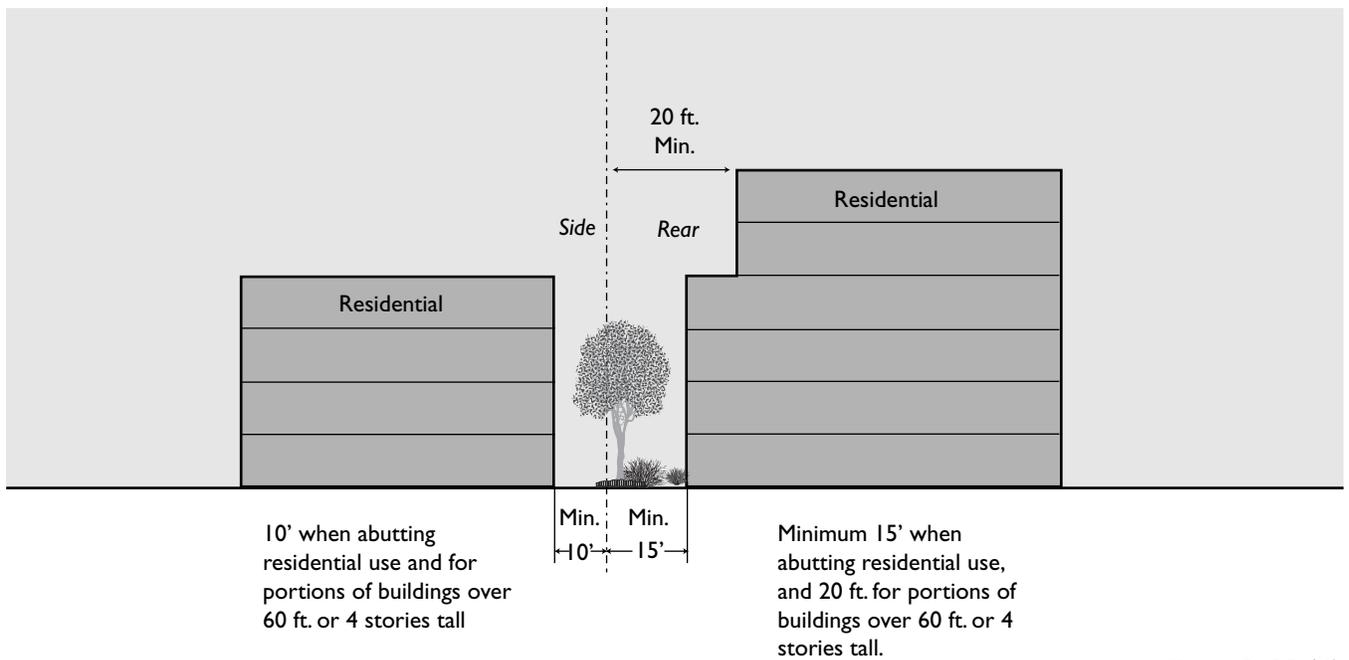


Figure 5- 23 (B)

**Setbacks**

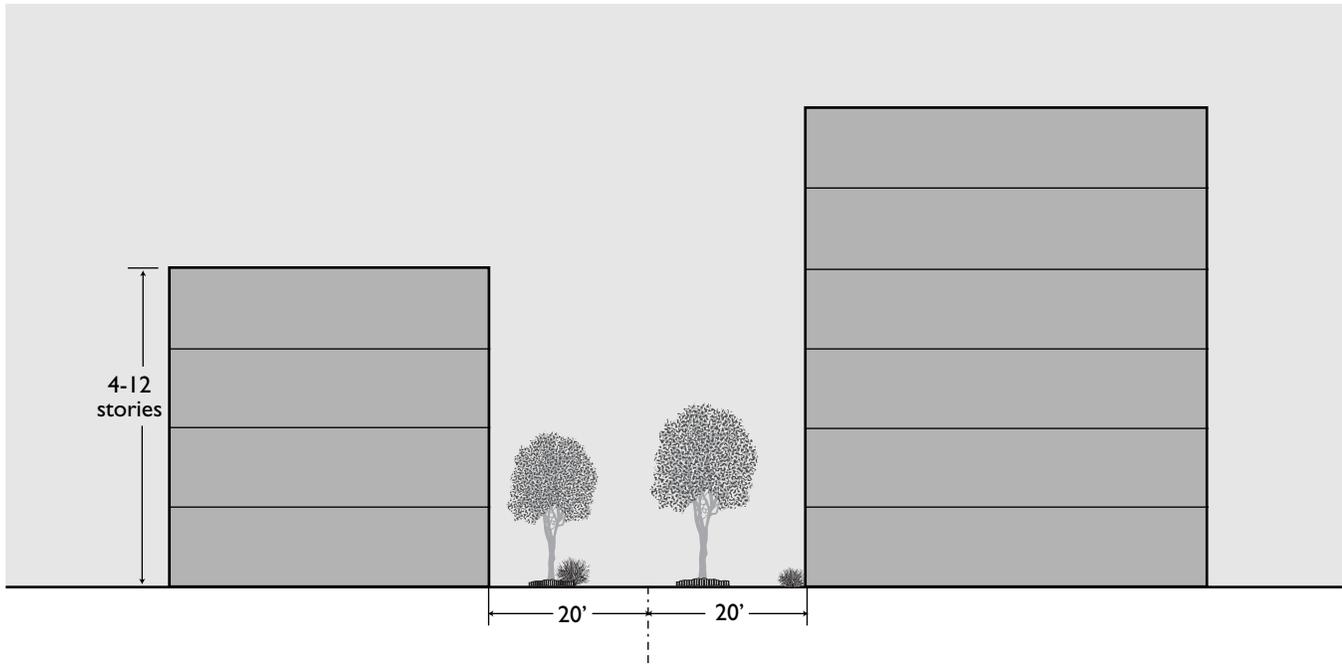
**Residential-Retail High Density Mixed Use  
Side and Rear Yard Setbacks**



Rear and Side Setbacks:  
 Minimum 15 feet. 20 feet  
 when over 3 stories  
 and/or abutting residential.

*Figure 5- 23 (C)*  
**Setbacks**

**Very High Density Transit Oriented Residential Areas  
 Side and Rear Yard Setbacks**



Rear and Side Setbacks:  
 Minimum 20' when over  
 3 stories

*Figure 5- 23 (D)*  
**Setbacks**

**Very High Density Transit Oriented Residential Areas  
 Side and Rear Yard Setbacks**

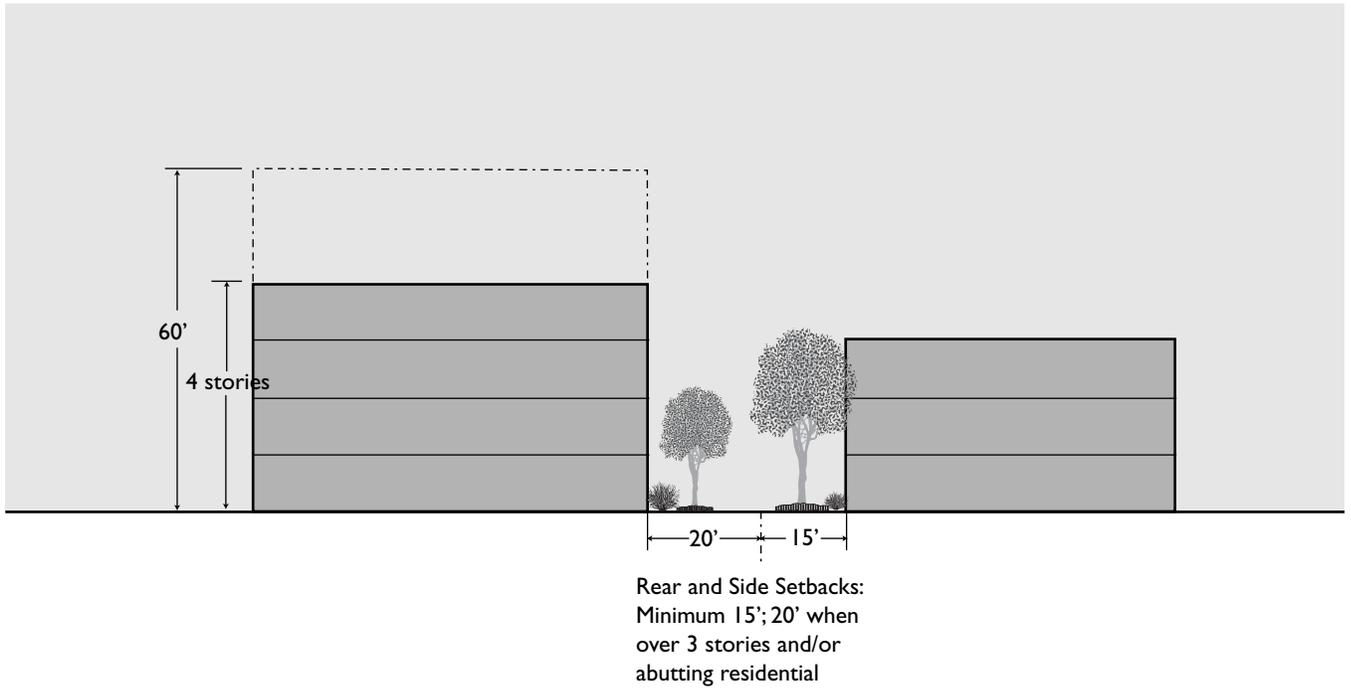


Figure 5- 23 (E)  
**Setbacks**

**High Density Transit Oriented Residential Areas  
Side and Rear Yard Setbacks**

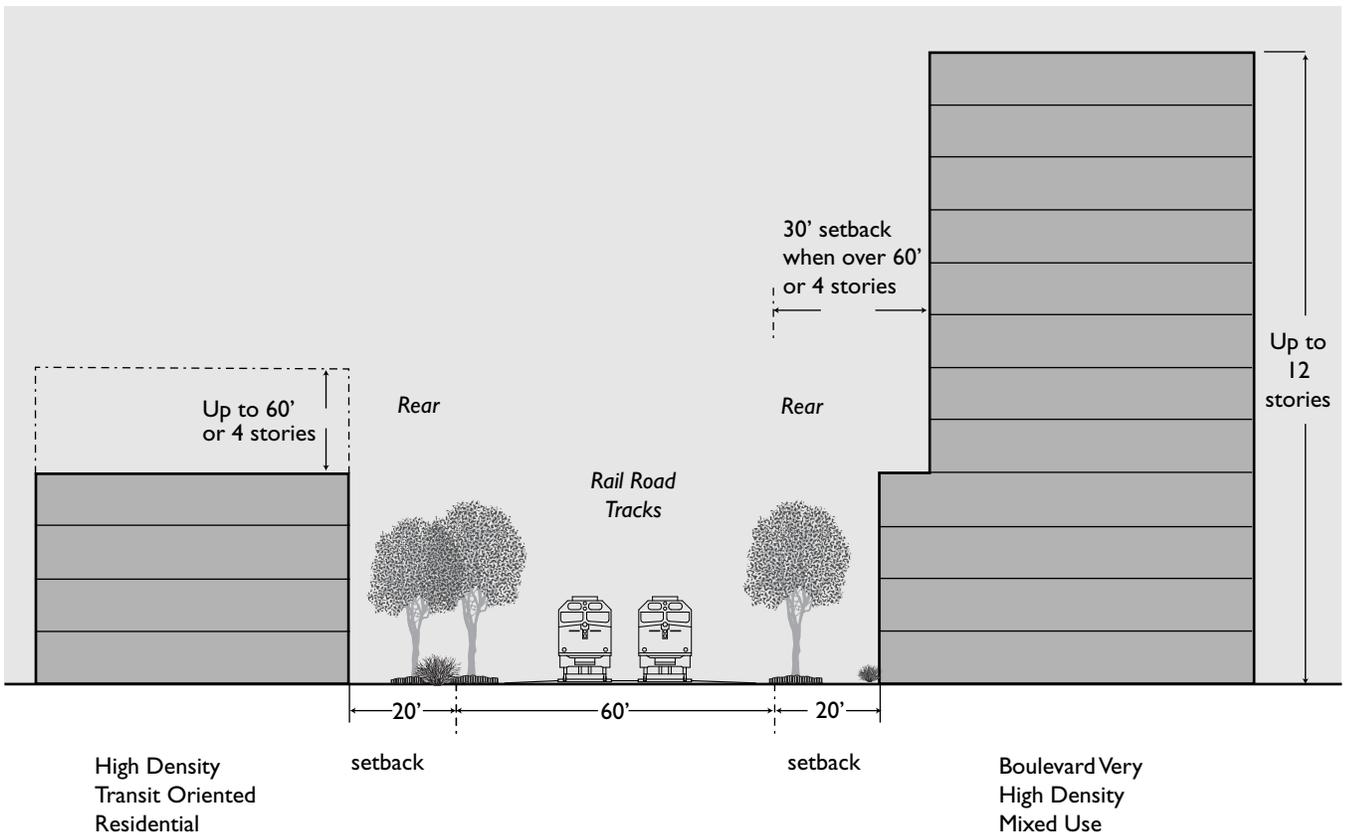


Figure 5- 23 (F)  
**Setbacks**

**Rear Setbacks Adjacent to BART Line or Railroad Tracks**

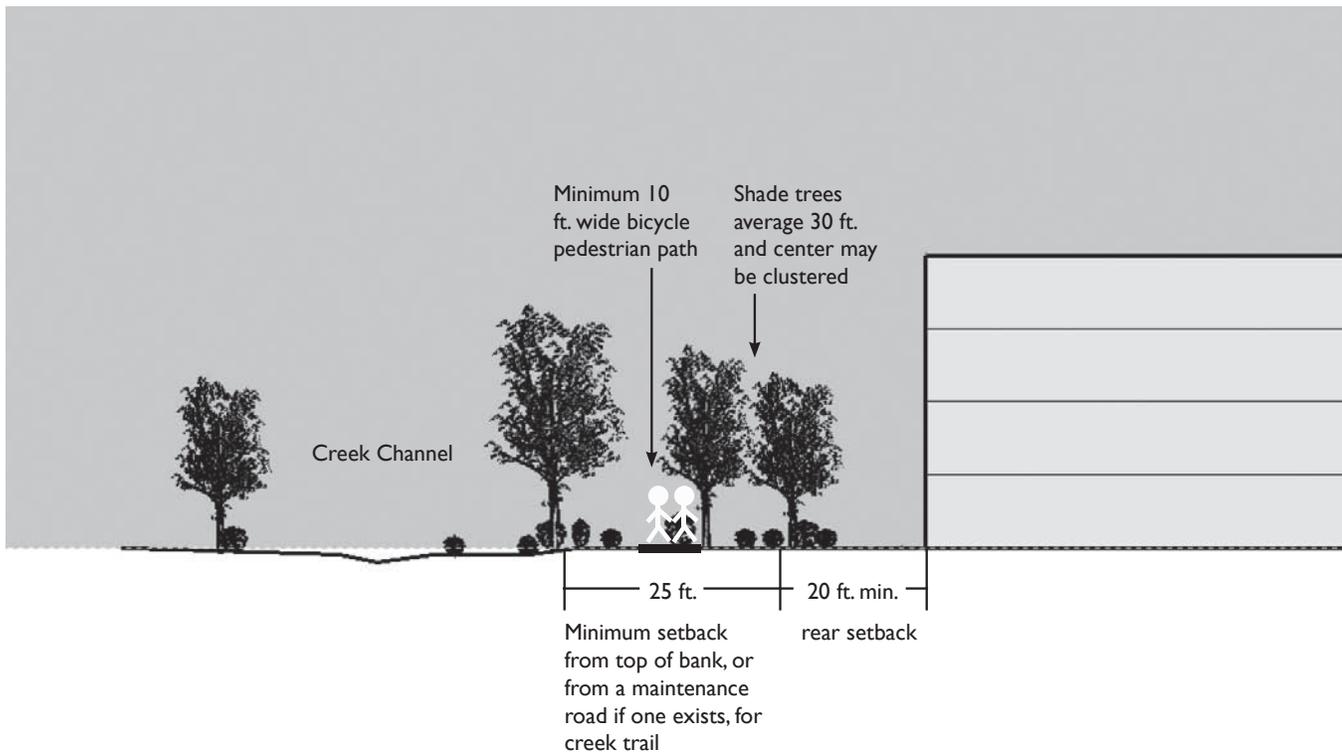


Figure 5- 23 (G)  
Setbacks

**Setbacks Adjacent to Creeks and Drainage Channels**



*Parking garage-ventilation openings designed similar to windows (Denver, CO)*

**Parking Location and Access**

Parking location and access must be carefully planned so that parking structures do not detract from the pedestrian street character, and so that parking access does not interfere with pedestrian access and safety.

*Development Standards*

Parking shall be located underground or behind buildings to the maximum extent feasible.

1. Surface parking may not be located between the street and building entrances, except for pick-up and drop-off access in situations where that cannot be provided on the street.
2. At least 70 percent of the street facing perimeter of a parking lot or garage must be wrapped with habitable space. Limited exceptions may be allowed with design review; if the design quality of the parking garage is equivalent to habitable space and the ground level is either wrapped with habitable space or screened with landscaping.
3. Garage facades fronting streets would need to include punched open-

ings similar to window openings, cornice or other details at the top of the building; and any sloping floors must be concealed.

4. Parking may also be designed so that it is partially above ground along the street, provided that no more than five feet is above grade, and the above grade area is wrapped with continuous landscaping that screens the parking garage openings.
5. In order to promote continuous and safe pedestrian access, a maximum of two curb cuts are allowed per lot on each street frontage.
6. The width of parking garage entrances must be minimized (20-25 ft.) and the parking access point set back from the curb so that cars can pull up to the entry gate or ticket machine without blocking the sidewalk.
7. Parking garage entrances must be designed with quality materials surrounding the opening, so they have an attractive appearance that contributes to the pedestrian street environment.



*Parking located partially underground and screened with landscaping (Mountain View, CA)*



*Quality design of garage entrances (Mountain View, CA)*

## Bike Parking

Bicycle parking is required in all new developments in the Transit Area.

### *Non-Residential Development Standards*

For non-residential uses, bike parking shall be provided at the rate of at least one space for every 20 of the project's automobile parking requirement (equivalent to 5 percent of the total parking requirement.) At least 30 percent of required bike parking must be long-term and at least 30 percent must be short-term in nature. Bike parking must be provided on the same site as the use it serves.

Long-term bike parking for all uses shall be in a lighted, high visibility, covered area protected from the elements. Short-term bike parking for commercial uses shall be located within 50 feet of an entrance to the building it serves, with good visibility from the street. Non-residential developments with more than 50,000 SF are required to provide showers and lockers for bike riders. The showers and lockers must be available to all on-site employees and maintained in a sanitary and safe condition.



*Minimize width of garage entrances (Dublin, CA)*

### *Residential Development Standards*

For residential uses, bike parking shall be provided at the rate of one space for every four housing units, exempting units which have a private garage. In addition, residential developments must provide short-term bike parking spaces equivalent to 5 percent of the automobile spaces required. Short-term bike parking for residential uses shall be located on a public street within sight of a front door and spaced evenly throughout the development, as much as possible. In residential developments with structured parking, the required long-term bike parking should be located within the parking structure.



*For segments of the garage not wrapped with habitable space, integrate landscaping and public art (Hayward, CA)*

## **UTILITIES AND SERVICES**

Requirements for utilities and services are summarized here; other requirements in the Municipal Code will also apply. Many of the standards in this section are taken from the Midtown Specific Plan.

### **Service and Loading Areas**

Service and loading areas must be strategically located and screened so as not to impact the attractiveness and safety of the pedestrian realm. They must be located to the side or rear of buildings, away from primary pedestrian areas. Loading requirements may be met through curbside loading zones for smaller buildings. For larger buildings that require a loading dock, the dock shall be interior to the building or parking garage.

### **Garbage Truck Access and Trash/Recycling Enclosures**

Access for garbage and recycling trucks must be considered early in the design process, and shall not be the basis for exceptions to design standards and guidelines. Access must be provided in a way that provides customer service and yet does not detract from the pedestrian realm. City staff and project applicants will need to work with the garbage service provider to establish design standards that meet operational requirements and still achieve the design standards and guidelines of the Transit Area Specific Plan.

- Larger refuse and recycling containers used by the multifamily and mixed-use buildings shall not be visible from a public or private street. Such containers shall be stored either within the parking facility of the building or within a vehicular accessway with appropriate screening.
- Trash receptacle pads shall be integrated within the design of the residential lanes (private streets).
- All enclosure walls shall incorporate the building materials and colors to match the architecture of the building, additionally, they shall include appropriate landscaping for screening.

### **Access for Emergency Vehicles**

The street layout and street standards of the Transit Area Specific Plan have been carefully designed to provide emergency access for fire engines and other emergency vehicles. Primary access for emergency vehicles shall be from public streets; streets shall not be eliminated because this will compromise emergency access. Detailed provisions for fire prevention and emergency access will need to be resolved on a project by project basis. Early consultation with the Milpitas Fire Department, in conjunction with Planning, Engineering and other departments is essential.

## Utilities and Related Equipment

Reasonable access to the following facilities and the careful placement and design of the following facilities will be necessary:

### *Utilities*

The following standards shall apply for utilities:

1. Utilities shall be underground or in subsurface conduits and accessible.
2. All mechanical equipment, ground transformers, and meters shall be located to minimize visual impacts, particularly from public views, and shall be adequately screened with planting, berms or with an enclosure.
3. Roof-mounted mechanical equipment shall be concealed from ground-level views through a roof design that is architecturally integrated with the buildings, such as equipment wells and parapets.
4. Public utility distribution meters, vaults, and similar installations shall be consolidated in a single area whenever possible and located away from highly visible areas such as street corners and public open spaces. Their locations shall be coordinated with lighting and street trees to minimize impacts to street landscaping.
5. Equipment and its enclosures shall be adequately screened with landscaping and blend with surroundings.

### *Backflow Preventors*

The following standards shall apply for backflow preventers:

1. Backflow preventors shall be located within landscaped setback areas and painted black or dark green to minimize visual appearance. They must also be adjacent to water meters, as required by State law.
2. Where no landscaped setback areas exist, backflow preventors shall be incorporated into the front of buildings to minimize visual obtrusiveness into sidewalks and pedestrian promenades.
3. Exterior mounted utility equipment should be painted to blend with its surroundings.

### *Telecommunication Facilities*

The following standards shall apply for telecommunication facilities:

1. All antennas for cellular and telecommunication uses shall be building facade or roof mounted and screened appropriately. The smallest available antennas shall be used in the Transit Area.



*Utilities boxes decorated with whimsical public art (Clayton, MO)*



*Utilities boxes painted to blend in with the landscaping (Clayton, MO)*

### **Lighting**

The following standards shall apply for lighting:

1. Lighting shall be designed and placed to direct lighting to appropriate surfaces and minimize glare onto adjacent areas. All external signs and lighting should be lit from the top and shine downward except where up-lighting is required for safety or security purposes. The lighting should be shielded to prevent direct glare and/or light trespass and directed to the focus area.
2. The light source used in outdoor lighting should provide a white light for better color representation and to create a more pedestrian-friendly environment.
3. Low pressure sodium lamps are prohibited.
4. To reinforce the pedestrian character of the area, light standards along sidewalks should be approximately 12 to 16 feet in height.
5. The use of uplighting to accent interesting architectural features or landscaping is encouraged.

## **5-3 DESIGN GUIDELINES**

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### **MIDTOWN/TRANSIT AREA SPECIFIC PLANS DESIGN GUIDELINES**

The design guidelines laid out in the Midtown Milpitas Specific Plan will be shared and applied to new development within the entire Transit Area Specific Plan, including the Piper/Montague subdistrict. In many ways the guidelines are similar with the exception of references to Transit Area locations and the addition of mid-rise and high-rise guidelines reflecting the vision of the Transit Area Specific Plan. They are included in Appendix A for easy reference. These design guidelines cover:

- Site Planning
  - Street Pattern
  - Site Configuration
  - Parking Areas
  - Garage Frontage
  - Service Areas

- Building Design (both general and by building type)
  - Massing and Articulation
  - Fenestrations
  - Materials
  - Colors
  - Roof Design
- Landscaping, Signage, and Lighting

In the case of a conflict between the design and development standards and policies in the Transit Area Specific Plan and those in the Midtown Plan, the guidelines in this Plan take precedence.

## 5-4 OTHER CONSTRUCTION STANDARDS

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### GREEN BUILDING

***Policy 5.4: New commercial or institutional buildings, or tenant improvements to commercial, industrial or institutional buildings shall follow the provisions of the City's future Green Building Ordinance. In the absence of any ordinance, all new projects should be encouraged to incorporate green building measures.***

***Policy 5.5: Coordinate with Santa Clara County and other regional agencies to establish and implement new local regulations and standards related to greenhouse gas emissions simultaneously across the region.***

By working together at the regional level, no one jurisdiction would bear the burden of being the first to adopt new regulations.

***Policy 5.6: Require the use of Energy Star appliances and equipment in new residential and commercial development, and new City facilities.***

***Policy 5.7: Require at least 50 percent of all new residential development to be pre-wired for optional photovoltaic roof energy systems and/or solar water heating.***

***Policy 5.8: Incorporate cost-effective energy conservation measures into all buildings being constructed by the City in the Transit Area, including construction, operations and maintenance. These measures can include but are not limited to:***

- Energy efficient light fixtures, including solar powered systems, for streetscapes, parks, and public buildings which have limited glare and spillover;
- Automatic lighting systems in public buildings and offices; and
- Life-cycle costing of capital projects so that the environmental, societal, and economic costs are evaluated over the project's long-term operation.

***Policy 5.9: Establish a program to support energy efficiency in new private development and facilitate environmentally sensitive construction practices by:***

- Establishing an incentive program for projects with energy-efficient design, such as expedited permit processing;
- Promoting use of products that are durable and allow efficient end-of-life disposal (recyclable);
- Requiring demolition permits for structures and/or pavement exceeding 7,500 square feet to submit a report on recycled materials;
- Promoting the purchase of locally or regionally available materials; and
- Promoting the use of cost-effective design.

## **BUILDING DESIGN TO ADDRESS NOISE AND VIBRATION**

### **Existing Noise Levels**

As in most urban areas, vehicular traffic along major arterials is the principal noise source in the Transit Area, with the site's railways—Union Pacific freight rail and the future BART system—producing noise at irregular but short intervals.

Other existing uses whose activities also contribute to the noise environment in the Transit Area are primarily light industrial (manufacturing, distribution, storage), research & development (R&D), and retail uses. Mechanical equipment is used extensively in buildings to provide heating, cooling, air circulation, and water supply. Mechanical equipment that produces noise includes motors, pumps, and fans. Frequently, this equipment includes components of pure tone noise from the rotational frequency of motors. Although noise levels from these sources are generally low at nearby properties, the fact that such sources may operate continuously and may include pure tones that make them audible at a substantial distance makes them a potentially important noise source.

To quantify the existing noise environment, five short-term measurements were taken across the planning area. The locations of the noise measurements and a summary of the measurement results are presented in Table 5-4.

**Table 5-4: Existing Noise Measurements, dBA**

Location	Time	L <sub>eq</sub>	L <sub>max</sub>	Noise Sources
Location #1 – ST1 (-25 feet from centerline of McCandless Dr)	1:22 PM	60	78	Traffic on McCandless Dr, overhead planes, pedestrians, birds
Location #2 – ST2 (-25 feet from centerline of Tarob Ct)	1:37 PM	54	71	Occasional car on street, distant noise, birds
Location #3 – ST3 (-25 feet from Gibraltar Dr centerline)	1:56 PM	61	76	Occasional car on street, pedestrians, birds
Location #4 – ST4 (northern edge of site, adjacent to cinema)	2:15 PM	55	61	Mall traffic
Location #5 – ST5 (-25 feet from centerline of Great Mall Parkway)	2:42 PM	72	86	Traffic on Great Mall Parkway

1. All noise measurements were collected using a Metrosonics dB308 sound level meter that was calibrated for the measurements using a Metrosonics CL304 calibrator.
2. All short-term measurements were taken on October 10, 2005.

Source: Environmental Science Associates, 2005.

### *Vehicle Traffic*

The Transit Area lies between major vehicular routes that include I-880, I-680, State Route (SR) 237, and the Montague Expressway at the southern edge of the City of Milpitas. Traffic noise depends primarily on traffic speed (high frequency tire noise increases with speed) and the proportion of truck traffic, which generates engine, exhaust and wind noise. The proximity of freeways and major streets, and the large amount of truck traffic serving industrial, commercial, warehousing, and freight uses in the area make Milpitas susceptible to traffic noise.

### *Railway Noise*

Railroad tracks run adjacent to the western edge of the study area and along a freight-serving spur through the eastern portion of the planning area in the Piper-Montague subarea. According to the Santa Clara Valley Transportation Authority (VTA), approximately 578 trains used the freight spur tracks in 2003; 557 train cars used the tracks in 2004; and approximately 564 train cars used the tracks in 2005 (VTA, 2006). Freight operation noise levels are in excess of 70 dBA DNL immediately adjacent to the tracks, decreasing to 60 dBA DNL at 300 feet.

Residences located within 300 feet of the rail lines (generally, those west of McCandless Drive and in the Piper/Montague subdistrict) would be exposed to noise levels of 60 to 70 DNL, which would be considered “conditionally acceptable” with respect to the land use noise compatibility guidelines of the City of Milpitas General Plan. The General Plan requires new construction proposed within this noise exposure category to only be undertaken after a detailed analysis of noise reduction requirements is made and needed noise insulation features included in the design.

Light rail, which runs along Capitol Avenue, generates noise levels of 54 to 56 dBA DNL at a distance of 285 feet from the tracks. The most intrusive noise rail-related noise is the train whistle, which typically ranges from 90 dB to 100 dB at 140 feet.

### **Future Noise Levels**

The development of the Transit Area will result in land uses, notably housing, that will be more sensitive to the existing noise levels in the area. In addition, the new uses will generate increased traffic volumes on arterial roadways; construction activities will result in loud if temporary noises, and the operation of the BART train will create a new noise source. The Union Pacific spur rail line is also a noise source, however it may be removed in the future. Future roadway and BART noise levels were estimated and mapped to gauge their impact on the Transit Area as were existing noise levels on the freight rail lines. These decibel levels are shown on Figures 5-24 A, B, and C.

### *Vehicle Traffic*

To assess the impact of traffic from development envisioned under the Specific Plan on roadside noise levels, noise levels were projected using the Federal Highway Administration (FHWA) noise prediction model for all intersections analyzed in the traffic study.

The addition of traffic from Transit Area development would increase noise levels on local roadways by greater than 3 dBA<sup>1</sup> in 10 locations, along segments of Alder Drive, Centre Point Drive, Great Mall Parkway, and McCandless Drive, with noise increases ranging from 3.1 to 6.3 dBA. Existing and approved residential developments along Great Mall Parkway between Main and Abel streets may be impacted by the noise generated by the Plan. In addition, Great Mall Parkway between Centre Point Drive and Montague Expressway may have noise levels considered normally unacceptable for multi-family residential uses and hotels, but these can be mitigated by the following policies, as well as adherence to General Plan policies. Otherwise, no other existing or future uses are expected to experience an unacceptable noise level.

Noise levels along Montague Expressway are projected to be 69 dBA, Leq at locations 120 feet from the roadway center. These peak-hour noise levels would correspond to a DNL of between 65 and 70 dBA, which would put the proposed residences in an area considered “conditionally acceptable” with respect to the land use noise compatibility guidelines of the City of Milpitas General Plan.

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<sup>1</sup> The criteria set in the City’s General Plan for residential uses. dBA stands for A-weighted decibels.

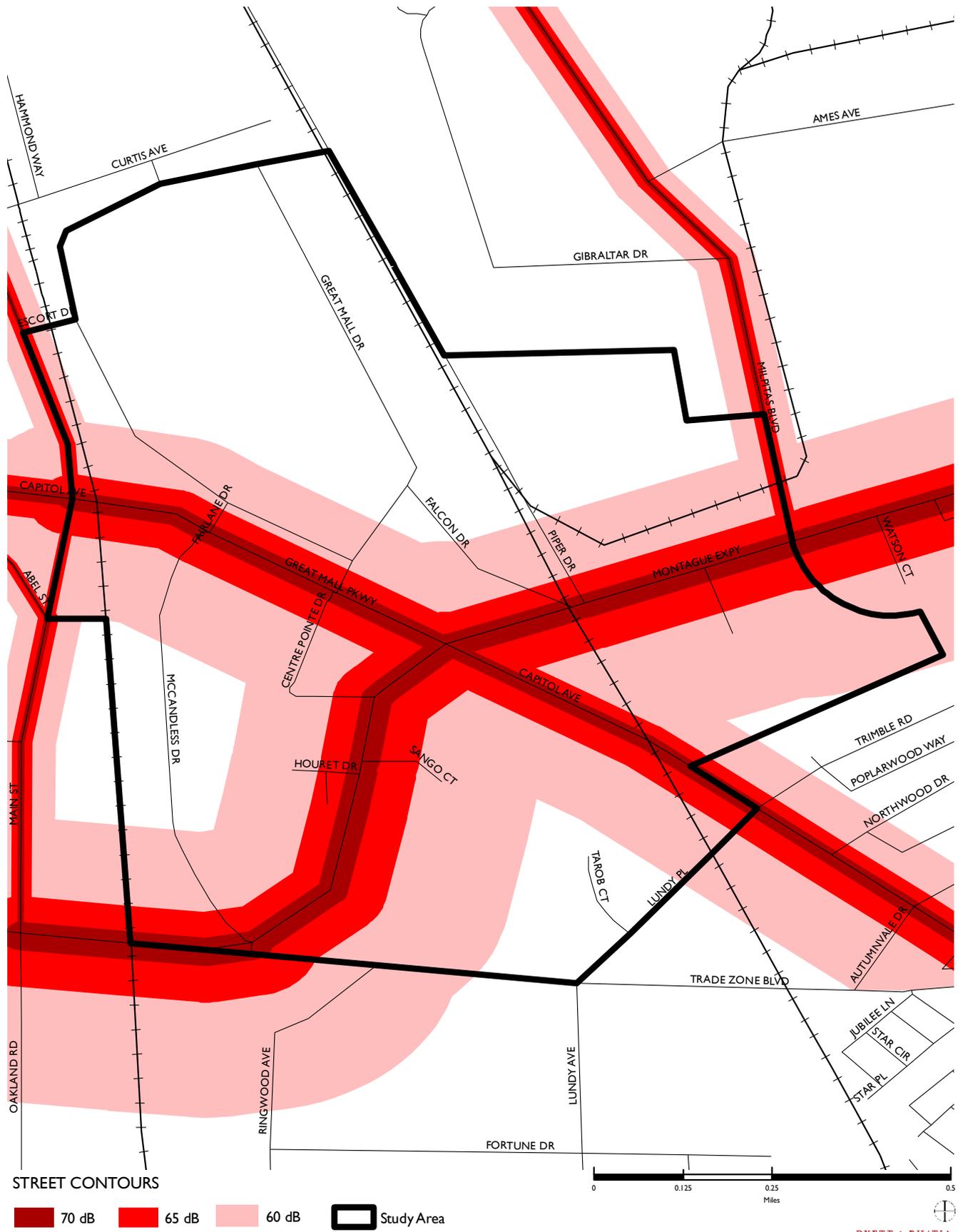
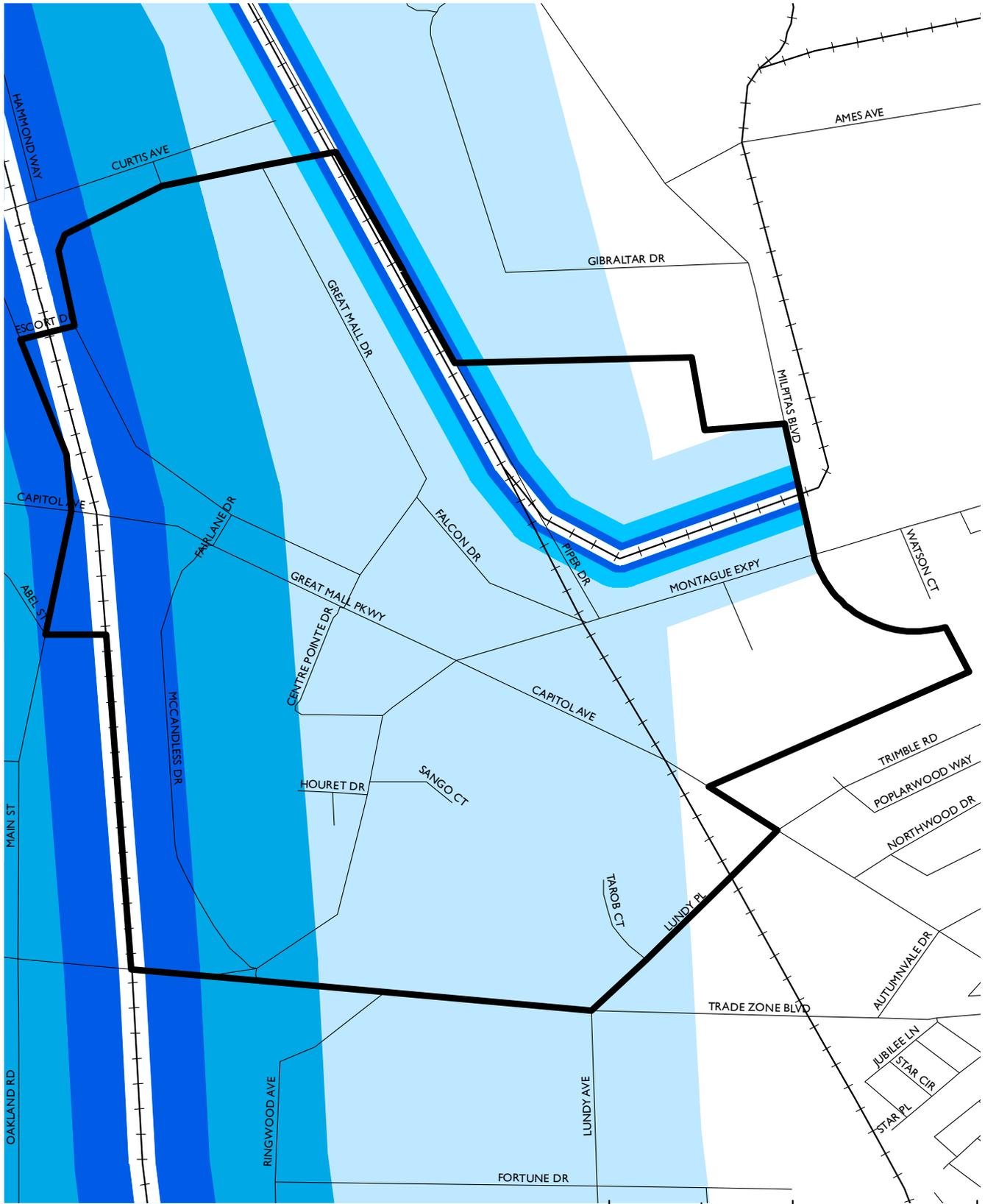
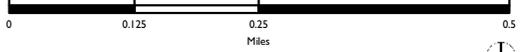


Figure 5-24 A  
Noise Contours-Streets

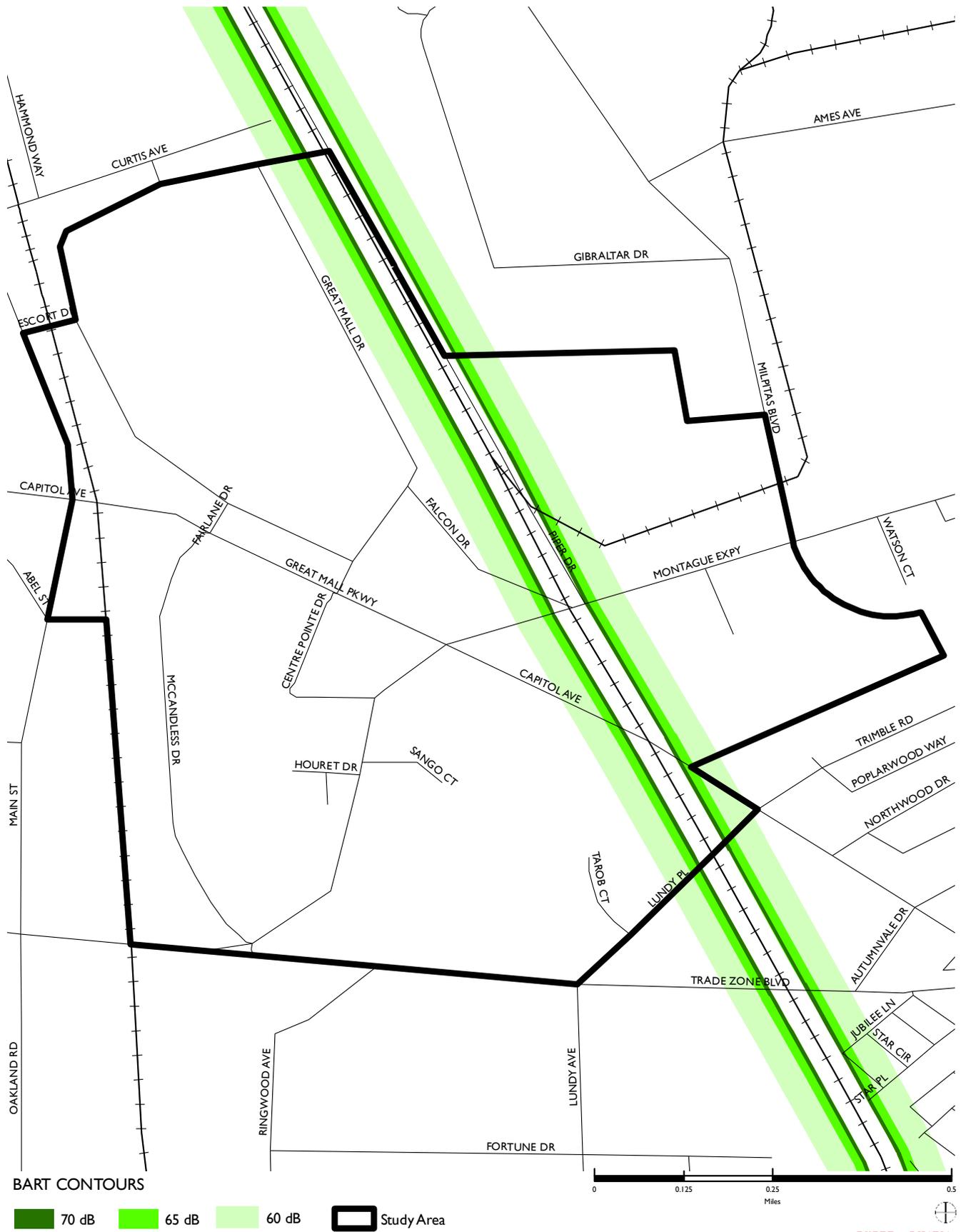


UNION PACIFIC RAILROAD CONTOURS

70 dB
  65 dB
  60 dB
  Study Area



*Figure 5-24 B*  
**Noise Contours – Union Pacific Railroad**  
**(future condition)**



DYETT & BIATIA  
Urban and Regional Planners

Figure 5-24 C  
Noise Contours-BART Line

### *Railway Noise*

In areas where proposed residences would be impacted by both rail noise of 68 to 70 DNL and future vehicle traffic-generated noise levels of 65 to 70 DNL, a worst-case cumulative LDN of 70 to 73 dBA, could result. Such noise environments are considered “normally unacceptable” with respect to the land use noise compatibility guidelines of the City of Milpitas General Plan. The General Plan generally discourages new construction in this category, but if undertaken, requires a detailed analysis of noise reduction requirements to be made and needed noise insulation features included in the design.

The proposed BART extension would also represent a future noise source that would impact new multi-family residences proposed by the Specific Plan. Addition of noise from BART train operations to residences proposed along this corridor in the Piper/Montague subarea could be expected to result in a noise environment that would be considered “conditionally acceptable” for residential uses with respect to the General Plan. The Supplemental EIR for the BART Extension to Milpitas, San José and Santa Clara indicates that the proposed noise walls will mitigate noise impacts to the ground floor residences in the planning area. However, there will be impacts on residences above ground level. While Santa Clara Valley Transportation Authority (VTA) plans to mitigate noise impacts to existing above-ground level residences with insulation upgrades, any residential and other sensitive uses proposed for development in the future under the Specific Plan would need to incorporate adequate insulation features and other engineering mitigations into the design to reduce the impact of BART noise and to achieve an interior noise level of 45 Ldn (VTA, 2007).

### *Vibration*

Development in the Transit Area could also be exposed to groundborne vibration, specifically from freight trains and BART trains. Vibration analysis conducted for Santa Clara Valley VTA’s BART Expansion SEIR indicated that vibration impacts at existing receptors approximately 100 feet from the centerline of the proposed tracks in the planning area would be mitigated by either using a floating slab track or by using tire derived aggregate under ballasted track. As this mitigation would reduce vibration at the source, future residential uses proposed along the BART alignment would not experience significant vibration.

### **Policies**

The Milpitas General Plan has a series of policies and guiding principals that govern acceptable noise levels for different types of uses. These policies are implemented through the City’s Noise Ordinance. The noise levels anticipated in the Transit Area do not exceed levels that preclude development, although they will require insulation to ensure that interior noise levels in residential uses attain no higher than 45 dB DNL (day-night average sound level).

**Policy 5.10:** *New development in the Transit Area shall adhere to the standards and guidelines in the Milpitas General Plan that govern noise levels.*

The particular policies of note are Policies 6-I-1 through 6-I-16.

**Policy 5.11:** *Construct masonry walls to buffer residential uses from BART and UPRR train tracks.*

These walls will be constructed by residential developers. They may be located within the landscaped buffer along the tracks.

**Policy 5.12:** *The City shall offer to pay for sound walls, sound absorptive material, and additional sound insulation for residential uses located along Great Mall Parkway, between South Main and Abel streets, if interior noise levels rise above permitted levels by the year 2030.*

**Policy 5.13:** *Apply the FTA groundborne vibration criteria (presented in Table 5-5) as review criteria for development projects in the vicinity of vibration sources such as BART trains and heavy rail trains.*

**Table 5-5: FTA Groundborne Vibration Criteria, VdB**

Receiving Land Use Category	Groundborne Vibration Impact Limits		
	Infrequent Events <sup>a</sup>	Occasional Events <sup>b</sup>	Frequent Events <sup>c</sup>
<i>Category 1</i> Buildings where low ambient vibration is essential for interior operations	65 <sup>d</sup>	65 <sup>d</sup>	65 <sup>d</sup>
<i>Category 2</i> Residences and buildings where people normally sleep	80	75	72
<i>Category 3</i> Institutional land uses with primary daytime use	83	78	75

a. “Infrequent Events” is defined as fewer than 30 vibration events of the same kind per day. This category includes most commuter rail systems.

b. “Occasional Events” is defined as between 30 and 70 vibration events of the same source per day. Most commuter trunk lines have this many operations.

c. “Frequent Events” is defined as more than 70 vibration events of the same source per day. Most rapid transit projects fall into this category.

d. This limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration sensitive manufacturing or research should always require detailed evaluation to define the acceptable vibration limits. Ensuring low vibration levels in a building requires special design of HVAC systems and stiffened floors.

Source: U.S. Department of Transportation, Federal Transit Administration, May 2006.

*Policy 5.14: Project applicants shall conduct a vibration impact analysis for any sites adjacent to or within 300 feet of active UPRR and BART alignments to demonstrate that interior vibration levels within all new residential development (single family and multifamily) and lodging facilities would be at acceptable levels. If needed, require mitigation measures to reduce vibration to acceptable levels.*

### **CONSTRUCTION PRACTICES – NOISE AND DUST**

*Policy 5.15: Prior to issuance of building permits, applicants shall demonstrate that noise exposure to sensitive receptors from construction activities has been mitigated to the extent feasible pursuant to the City's Noise Abatement Ordinance.*

Mitigation may include a combination of techniques that reduce noise generated at the source, increase the noise insulation of the receptor or increase the noise attenuation rate as noise travels from the source to the receptor.

*Policy 5.16: During review of specific development proposals made to the City, sponsors of individual development projects under the Specific Plan shall implement the BAAQMD's approach to dust abatement.*

This calls for “basic” control measures that should be implemented at all construction sites, “enhanced” control measures that should be implemented in addition to the basic control measures at construction sites greater than four acres in area, and “optional” control measures that should be implemented on a case-by-case basis at construction sites that are large in area, located near sensitive receptors or which, for any other reason, may warrant additional emissions reductions (BAAQMD, 1999).

### **NEW BUILDINGS ADJACENT TO INDUSTRIAL USES**

*Policy 5.17: In all rental and sale agreements, provide disclosures to future residents about all surrounding industrial uses, including UPRR train tracks and operations, and the permanent rights of such industrial uses to remain. Describe potential impacts including but not limited to: noise, groundborne and airborne vibration, odors, and use of hazardous materials.*

*Policy 5.18: Day care facilities, schools, nursing homes, and other similar sensitive receptors shall be located away from sites which store or use hazardous materials, in accordance with State and City standards. Adequate buffers to protect occupants of these sensitive uses shall be provided, including but not limited to walls, fences, landscaping, large building setbacks, and additional exit routes over and above minimum code requirements.*

***Policy 5.19: Require the installation of temporary buffers—fences, walls, or vegetation— when residential uses are developed adjacent to existing industrial uses. The type of buffer must be reviewed and approved by the City Planning Department. The temporary buffers may be removed if and when an adjacent site is redeveloped as a non-industrial use.***

## **HAZARDOUS MATERIALS REMEDIATION**

Historical land uses in the project area have released contaminants affecting soils and groundwater. Seven of these instances are considered “open cases,” indicating that remediation activities have not been completed and/or the concentrations of contaminants are above regulatory thresholds. These conditions could expose individuals to hazardous conditions resulting from ongoing or historical activities at the site or on neighboring properties that involve the use of hazardous materials or hazardous wastes. Disturbance of a previously contaminated area through grading or excavation operations could expose the public to health hazards from physical contact with contaminated materials or hazardous vapors. If buildings are erected over contaminated materials, volatile contaminants, such as benzene, could potentially migrate from soil and groundwater via soil gases, and enter indoor air spaces through foundation cracks, posing a potential health risk to future site workers, employees, and residents.

Furthermore, existing structures that would be demolished in the Transit Area could potentially include hazardous building materials such as asbestos, PCBs, or lead-based paint. If not properly removed and handled, these materials could pose a significant threat to human health and the environment.

The following policies are intended to prevent impacts to human health and the environment associated with site contamination and hazardous building materials:

***Policy 5.20: Property owners shall work with the City of Milpitas Fire Department, the Santa Clara County Department of Environmental Health (SCCDEH), the California Department of Toxic Substances Control (DTSC), and/or the State Water Resources Control Board (SWRCB), whichever has jurisdiction, to resolve issues related to contamination that could potentially impact future land uses in the project area. The lateral and vertical extent of contamination shall be determined, remediation activities completed, and land use restrictions implemented, as necessary, prior to the issuance of development permits on parcels with known contamination.***

***For parcels with known contamination, appropriate human health risk assessments (HHRA) shall be conducted based on proposed land uses by a qualified environmental professional. The HHRA shall compare maximum soil, soil gas, and groundwater concentrations to relevant environ-***

*mental screening levels (ESLs<sup>2</sup>) and evaluate all potential exposure pathways from contaminated groundwater and soil. Based on the findings of the HHRAs, if appropriate, engineering controls and design measures shall be implemented to mitigate the potential risk of post-development vapor intrusion into buildings.*

*For parcels with no identified contamination, a Phase I study shall be completed to review potential for ground water, soil, or other contamination related to previous land uses. If any potential for contamination is determined to exist that could adversely affect human health for residential uses, a Phase II level analysis shall be conducted per City, State, and Federal requirements. If contamination is found to exist, procedures for contaminated sites as described in the paragraph above shall be followed.*

*Policy 5.21: Project applicants shall submit information to the City regarding the presence of asbestos-containing building materials, PCBs, and lead-based paint in existing buildings proposed for demolition, additions, or alterations. The information shall be verified prior to the issuance of demolition permits by the City of Milpitas Building Inspection Division for any existing structures or buildings in the project area. If it is found that painted surfaces contain lead-based paint and/or the structures contain asbestos-containing building materials, measures to ensure the safe demolition of site structures shall be incorporated into the project Demolition Plan. The Demolition Plan shall address both onsite and offsite chemical and physical hazards. Prior to demolition, hazardous building materials associated with lead-based paint and asbestos-containing building materials shall be removed and appropriately disposed of in accordance with all applicable guidelines, laws, and ordinances. The demolition of buildings containing asbestos would require retaining contractors who are licensed to conduct asbestos abatement work and notifying the Bay Area Air Quality Management District (BAAQMD) ten days prior to initiating construction and demolition activities. Regarding lead-based paint, Cal-OSHA regulates all worker exposure during construction activities associated with lead-based paint. The Cal-OSHA-specified method of compliance includes respiratory protection, protective clothing, housekeeping, hygiene facilities, medical surveillance, and training.*

*Policy 5.22: At sites with known contamination issues, a Risk Management Plan (RMP) shall be prepared to protect the health and safety of construction workers and site users adjacent to construction activities. The RMP shall include engineering controls, monitoring, and security measures to prevent unauthorized entry to the construction site and to reduce hazards outside of the construction site. The RMP shall address the possibility of*

<sup>2</sup> ESLs are conservative risk-based concentrations developed for use in screening laboratory data to determine if additional investigation or radiation is necessary.

*encountering subsurface hazards and include procedures to protect workers and the public. The RMP shall also include procedures for managing soils and groundwater removed from the site to ensure that any excavated soils and/or dewatered groundwater with contaminants are stored, managed, and disposed of in accordance with applicable regulations and permits. Protocols for the handling, transport, and disposal of both known and previously unidentified hazardous materials that may be encountered during project development shall be specified. If prescribed exposure levels are exceeded, personal protective equipment shall be required for workers in accordance with OSHA regulations. Finally, the RMP shall also include procedures for the use, storage, disposal, of hazardous materials used during construction activities to prevent the accidental release of these materials into the environment during construction.*

## **AIR QUALITY**

*Policy 5.23: Require project sponsors to inform future and/or existing sensitive receptors (such as day care facilities, schools, nursing homes) of any potential health impacts resulting from nearby sources of dust, odors, or toxic air contaminants, and where mitigation cannot reduce these impacts.*

*Policy 5.24. Allow only natural gas fireplaces, pellet stoves or EPA-Certified wood-burning fireplaces or stoves. Conventional open-hearth fireplaces shall not be permitted.*

*Policy 5.25: For new residential development that is proposed within 500 feet of active rail lines where vehicles emit diesel exhaust, or roadways where total daily traffic volumes from all roadways within 500 feet of such location exceed 100,000 vehicles per day, will, as part of its CEQA review, include an analysis of toxic air contaminants (which includes primarily diesel particulate matter (DPM)). If the results show that the carcinogenic human health risk exceeds the 10 people in a million standard for carcinogenic human health impacts established by the BAAQMD, the City may require upgraded ventilation systems with high efficiency filters, or other equivalent mechanisms, to minimize exposure of future residents.*

The above standard shall also apply to other sensitive uses such as schools, day-care facilities, and medical facilities with inpatient services.

## **HABITAT PROTECTION**

Proposed development in the Transit Area would result in the removal of landscaping and disturbance to habitat, which could affect wildlife including burrowing owl, nesting birds and common wildlife species. The burrowing owl is a California Species of Special Concern and protected under California Fish and Game Code Section 3503.5 as well as guiding principle 4.b-G-2 of the Milpitas General Plan. In addition, nesting habitat for special-status raptor species oc-

curs on and near the Transit Area, as Raptors could potentially utilize the large trees on site for nesting. Raptors and their nests and eggs are also protected under CDFG Code 3503.5. As a result, development projects must follow policies to avoid damaging these species:

***Policy 5.26: For any project sites that are either undeveloped or vacant and support vegetation, or project sites which are adjacent to such land, a pre-construction survey shall be conducted by a qualified biologist within 30 days of the onset of construction. This survey shall include two early morning surveys and two evening surveys to ensure that all owl pairs have been located. If preconstruction surveys undertaken during the breeding season (February 1st through July 31st) locate active nest burrows, an appropriate buffer around them (as determined by the project biologist) shall remain excluded from construction activities until the breeding season is over. During the non-breeding season (August 15th through January 31st), resident owls may be relocated to alternative habitat. The relocation of resident owls shall be according to a relocation plan prepared by a qualified biologist in consultation with the California Department of Fish and Game (CDFG). This plan shall provide for the owl's relocation to nearby lands possessing available nesting habitat. Suitable development-free buffers shall be maintained between replacement nest burrows and the nearest building, pathway, parking lot, or landscaping. The relocation of resident owls shall be in conformance with all necessary state and federal permits.***

***Policy 5.27: To mitigate impacts on non-listed special-status nesting raptors and other nesting birds, a qualified biologist will survey the site for nesting raptors and other nesting birds within 14 days prior to any ground-disturbing activity or vegetation removal. Results of the surveys will be forwarded to the U.S. Fish and Wildlife Service (USFWS) and CDFG (as appropriate) and, on a case-by-case basis, avoidance procedures adopted. These can include construction buffer areas (several hundred feet in the case of raptors) or seasonal avoidance. However, if construction activities occur only during the non-breeding season between August 31 and February 1, no surveys will be required.***

The Tree and Planting Ordinance of the City of Milpitas protects significant trees, as defined by the Ordinance, including heritage trees, throughout the city. A tree removal permit is required to remove any protected tree and compensation for lost trees may be requested by the City (Ord. 201.1, 3/1/88).

In particular, within the Transit Area the large rows of trees that run along McCandless Drive and the immediate vicinity provide habitat for birds and contribute to community identity. These large trees shall be retained for both aesthetic and biological value. Limited exceptions will be permitted in the areas along McCandless Drive with retail on the ground floor, close to Great Mall Parkway.

*Policy 5.28: Development under the Specific Plan shall, to the maximum extent feasible (and with exceptions such as removal for emergency, health, or fire hazard purposes), retain the corridor of trees along McCandless Drive and corridors of trees in the vicinity both as a potential resource for habitat and as an important visual resource.*

*Policy 5.29: Per Figure 5-23 G and Tables 5-1 and 5-2, a minimum 25 foot setback from the top of bank of any creek or drainage channel, or from a maintenance road if one exists, shall be provided.*

*Policy 5.30: Prior to new development in areas that border creeks and with potential riparian habitat, applicants will be required to coordinate with the CDFG, as required by law. Coordination will include evaluation of existing riparian habitat and development of avoidance, minimization, and/or compensatory measures sufficient to procure a Streambed Alteration Agreement with the CDFG.*

#### **PROPERTIES ADJACENT TO A WATERWAY**

*Policy 5.31: For properties adjacent to any waterway in the study area, the following requirements shall apply:*

- *Any plans for construction over the Santa Clara Valley Water District (SCVWD) fee or easement lands require review and issuance of a permit.*
- *The SCVWD's Milpitas Pipeline, located at the north end of the study area and adjacent and parallel to the rail line continuing south onto Capital Avenue at the southern end of the study area, shall be shown on all future plans.*
- *Projects should generally be consistent with the recommendations developed by the Water Resources Protection Collaborative in the "Guidelines and Standards for Land Use Near Streams."*

*Policy 5.32: Consistent with current City practice, all new development located on or adjacent to Penetentia and Berryessa Creek will be required to comply with the standards and guidelines for land uses near streams, as adopted by the City of Milpitas. Any development or construction activity to be conducted on or adjacent to SCVWD property or easements, such as creek crossings, shall be required to obtain applicable permits from the SCVWD prior to such construction activity.*

## CULTURAL RESOURCES

Cultural resources include: archaeological resources, historic resources, contemporary Native American resources, and paleontological resources. Certain cultural resources are protected and must be conserved. Policies below establish the procedures and requirements for protection of cultural resources. The primary impact that could occur would be disturbance of cultural resources during grading and/or development of property. There are no identified historic resources within the Transit Area. However, based on an evaluation of the environmental setting and features associated with known sites, there is a strong possibility of uncovering and identifying additional archaeological deposits in the Transit Area. Paleontological resources have also been documented to occur in Milpitas in the vicinity of the Transit Area. There is the potential to encounter unidentified fossils during construction of new development in the Transit Area, as Pleistocene alluvium is considered sensitive for vertebrate fossils, which are considered a significant paleontological resource.

*Policy 5.33: Consider any potential impacts to historic and cultural resources during the review of any proposed alteration or demolition projects on the Great Mall property.*

*Policy 5.34: Any future ground disturbing activities, including grading, in the Transit Area shall be monitored by a qualified archaeologist to ensure that the accidental discovery of significant archaeological materials and/or human remains is handled according to CEQA Guidelines § 15064.5 regarding discovery of archeological sites and burial sites, and Guidelines § 15126.4(b) identifying mitigation measures for impacts on historic and cultural resources. (Reference CEQA §§ 21083.2, 21084.1.) In the event that buried cultural remains are encountered, construction will be temporarily halted until a mitigation plan can be developed. In the event that human remains are encountered, the developer shall halt work in the immediate area and contact the Santa Clara County coroner and the City of Milpitas. The coroner will then contact the Native American Heritage Commission (NAHC) which will in turn contact the appropriate Most Likely Descendent (MLD). The MLD will then have the opportunity to make a recommendation for the respectful treatment of the Native American remains and related burial goods.*

*Policy 5.35: All grading plans for development projects involving ground displacement shall include a requirement for monitoring by a qualified paleontologist to review underground materials recovered. In the event fossils are encountered, construction shall be temporarily halted. The City's Planning Department shall be notified immediately, a qualified paleontologist shall evaluate the fossils, and steps needed to photo-document or to recover the fossils shall be taken. If fossils are found during construction activities, grading in the vicinity shall be temporarily suspended while the fossils are evaluated for scientific significance and fossil recovery, if warranted.*

## STORM DRAINAGE

Construction and grading within the Transit Area would require temporary disturbance of surface soils. During the construction period, grading and excavation activities would result in exposure of soil to runoff, potentially causing erosion and entrainment of sediment in runoff. Soil stockpiles and excavated areas would be exposed to runoff and, if not managed properly, the runoff could cause erosion and increased sedimentation in storm drains or water courses within or adjacent to the Transit Area. The accumulation of sediment could result in blockage of flows, potentially resulting in temporarily-increased localized ponding or flooding.

There is also a potential for release of chemicals such as fuels, oils, paints, and solvents from construction sites. These chemicals could be transported to nearby surface waterways and/or groundwater in stormwater runoff, wash water, and dust control water, potentially reducing the quality of receiving waters. Preparation of a Stormwater Pollution Prevention Plan and following guidelines laid out in the Santa Clara County National Pollutant Discharge Elimination System (NPDES) permit for stormwater discharges will reduce the chance and impact of these runoffs. The State of California periodically amends the City's NPDES permit; projects seeking approval will be required to meet all requirements in place at the time of application.

***Policy 5.36: Require construction projects that disturb one or more acres to prepare a Stormwater Pollution Prevention Plan (SWPPP) that, when properly implemented, would reduce or eliminate impacts on surface water quality during construction.***

Construction projects that disturb one or more acres are required to obtain a Construction General Permit under the General Permit for Discharges of Stormwater Associated with Construction Activity. As part of the requirements for the permit, the developer must develop a SWPPP containing site maps that show the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project. The SWPPP must list Best Management Practices (BMPs) the discharger will use to protect stormwater runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for “non-visible” pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. None of the water courses adjacent to the Planning Area are listed on the 303(d) list for sediment, so this requirement is not required. (2002 CWA Section 303(d) List of Water Quality Limited Segment, San Francisco Bay Regional Water Quality Control Board, approved July 2003)

The San Francisco Bay Regional Water Quality Control Board (Regional Board) administers permitting for the SWPPP. A Notice of Intent (NOI) must be filed with the Regional Board signaling the intent of the developer or construction contractor to prepare a SWPPP prior to construction activities.

***Policy 5.37: Require construction projects to comply with the Santa Clara County National Pollutant Discharge Elimination System (NPDES) permit for stormwater discharges.***

The City of Milpitas is included in the Santa Clara County NPDES permit for stormwater discharges. The permit currently requires redevelopment projects that add or replace a minimum of 10,000 square feet of impervious surface to develop a Stormwater Control Plan. The Stormwater Control Plan requires the implementation of BMPs to control both stormwater peak flows and pollutant levels. BMPs for flow control can include a decrease in impervious area (as will occur in the Planning Area) or construction of flow detention ponds and/or mechanical filtration. The City of Milpitas provides the Stormwater C.3 Guidebook (2005) to developers for assistance in developing a Stormwater Control Plan. The State of California periodically amends the City's NPDES Permit; projects seeking approval will be required to meet all requirements in place at the time of project application.

### **INFRASTRUCTURE CAPACITY**

***Policy 5.38: The issuance of building permits will be suspended if necessary to stay within (1) available water supplies, or (2) the safe or allocated capacity at the San Jose/Santa Clara Water Pollution Control Plant, and will remain suspended until water and sewage capacity are available. No vested right to the issuance of a building permit is acquired by zoning approval for a land development.***



## 6 Utilities and Public Facilities

As an already developed section of Milpitas, the Transit Area already has much of the infrastructure needed to provide public utilities and services. However, the transformation of the area from a light industrial district to a high-density residential, office, and retail community will result in users with different needs than are currently supported. Certain utilities will need to be expanded to accommodate greater flows and different patterns of use. In particular, in its present arrangement as a low density job center, the Transit Area currently lacks the public and private services needed to support a residential population.

This chapter describes the infrastructure needed to provide public services for this new mixed-use area. It establishes policies and describes improvement projects necessary for the upgrading and expansion of public facilities, including:

- public utilities such as storm drainage, sewer, water, and waste disposal;
- circulation and streetscape improvements within the Transit Area;
- regional roadway improvements required to ameliorate increased traffic flows; and
- community services provided by public agencies: schools, public safety, and child care.

Policies and development standards for streets, as well as parks, trails, and open space, are covered in Chapters 3 and 5.

## 6.1 FLOODING AND STORM DRAINAGE

Most of the Transit Area is within a federally-designated floodplain, which will require new development to comply with federal and local regulations. These provisions mostly affect the elevation of the ground floor of a building and whether underground parking is feasible, which in turn could have an effect on the urban design of the Transit Area. Chapter 5, Development Standards and Design Guidelines, addresses these concerns.

The Transit Area will have adequate storm drainage capacity for its projected development upon completion of the improvements identified for the area within the 2001 Storm Drain Master Plan. Development of landscaping and park space in the Transit Area is expected to decrease the amount of storm water runoff in comparison to the impervious surfaces that dominate the area today. However, construction activities, as well as intensification of land use, may result in increased soil and pollutant runoff. As a result, the City will require certain construction projects to develop a Stormwater Pollution Prevention Plan and a Stormwater Control Plan.

### FLOODING

FEMA-designated flood hazard zones are considered to be areas of special flood hazard according to Section XI-15-3.2 of the City of Milpitas Municipal Code. As a result, the Milpitas Transit Area Specific Plan is subject to the provisions specified in Section XI-15 'Floodplain Management Regulations' of the Milpitas Municipal Code. These provisions require the developer to submit a permit application showing the development plans, in particular the measures that will be taken to prevent flood hazards or elevate buildings out of the floodplain.

All new residential construction must have the lowest floor built to at least one foot above the Base Flood Elevation, or in the case of areas within Zone AO, at least one foot above the depth number listed on the Flood Insurance Rate Map (FIRM), or three feet above the highest adjacent grade if no depth number is shown. For non-residential construction the lowest floor elevation can be at Base Flood Elevation but the structure needs to be floodproofed and designed for buoyancy. The FEMA-designated flood districts are mapped in Figure 2-12 in Chapter 2.

All new construction (residential and non-residential) with fully enclosed areas below the lowest floor (excluding basements) that are usable solely for parking of vehicles, building access or storage, and which are subject to flooding, shall be designed to automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of floodwater. Within Zone AH or AO, improvements shall be constructed so that there are adequate drainage paths around structures on slopes to guide flood waters around and away from proposed structures. Further details of these provisions can be found in the following sections of the City of Milpitas Municipal Code:

- Standards of Construction (Section XI-15-5.1) – specify requirements for anchoring, construction materials and methods, and elevation and flood-proofing
- Standards for Utilities (Section XI-15-5.2) – specify requirements for new and replacement water supply and sanitary sewage systems, and on-site waste disposal systems
- Standards for Subdivisions (Section XI-15-5.3)
- Floodways (Section XI-15-5.6) – specify requirements and constraints for encroachments, and other flood hazard reduction provisions.

Programs to increase the capacity of Berryessa Creek will protect portions of the Transit Area from flooding, but any floodplain designation changes would come after FEMA has reviewed the completed projects. The Berryessa projects are slated for completion in 2017 but this is contingent on continued funding. In addition, as of September 2007 no flood control projects are planned for Lower Penitencia Creek, which would be essential to removing the entire planning area from the designated floodplain.

***Policy 6.1: Minimize damage associated with flooding events and comply with regulations stipulated by FEMA and the National Flood Insurance Program.***

***Policy 6.2: New development within a FEMA-designated flood hazard zone must follow the City's construction standards for such areas, as currently laid out in Section XI-15 'Floodplain Management Regulations' of the Milpitas Municipal Code.***

***Policy 6.3: New development must maintain the Transit Area's urban design standards. In particular, first floor commercial space must be within two feet of the elevation of the public sidewalk.***

The design and development standards in Chapter 5 must be followed, as well as the FEMA construction standards. This policy is particularly important regarding the location and appearance of on-site parking and the accessibility of ground floor retail from sidewalks. FEMA's construction standards require a building's floor plate to be one foot above flood level. Rather than elevate a building on stilts and require store access via stairs or ramps, the ground floor should be accessible via a sloping sidewalk. On streets fronted by ground floor commercial, no sidewalk shall be more than two feet above or below the floor level of adjacent commercial space, as specified in Chapter 5. The sidewalk needs to be designed so that the grade of its slope complies with federal, state, and local standards for disabled access.

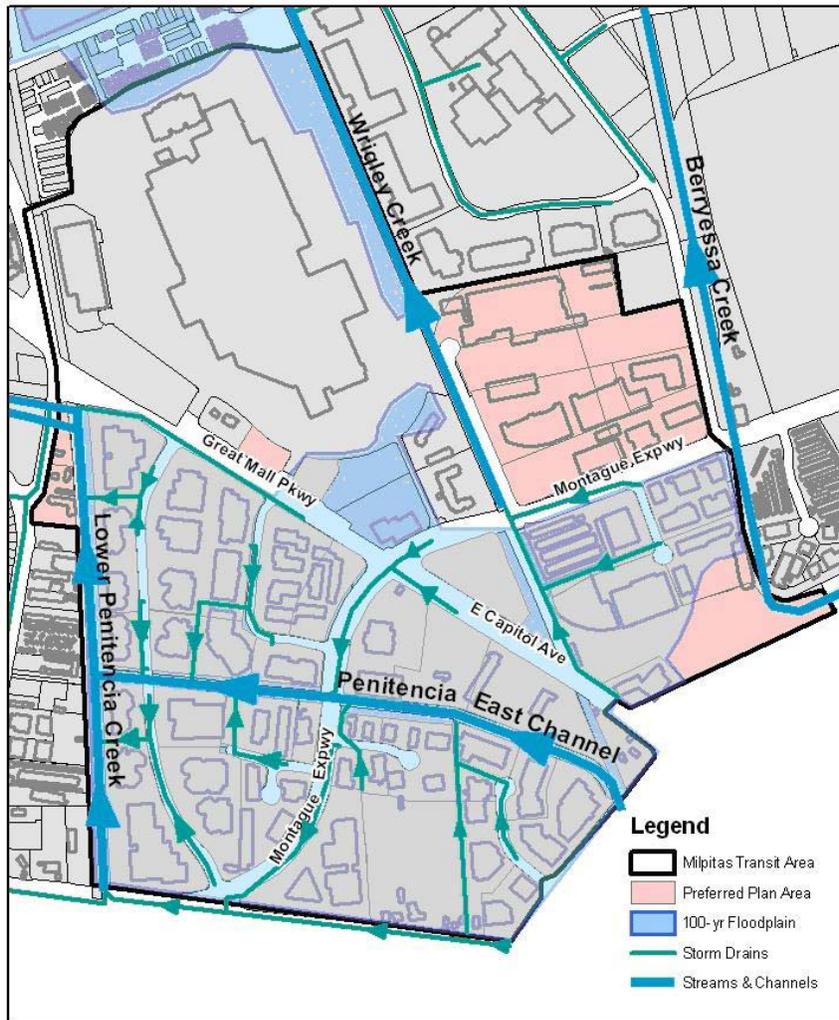
## STORM DRAINAGE

Within the Transit Area, the majority of stormwater runoff is conveyed to Berryessa Creek and Lower Penitencia Creek, with portions of the area draining into Wrigley-Ford Creek. The storm drainage system is shown in Figure 6-1. With the Transit Area changing land use from predominantly industrial to high density residential and commercial, stormwater runoff will decrease from previous estimates. This is because the amount of impervious area found within the Transit Area will decrease as a result of the greater amount of landscaped area associated with residential, mixed use, and commercial land uses, which would replace paved areas and result in less runoff flow from the area. However, the Transit Area requires some storm drain improvements which were identified in the 2001 Storm Drain Master Plan:

1. Constructing a new parallel 48-inch culvert beneath Montague Expressway at Piper Drive,
2. Replacing an existing 30-inch pipe with a 36-inch pipe to drain the low end of Tarob Court,
3. Improving Wrigley Creek (560') along Piper Drive, Downstream of Montague Expressway to carry the 100 year flood,
4. Constructing a 24-inch pipe (390') where Wrigley Creek is crossing Railroad Spurs,
5. Constructing a 54-inch (500') parallel pipe downstream of the Railroad crossing the Wrigley Creek, and
6. Constructing a 36-inch pipe (140') to drain the Piper Drive cul-de-sac.

No major additional improvements for the collection of storm water appear to be needed, beyond those identified in the 2001 Storm Drain Master Plan. However there may need to be minor improvements to adjust the drainage system to be consistent with the new street layout and drainage points.

Construction and grading within the Transit Area would require temporary disturbance of surface soils. During the construction period, grading and excavation activities would result in exposure of soil to runoff, potentially causing erosion and entrainment of sediment in runoff. There is also potential for release of chemicals such as fuels, oils, paints, and solvents from construction sites. These chemicals could be transported to nearby surface waterways and/or groundwater in stormwater runoff, wash water, and dust control water, potentially reducing the quality of receiving waters. To prevent such an outcome, the City will require construction projects that meet certain criteria to submit a Stormwater Pollution Prevention Plan to the San Francisco Bay Regional Water Quality Control Board and a Stormwater Control Plan, as described in Section 5-4, Other Construction Standards.



**Figure 6-1**  
**Storm Drainage**

In addition, the influx of a larger number of residents to the area, as well as new customers to the proposed retail areas, is expected to result in more traffic, which can contribute pollutants such as fuels, oils, and heavy metals to runoff. These problems can be minimized by following guidelines laid out in the Santa Clara County NPDES permit. Furthermore, new development must fund a Storm Drainage Plan for each Transit Area subdistrict in order to reduce runoff pollutants and control pollutant sources.

**Policy 6.4:** *Provide storm drain infrastructure to adequately serve new development and meet City standards.*

**Policy 6.5:** *Ensure that runoff in storm drains does not lower water quality within or outside of the Transit Area by implementing Best Management Practices (BMPs) in new developments within the Transit Area..*

***Policy 6.6: Construct the improvements within the Transit Area that were identified in the 2001 Storm Drainage Master Plan, and any other improvements identified in updates to the Master Plan.***

The Master Plan improvements within the Transit Area are:

- Constructing a new parallel 48-inch culvert beneath Montague Expressway at Piper Drive.
- Replacing an existing 30-inch pipe with a 36-inch pipe to drain the low end of Tarob Court.
- Improving Wrigley Creek (560') along Piper Drive, downstream of Montague Expressway to carry the 100-year flood.
- Constructing a parallel 24-inch pipe (390') where Wrigley Creek is crossing Railroad Spurs.
- Constructing a 54-inch (500') parallel pipe downstream of the railroad crossing Wrigley Creek.
- Constructing a 36-inch pipe (140') to drain the Piper Drive Cul-de-Sac.

***Policy 6.7: Prepare Master Grading and Storm Drainage Plans for each subdistrict of the Transit Area prior to approval of Zoning Permits for new buildings in that subdistrict.***

The site's location within a FEMA-designated floodplain means that areawide planning is required, and special construction methods must be applied to development within much of the planning area. Regional flooding mitigation will be handled by the Santa Clara Valley Water District and the US Army Corp of Engineers for creeks improvements. However, localized flooding mitigations will be handled by individual developers for necessary on-site and off-site improvements. A Transit Area Storm Drainage Plan for each subdistrict will be needed. Funding for the plan would need to be provided by the developers, and the City would need to review and approve construction plans, contract for and oversee the construction in coordination with property owners.

The Plans would, among other things, establish the elevations of the new street network and the points at which the street network drains into the storm drain channels. The Plan would also prepare an overall strategy for how to set sidewalk elevations and floor levels, so that flood plain requirements are met, but the vertical distance between the sidewalks and first floor levels are minimized as much as possible. The Plan would also establish parameters for parking structures so that they meet FEMA requirements and at the same time achieve the design standards of the Transit Plan.

## 6.2 WASTEWATER COLLECTION AND TREATMENT

The City's sanitary sewer system collects the wastewater flows from the City of Milpitas planning area; they are ultimately pumped to the San Jose/Santa Clara Water Pollution Control Plant (WPCP). The WPCP is operated by the cities of San Jose and Santa Clara which, along with Milpitas, are granted the rights to discharge wastewater to it.

### WASTEWATER COLLECTION SYSTEM

The 2004 Sewer Master Plan Revision and the Draft 2007 Sewer Master Plan Update call for several capital improvement projects within the Midtown Specific Plan area, and consequently the Transit Area. The Draft 2007 Update evaluated new buildout land use scenarios for Milpitas, including the Transit Area Plan. Extensive projects will be required by the increase in residential development expected with the Transit Area. The existing sewer mains and proposed improvements specifically related to Transit Area growth are shown in Figure 6-2, although other Sewer Master Plan projects are not illustrated.

***Policy 6.8: Construct the improvements to the wastewater collection system within the Transit Area that were identified in the Draft 2007 Sewer Master Plan Update, which include the following:***

- Upsize 990 feet of existing 18-inch pipe to 27-inch, 370 feet of 12-inch pipe to 27-inch, and 560 feet of 18-inch pipe to 21-inch along South Main Street north of Great Mall Parkway.
- Upsize 1,460 feet of 15-inch pipe to 21-inch along South Abel Street north of Curtis Avenue.
- Upsize 450 feet of 10-inch pipe to 15-inch, 1,820 feet of 10-inch pipe to 18-inch, and 360 feet of 15-inch pipe with 18-inch along Great Mall Parkway between South Main Street and Montague Expressway.
- Upsize 325 feet of 8-inch pipe to 12-inch, 30 feet of 8 inch pipe to 15-inch and 885 feet of 10-inch pipe to 12-inch along Montague Expressway.
- Upsize 2,060 feet of 8-inch pipe with 12-inch along South Main Street south of Great Mall Parkway.

All other recommended capital improvement projects included in the Draft 2007 Update were identified in the 2004 Revision and are unaffected by the increased flows in the Transit Area.

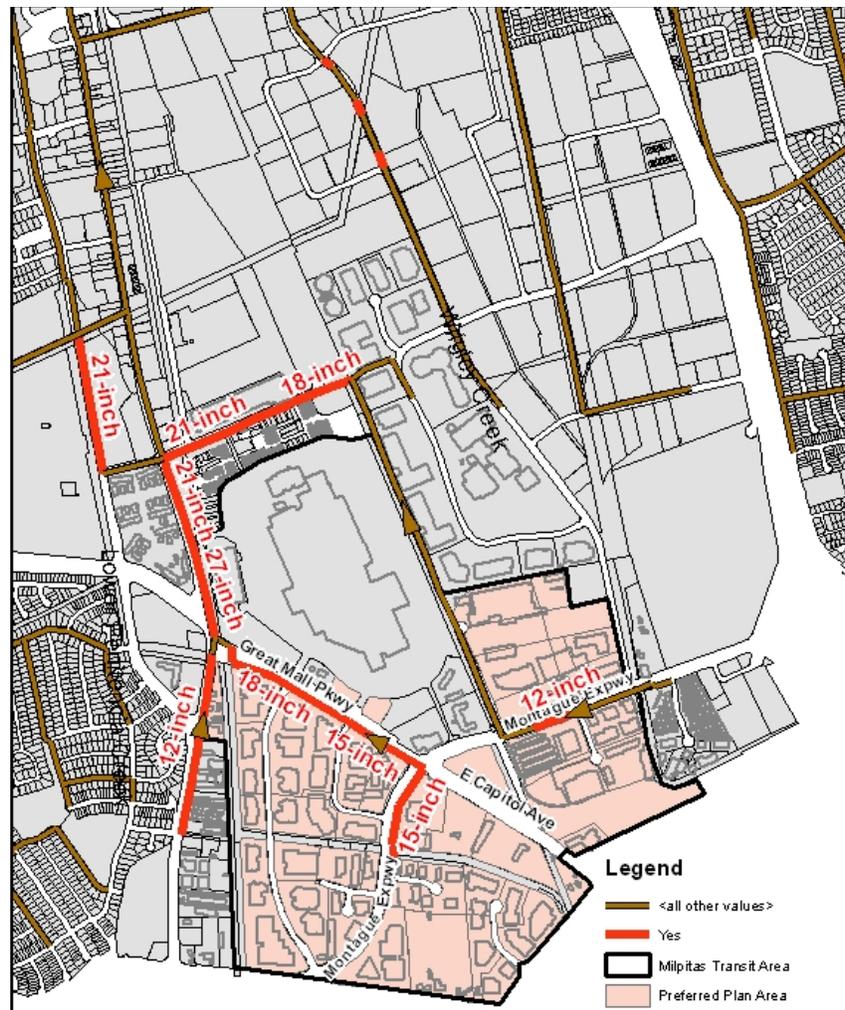
**WASTEWATER TREATMENT CAPACITY**

The 2004 Sewer Master Plan Revision indicates that the City’s current contracted capacity with the WPCP will be reached by 2015 under current development plans. The City’s “Proposed Milpitas Transit Area Specific Plan Draft Water and Sewer Impacts” Study showed that up to 1 mgd of additional wastewater treatment capacity may be needed to handle the wastewater flow generated by the development of land uses under the Transit Area Specific Plan.

*Policy 6.9: The City of Milpitas will implement improvements to the Main Sewage Pump Station and the force mains which convey flows to the WPCP in general accordance with those improvements identified in the “Functionality and Operation Report” as prepared for the City by Winzler & Kelly Engineers, November 2005.*

**Figure 6-2  
Sewer System Improvements  
Required Due to Transit Area Growth**

Note: Figure does not include improvements recommended in the 2004 Master Plan Revision



***Policy 6.10: The City of Milpitas will acquire up to 1.0 mgd of wastewater treatment capacity at the WPCP if necessary. The final amount to be acquired, if any, and the timing of the acquisition will be based on studies of actual usage and the pace of development in the city. The City shall monitor the increase in actual sewage flows and the amount of new development approved on an annual basis to determine when additional capacity is required.***

This additional capacity will enable the City to meet the cumulative wastewater treatment demands generated by cumulative growth and development throughout the City, including the net increase in demand attributable to the Transit Area. However, the City's need to acquire an additional 1.0 mgd of WPCP capacity is based on the ability to serve all planned growth and development within the City. The need for this additional WPCP capacity will not be triggered until such time in the future when full General Plan buildout and Transit Area Specific Plan buildout is realized.

***Policy 6.11: No development is entitled to wastewater treatment capacity until a building permit is issued by the City.***

This Plan requires the City to acquire adequate wastewater treatment capacity based on the development expected under this Specific Plan, the Midtown Milpitas Specific Plan, and the City's General Plan. However, wastewater treatment capacity is available on a "first-come-first-served basis." If development in Milpitas exceeds growth projections in these plans, wastewater capacity may not be available to all proposed developments.

***Policy 6.12: If development in the Transit Area exceeds 7,100 housing units, additional review of available wastewater treatment capacity may be required.***

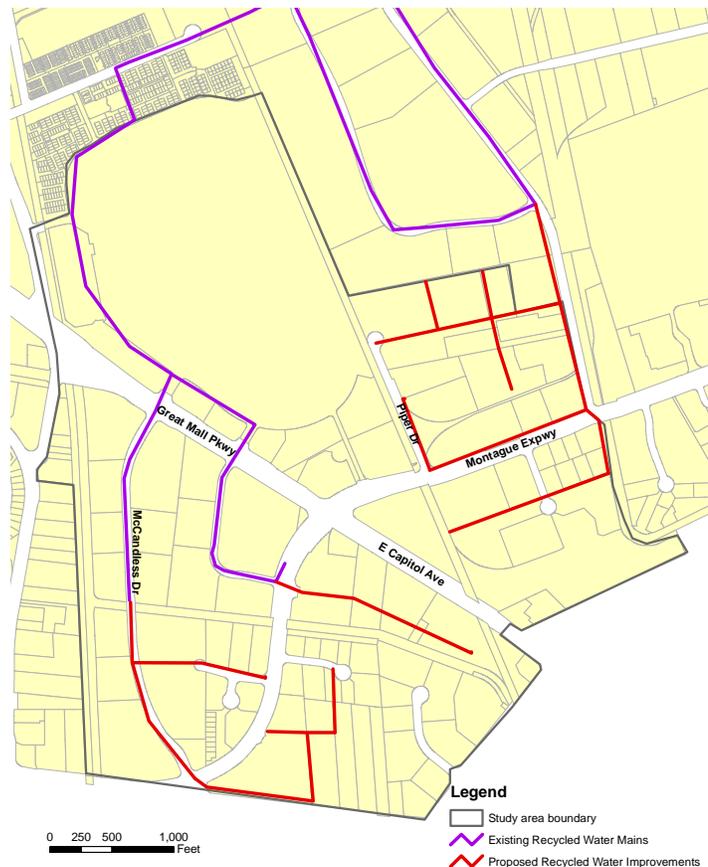
If the Transit Area develops at a greater-than-expected level, the City may need to examine the amount of available wastewater treatment capacity to determine if additional capacity must be purchased to allow continued development under this Plan.

### 6.3 WATER SUPPLY AND DISTRIBUTION SYSTEM

Potable water supply for the Transit Area is provided by the City of Milpitas through its municipal water system. The City buys domestic water from two sources: the San Francisco Public Utilities Commission (SFPUC), delivered through the Hetch Hetchy Water system, and Santa Clara Valley Water District (SCVWD), delivered through the South Bay Aqueduct. Local water from SFPUC is treated at its Sunol Valley Filtration Plant and water from SFPUC’s Hetch Hetchy supply in the Sierra is chlorinated and pH adjusted, prior to its delivery to the City. Water delivered by SCVWD is treated at its Penitencia Water Treatment Plant or the Santa Teresa Water Treatment Plant before being piped to the City. The SFPUC and SCVWD potable water supply sources are not blended under normal operating conditions due to the different corrosion control methods used for each source.

The SFPUC water is unfiltered with a low hardness, alkalinity, and pH. Lime is added to increase the pH to about 8 to 10. The SCVWD water has a medium hardness and alkalinity with a pH generally between 7 and 8. Due to their different characteristics, the indiscriminate blending of these two supplies could potentially lead to water quality problems such as generation of taste and odors. Consequently, the City’s water system is physically separated. The Transit Area lies primarily within the zones served by SCVWD water.

*Figure 6-3*  
**Recycled Water System Improvements**



## WATER SUPPLY

The City has produced a Water Supply Assessment for the Transit Area, following the guidelines laid out in the State’s “SB 610” regulation, which requires specific information on the demand and availability on a project’s water supply if groundwater is identified as a source available to the supplier. The increase in demand brought on by the proposed plan will cause the need for additional allotments of water supply from SCVWD. The increase in water demand can be adequately offset by the supplies available from SCVWD.

This capacity is aided by the expectation that landscaping will be irrigated with recycled water, provided through an extension of the City’s existing recycled water infrastructure. Water recycling will also offset some of the increased disposal of treated wastewater from the WPCP, which has a discharge flow limit set by the California Water Quality Control Board. The Midtown Milpitas Specific Plan requires new development in the area to include recycled water lines for irrigation, and for existing irrigation users to convert to recycled water for irrigation as soon as feasible. The Transit Area already contains recycled water mains, though for recycled water service to reach the entire area, new mainlines must be installed along Great Mall Parkway and East Capitol Avenue, as well as Montague Expressway, Sango Court, and into the Piper/Montague subdistrict, as shown in Figure 6-3

***Policy 6.13: Provide water supply for the Transit Area from the Santa Clara Valley Water District per the Water Supply Assessment.***

***Policy 6.14: No development is entitled to municipal water until a building permit is issued by the City.***

Potable water is available on a “first-come-first-served basis.” If development in Milpitas exceeds growth projections in adopted plans, municipal potable water may not be immediately available to all developments.

***Policy 6.15: If development in the Transit Area exceeds 7,100 housing units, the City may need to update the Water Supply Assessment.***

***Policy 6.16: Reduce water consumption through a program of water conservation measures, such as use of recycled water, water-saving features, and drought-tolerant landscaping.***

***Policy 6.17: The City of Milpitas will require that water saving devices, as required by the California Plumbing Code, be installed in all residential, commercial, industrial and institutional facilities within the Transit Area. Such devices are capable of reducing the amount of water used indoors, resulting in substantial wastewater flow reductions.***

***Policy 6.18: Construct recycled water mains along Great Mall Parkway, Capitol Avenue, Montague Expressway, Sango Court, and into the Piper/Montague subdistrict, as shown in Figure 6-3.***

***Policy 6.19: Per the Midtown Specific Plan, require new development to include recycled water lines for irrigation.***

***Policy 6.20: The City of Milpitas will require that recycled water be used to irrigate all parks, plazas, community facilities, linear parks, landscaped front yards and buffer zones. Recycled water may also be used for landscape irrigation on vegetated setbacks and private common areas. The City shall also require, where reasonable and feasible, that commercial uses, schools and non-residential mixed use developments be provided with dual plumbing to enable indoor recycled water use for non-potable uses to the extent feasible.***

If the cumulative flow trigger of 120 mgd of disposal at the WPCP is reached, the City of Milpitas will work with other jurisdictions to implement appropriate mitigations as described in the South Bay Action Plan. In addition, the City will work with other jurisdictions to establish consistent requirements to be applied in all jurisdictions regarding dual-plumbing, recycled water irrigation use, or other measures that reduce flow to the Bay.

Only non-residential buildings are allowed to use recycled water for indoor water use. The use of recycled water will reduce the amount of effluent otherwise requiring disposal.

***Policy 6.21: Require existing irrigation users to convert to recycled water when it becomes available.***

Recycled water use requirements are established in Municipal Code Title 8, Chapter 6, Section 3.07.

## **WATER DISTRIBUTION SYSTEM**

The substantial increase in water demand caused by development of this Specific Plan requires improvements to the existing water infrastructure.

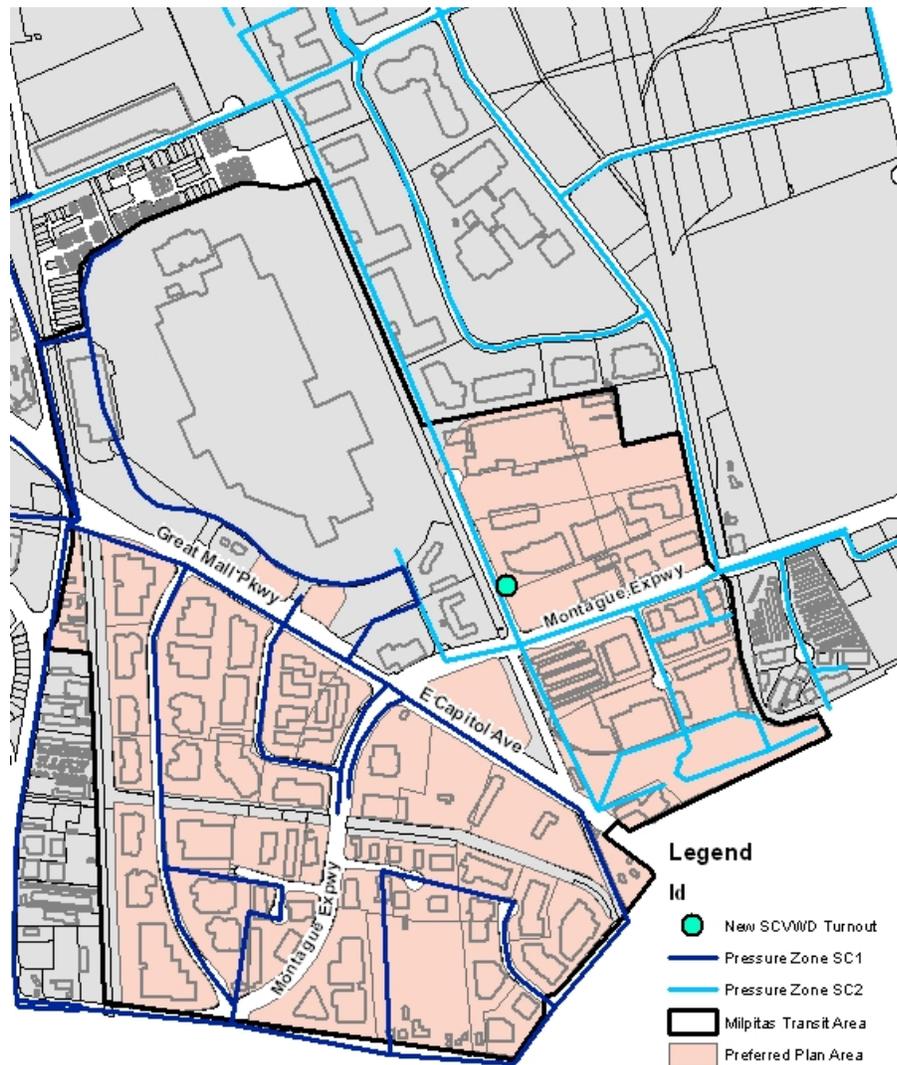
The City's Draft 2007 Water Master Plan Update analyzed the latest land use buildout scenarios for Milpitas, including the Transit Area Plan. The Draft 2007 Update determined that a new SCVWD turnout would supply the additional water needed by the Transit Area and eliminate the need for any pipeline improvements in the SCVWD pressure zones.

As shown on Figure 6-4, the new turnout would be constructed in a city-owned right-of-way in a landscaped buffer area adjacent to Piper Drive. A new storage tank, location to be determined, will also be required.

***Policy 6.22: Upgrade and expand the water distribution system such that it will be adequate to serve new development in the Transit Area.***

The following additional improvements were developed as part of the Draft 2007 Water Master Plan Update and are required to accommodate future water demands due to development of the Transit Area as specified in this Plan:

- Construct an additional 20-inch turnout along the SCVWD supply pipeline within the Transit Area.
- Construct 6.6 MG tank within the SCVWD system. The tank will also need a pump station. This improvement would supersede the recommendation from the 2002 Water Master Plan because of a requirement for additional storage.



**Figure 6-4**  
**Required Water System**  
**Improvements**

## 6.4 SOLID WASTE DISPOSAL

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The City of Milpitas disposes of all solid waste at the Permitted Class III, Subtitle D facility, the Newby Island Sanitary Landfill (NISL), administered by BFI. The Newby Island facility accepts solid waste, recyclables, and compostable materials. The City's contract with the NISL runs through September 5, 2017.

The NISL does not accept hazardous waste, but the City of Milpitas currently participates in Santa Clara County's Hazardous Waste Program, which provides a drop-off site for residents and small generators.

*Policy 6.23: All new development shall participate to the maximum extent practical in solid waste source reduction and diversion programs.*

*Policy 6.24: Before the expiration of its current waste disposal contract, the City shall negotiate new agreements to handle the long-term disposal of its solid waste past the closure of the Newby Island Sanitary Landfill.*

## 6.5 CIRCULATION AND STREETScape IMPROVEMENTS WITHIN THE MILPITAS TRANSIT AREA

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### NEW LOCAL STREETS

New local streets will need to be constructed as shown in the street sections in Chapter 5 in order to provide adequate access for developments. The costs of these new local streets will be paid for by whoever owns the property. Many of the streets are shared by more than one development and each would pay a proportional cost. The City may need to fund and construct certain street segments where multiple parcels are not being developed at the same time, and recoup costs as parcels are developed in the future.

Streets that do not currently have frontage improvements would also need to be improved by property owners as part of development projects consistent with the street sections in Chapter 5. This situation occurs on Trade Zone Boulevard.

### STREETScape IMPROVEMENTS ON EXISTING STREETS

The Transit Area Specific Plan calls for streetscape improvements on existing streets in order to create an attractive and inviting character for the area. Streetscape improvements include street trees, landscaping, decorative lighting fixtures, etc. These types of improvements are critical to transforming the area from an industrial area to an attractive and inviting urban neighborhood. Resi-

dents and businesses have many choices about where to live or where to locate their businesses and the character of the area is a key determinant in that decision, which in turn drives property values. Thus it is recommended that the streetscape improvements be installed by the City as a comprehensive project, and funded on an areawide basis, rather than being installed project by project in a piecemeal fashion. However, in some subdistricts where a few developers are developing large acreages along a single street, it may be more appropriate for those costs to be borne solely by property owners in that subdistrict. Examples of this situation may include McCandless Drive and Centre Point Drive.

The Transit Area Specific Plan includes streetscape improvements on the following existing streets. Greater detail, including notes about all the improvements, is provided in the street sections in Chapter 5 of the Plan.

***Policy 6.25: Fund, design and install the following streetscape improvements during the 20 year timeframe of the Milpitas Transit Area Plan:***

- ***Montague Expressway***—Palm Trees, Deciduous Trees, Sidewalks, Landscaping, Median Trees and Landscaping, Decorative Avenue Scale Street Lights and Pedestrian-Scale Street Lights.
- ***Great Mall Parkway***—Deciduous Trees, Sidewalks, Landscaping, Median Trees and Landscaping, Decorative Street Lights (Avenue and Pedestrian-Scale).
- ***McCandless Drive***—Construct Median with trees and landscaping, re-stripe roadway to create travel lanes, bike lanes, and parallel parking; add sidewalks where gaps exist.
- ***Capitol Avenue***—Deciduous Trees, Sidewalks, Landscaping, Median Trees and Landscaping, Decorative Street Lights (Avenue and Pedestrian-Scale).
- ***Piper Drive***—Curbs Moved to create a landscape buffer area that includes a triple row of trees; decorative light fixtures (Avenue and Pedestrian Scale), Sidewalks, Landscaping.
- ***Falcon Drive***—Low ornamental retaining wall, sidewalks, supplemental trees, pedestrian scale street lights.

***Policy 6.26: Prepare a streetscape design master plan for each streetscape project.***

The design master plan will include detailed designs and specifications for each streetscape project. It will also resolve many factors, including location of utility lines, location and spacing and species of street trees, variations in conditions at different points along the street, relationships of street improvements with curb cuts, etc. The vegetation needs to be compatible with recycled water. The design master plan must incorporate NPDES permit requirements for reducing impervious surfaces.

## PEDESTRIAN ACCESS AND CIRCULATION

***Policy 6.27: Create a continuous network of pedestrian sidewalks as private development occurs throughout the Transit Area.***

***Policy 6.28: Install improvements at the intersections of Great Mall and Main, and Great Mall and Montague, in order to improve pedestrian comfort and safety in crossing these wide intersections.***

Sidewalks are provided on most of the major streets within the Transit Area Specific Plan. However, gaps exist and the current sidewalk network is not adequate to meet future demand generated by new and higher intensity land uses. The Plan will require sidewalks on both sides of all existing and proposed streets to provide adequate pedestrian circulation. Developers will be required to install new sidewalks along the frontage of their properties if the sidewalks do not already exist in the configuration specified in the street section drawings in Chapter 5.

Pedestrian improvements are needed at the intersections of Great Mall and Main, and Great Mall and Montague, to improve pedestrian comfort and safety in crossing these very wide intersections. Residents and workers must cross these intersections to access both the light rail and the future BART station. Recommended improvements include pedestrian-scaled street lights, new date palm trees, and ornamental paving, as shown in Figures 3-3 and 3-4 in Chapter 3. These should be funded on an areawide basis.

Pedestrian improvements are also needed in the intersections along Great Mall Parkway that connect from McCandless Drive and Centre Point Drive to the Great Mall. These could include signal timing, street trees, pedestrian-scale lights, ornamental paving, and/or other types of improvements to make pedestrian crossings of this wide street more safe and comfortable.

## PEDESTRIAN BRIDGES

Because of the wide heavy traffic expressways through the area, bridges for pedestrians and bicycles are necessary to provide connections to transit, shopping, and open space. Four pedestrian bridges or other major connections are included in the Plan.

***Policy 6.29: Construct the following pedestrian bridges during the 20 year timeframe of the Milpitas Transit Area Plan:***

- Over Montague Expressway to provide a pedestrian connection from the McCandless/Centre Point Subdistrict to the BART and LRT station. This connection would be part of the trail system and it is proposed that this bridge have a ramp at both ends which extends in or along the creek channel.

- Over Montague Expressway connecting the Piper/Montague subdistrict with the BART and LRT Station. This would also serve residents living south of Montague Expressway who walk to the Great Mall. This bridge could be a freestanding structure with elevators. Alternatively it could be constructed as part of the BART station if the station is above ground with entrances on both sides of Montague, or it could be constructed as part of an overhead BART line.
- From Piper/Montague to the Great Mall. This will require some sort of bridge to cross the retained cut of the BART line and the rail tracks.
- From LRT to BART Station. This would be constructed simultaneously with the BART Station. This bridge is a half-bridge over Capitol Avenue that connects the LRT and BART stations. Pedestrians crossing Capitol Avenue would cross at grade at the future signalized intersection of Montague Boulevard extension.

## BICYCLE ACCESS AND CIRCULATION

A continuous network of Class II bicycle lanes should be provided throughout the transit area for bicycle access to work, shopping, and transit destinations. Existing gaps in Class II bicycle lanes need to be closed to provide continuous bicycle circulation through the project site and to adjacent areas, and Class III bike routes should be upgraded to Class II bike lanes wherever it is physically feasible. The trails and pedestrian bridges will provide recreational bicycle facilities on Class I bike paths.

***Policy 6.30: Construct the following bicycle circulation improvements during the twenty year timeframe of the Milpitas Transit Area Plan:***

- Re-stripe Capitol Avenue and Great Mall Parkway to fill in gaps and create full bike lanes instead of bike routes.
- Re-stripe Milpitas Boulevard to add bike lanes.
- Create bicycle lanes on both sides of the Milpitas Boulevard extension.
- Create a bicycle route through the Montague Trade Zone subdistrict, extending from Milpitas Boulevard-Capitol Avenue intersection along Tarob Court to Trade Zone Boulevard.
- Replace the existing bike routes on Montague Expressway with full Class II bicycle lanes.
- Create bike lanes along Trade Zone Boulevard from Lundy Place to Montague Expressway.
- Maintain bike lanes on McCandless Drive when it is redesigned with a median and on-street parking.

## TRANSIT STOP AMENITIES

***Policy 6.31: Coordinate with VTA to provide amenities at all transit stops within the plan area, including transit shelters, seating, waste receptacles, and signage.***

## 6.6 REGIONAL ROADWAY IMPROVEMENTS

Despite the availability of BART and VTA light rail lines, the increase in housing, jobs, and shopping destinations in the Transit Area will generate more automobile traffic. This increased traffic will affect not just the Transit Area but many intersections and roadways in the immediate region.

Using a transportation model developed by VTA, the degree of traffic increase, its distribution, and its impact on regional roadways and intersections was analyzed. Based on the automobile traffic patterns expected once the Plan is fully developed, a decline in traffic levels of services is expected in several locations. This result takes into consideration a reduction in vehicle miles traveled due to transit ridership. In order to avoid or mitigate the expected traffic congestion, the Plan calls for a number of improvements to intersections and roadways in and around the Transit Area.

***Policy 6.32: The City shall establish and assess a transportation impact fee program to contribute toward traffic improvements to be undertaken in whole or in part by the County of Santa Clara or City of San Jose. This fee will go toward the Montague Expressway Widening project west of Trade Zone Boulevard, the Calaveras Boulevard (SR 237) Overpass Widening project, and Capitol Avenue improvements within the City of San Jose.***

***Policy 6.33: The City shall establish and assess a transportation impact fee program to provide improvements to mitigate future traffic operations on the roadway segments within the City of Milpitas. All projects within the Transit Area Plan will be required to pay this fee.***

***Policy 6.34: The new traffic impact fee program should include fair-share payments toward the following improvement: At the West Calaveras Boulevard / I-880 northbound ramps, convert the northbound center left-turn lane to a shared left-turn/right-turn lane. The City of Milpitas will coordinate with Caltrans to implement this improvement.***

This action will provide acceptable LOS C intersection operations.

***Policy 6.35: The new traffic impact fee program should include fair-share payments toward the following improvement: At the intersection of Tasman Drive / McCarthy Boulevard, the southbound (McCarthy Boulevard) shared through/right-turn lane will be converted to an exclusive right-turn lane with overlap signal phasing. The southbound right-turn will have a green arrow and enter the intersection at the same time as the eastbound left-turn movement. Eastbound left-turns will be prohibited. The City of Milpitas will implement this improvement.***

This policy will provide acceptable intersection operations during morning and afternoon peak travel hours (LOS D in the AM and LOS D+ in the PM). The eastbound left-turn prohibition will not affect a significant number of vehicles (five or fewer vehicles during the PM peak-hour).

***Policy 6.36: The new traffic impact fee program should include fair-share payments toward the following improvement: Coordinate the traffic signals at the Tasman Drive / I-880 southbound ramps and the Great Mall Parkway / I-880 northbound ramps with one another as well as adjacent intersections, particularly Tasman Drive/Alder Drive, in order to improve operations in the Great Mall Parkway/Tasman Drive corridor north of the Transit Area. The City of Milpitas will coordinate with Caltrans to implement this improvement.***

***Policy 6.37: The grade separation of Montague Expressway at McCarthy Boulevard planned as part of the North San Jose Development would eliminate this intersection and provide acceptable operations with development of the Transit Area Plan.***

Construction of square loops will eliminate this intersection and provide acceptable operations with development of the Transit Area Plan.

***Policy 6.38: The new traffic impact fee program should include fair-share payments toward the following improvement: Install an overlap phase for eastbound Trade Zone Boulevard right turns at Capitol Avenue.***

This action is required to provide LOS E operations at the intersection.

***Policy 6.39: Widening Zanker Road at its intersection with Montague Expressway to provide second northbound and southbound left-turn lanes is planned as part of the North San Jose Development.***

This improvement is a required mitigation of North San Jose development. The combination of this improvement along with the planned widening of Montague Expressway to eight lanes (as identified in the Montague Expressway Improvement Project Final Technical Report) will provide LOS E+ operations at the intersection of Montague Expressway / Zanker Road.

## 6.7 PARKS, PUBLIC SPACES, AND TRAILS

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### PARKS

Public parks are marked on the Plan Map, with their locations and sizes determined to provide maximum value to the Transit Area's future residents, workers, and visitors. Although the details of park programming are left to the City's Recreation Services Department, this Plan recommends the types of activities each park should support. In addition to developed parks, the Transit Area will also include a trail network and landscaped areas to enhance the connectivity and aesthetic character of the community.

Parks, public spaces, and trails will be provided through land dedication and in-lieu payments as established in the City's zoning and subdivision ordinances. Policies on the development and design of parks are laid out in Chapter 3. Property owners are required to dedicate land for parks rather than pay in-lieu fees if a park site is shown on their property in the Milpitas Transit Area Plan. Impact fees and/or other funding mechanisms will be used to pay for parks improvements.

***Policy 6.40: Create the parks and public spaces specified in the Transit Area Plan as development occurs and park land is dedicated. The City shall undertake the following implementation actions building on existing City programs and procedures for parks construction:***

- ***Funding Mechanisms:*** Establish a funding mechanism to acquire land for parks and build parks improvements, using a combination of any or all of the following: private property owner land dedication, impact fees, Redevelopment Agency funds, and State and Federal grants.
- ***Land Acquisition Program:*** Set up a program to acquire park land through dedication and/or fee purchase. Prioritize sites and negotiate with property owners. Coordinate timing and phasing with the pace of development and the amount of in-lieu fees available.
- ***Parks Design Process:*** Establish a design process that involves the community to establish the facilities, program, and design parameters for all new parks.
- ***Parks Construction:*** Incorporate the construction on new parks into the City's Capital Improvements Program. Carry out parks construction to ensure that new residents have parks available when projects are completed.

## TRAILS

***Policy 6.41: Construct a continuous trail network as delineated in the Transit Area Plan through land dedication and improvements by property owners in coordination with the Santa Clara Valley Water District and the City of Milpitas.***

Pedestrian trails are included in the plan to provide a continuous trail network which ties into the larger City trail system and to provide connections to open space. Much of the trail network is proposed along creek corridors. Additional right of way will need to be acquired along the creek corridor to provide area for the new trail. Improvements to the creek right of way owned by the Santa Clara Valley Water District would need to be made to create an attractive and secure trail system. Where land acquisition is required, property owners are required to provide land for trails rather than pay in-lieu fees if a trail is shown adjacent to their property in the Milpitas Transit Area Plan. This land counts toward a property owners' required land dedication for open space. Details are provided in Chapter 3.

***Policy 6.42: Prepare a master plan for the trail system within the Transit Area.***

The trails master plan will specify the design for items such as: right of way required, landscape improvements, security fencing, etc. The costs of the master plan for the trail system should be allocated proportionally to all the property owners.

## 6.8 SCHOOLS

The planning area falls within three different school districts: Milpitas Unified School District (MUSD), which handles students in grades K-12, and two overlapping districts: Berryessa Union School District (grades K-8) and East Side Union High School District (grades 9-12). The estimated numbers of students resulting from the residential component of the project, shown in Table 6-1, are based on attendance data from these districts, with variations by grade group and housing type. Unlike the other projections, which are based on generation rates per housing unit provided by Enrolling Projection Consultants, the East Side Union High School District estimate is based on a conversation with their Assistant Superintendent of Operations.

It is projected that the Transit Area Plan will generate around 1,440 new students at buildout. Most of these new students (61%) will be located in the MUSD.

**Table 6-1: Projected Student Enrollment**

	<b>New Students</b>
<b>Milpitas Unified School District</b> ( <i>Housing Units = 4,776</i> )	
K-6	576
7-8	112
9-12	190
<i>Total</i>	<i>878</i>
<b>Berryessa Union School District</b> ( <i>Housing Units = 2,333</i> )	
K-5 (Northwood Elementary)	226
6-8 (Morrill Middle School)	104
<b>East Side Union HS District</b>	
9-12 (Independence High School)	233
<i>Total</i>	<i>563</i>

Given the lack of additional capacity in MUSD’s existing schools, the student generation projections for the planning area suggest a need for a new K-6 or K-8 school for Milpitas Unified. This is particularly because of the cumulative impact of students expected to come from the adjacent Midtown Plan Area. The MUSD student increase by grade is shown in Table 6-2.

**Table 6-2: Comprehensive MUSD Enrollment Increase**

<b>Grades</b>	<b>Transit Area Specific Plan</b>	<b>Midtown Plan<sup>1</sup></b>	<b>Total</b>
K-6	576	299	875
7-8	112	115	227
9-12	190	198	388
<b>Total</b>	<b>878</b>	<b>612</b>	<b>1,490</b>

1. Excludes areas that overlap with Transit Area Specific Plan.

Source: Kinzie & Associates, Facilities Planning Consultant to the Milpitas Unified School District, 2007

Both school districts south of Montague Expressway—Berryessa Union and East Side Union High—have existing capacity for more students and will likely not need to add new school sites to accommodate increased demand. It is anticipated that the Berryessa Union School District will receive an increase of 226 students in K-5 and 104 students in grades 6-8, while East Side Union High School District will experience an increase of 223 students in grades 9-12. Data obtained from the school districts’ enrollment consultant indicates that there is capacity in existing school facilities in those districts to accommodate the new students.

## STATE CRITERIA

The State of California has standards for acceptable locations and sizes for new public schools. While exceptions can be granted, the location regulations that most apply to the Transit Area are:<sup>1</sup>

- At least 100 feet from 50-133 kV power lines;
- Sites within 1,500 feet of a railroad easement require a safety study;
- Not adjacent to a road or freeway that will create safety problems or noise that will adversely affect the educational program;
- Not on major arterial streets with a heavy traffic pattern, unless mitigation of traffic hazards and a plan for the safe arrival and departure of students appropriate to the grade level is provided;
- Cannot be within an area of flood inundation, unless the cost of mitigating the flood is reasonable;
- Not located near an above-ground water or fuel storage tank, nor within 1,500 feet of an above ground or underground pipeline that can pose a safety hazard;
- Not subject to moderate to low liquefaction; and
- Zoning of the surrounding properties shall not pose a potential health or safety risk to students or staff.

In addition to these conditions, a school site for the MUSD should ideally be located within the district boundaries. Within the Transit Area, that means the areas north of Montague Expressway, as well as a portion of the Trade Zone/Montague subdistrict.

Given the projected number of students and the existing distribution and capacities of MUSD schools, the most likely strategy of the district will be to build a new elementary school, although building a school for grades K-8 is another possibility. The new school will likely need to accommodate students coming from new residential development in the Midtown Plan area, as well.

The State has recommendations for school site acreage, based on projected attendance, with different space requirements for different grade levels. The acreage requirements for an elementary school, based on the reasonable worst case scenario number of students to be generated by both the Transit Area and Midtown Plans are around 14 acres for a K-6 school and around 16 acres for a K-8 school. MUSD has a Class Size Reduction policy—requiring more classrooms and hence larger school buildings—for grades K-3, which is reflected in these acreages.

<sup>1</sup> The full list of school site regulations can be found at <http://www.cde.ca.gov/ls/fa/sf/title5regs.asp>

## SCHOOL LOCATION

Although the Transit Area is generating most of the students that will require a new school, there is no location in the proposed layout of the Transit Area that meets all of the State’s regulations on both school siting and school size. However, the California Department of Education (CDE) may approve smaller site sizes under certain conditions, if adequate land is unavailable even after considering eminent domain. However, the proposed site and school must still satisfy these conditions:

- Compliance with Title 5 for building square footages, classroom sizes, and the provision of minimum essential facilities, such as cafeterias, libraries, and multi-purpose rooms/gyms.
- Assurance of site safety using criteria for environmental toxic hazards, geological hazards, and railroad safety analysis as required for all school site approvals.
- Completion of CEQA as required for all school site approvals.
- Adequate and safe access to the site for students walking, student pick-up and drop-off, and bus loading and unloading.
- Adequate provisions for staff parking/access to the site.
- Adequate physical education, intramural, recess, and/or competitive athletic program areas.
- Minimum playgrounds areas:
  - Elementary school up to 1,000 students: 2.0 acres
  - Middle school: 6.0 acres
- Location of schools within the greatest student population areas and within residential areas.

Given the projected number of students and the existing distribution and capacities of MUSD schools, the most likely strategy of the district will be to build a new elementary school, although building a school for grades K-8 is another alternative. Two potential school configurations are shown in Tables 6-3 and 6-4, breaking out the number of acres that the State would require for a K-6 and a K-8 school. MUSD has a Class Size Reduction policy—requiring more classrooms and hence larger school buildings—for grades K-3, which is reflected in these tables. The K-6 school example would require around 13.8 acres and the K-8 school example would require 16.3 acres.

**Table 6-3: Site Size Projection for a Potential K-6 School**

<b>Grade Level</b>	<b># Classrooms</b>	<b>Student Capacity</b>	<b>Site Required (acres)</b>
K	3	120	0.8
1,2,3	17	340	4.8
4,5,6	13	325	8.2
Special	1	12	-
<b>Total</b>	<b>34</b>	<b>797</b>	<b>13.8</b>

Source: Kinzie &amp; Associates

**Table 6-4: Site Size Projection for a Potential K-8 School**

<b>Grade Level</b>	<b># Classrooms</b>	<b>Student Capacity</b>	<b>Site Required (acres)</b>
K	2	80	0.5
1,2,3	14	280	3.2
4,5,6	11	275	5.9
7,8	7	189	6.7
Special	2	24	-
<b>Total</b>	<b>36</b>	<b>848</b>	<b>16.3</b>

Source: Kinzie &amp; Associates

There is a possibility that less land could be required if a more urban school site plan is approved by the School District and the State Department of Education. A brief study was conducted of school sites in the Bay Area, targeting schools that have 600-900 students and are located in an urban or dense suburban part of the Bay Area. K-8 schools in particular were sought out. Table 6-5 shows the total building square footage and site size for nine schools. Most schools are located on 5 to 10 acres, and up to 15 acres. Many of these schools are on sites that are smaller than State requirements.

**Table 6-5: Comparable School Site acreages**

School	District	City	Grades	Enrollment	Building Sq. Ft.	Site Size (acres)
Callejon School	Santa Clara Unified	Santa Clara	K-8	900 (capacity)	74,500 in 5 buildings	7.5 + 7.5 shared space for play- grounds
Cesar Chavez Education Center	Oakland Unified	Oakland	K-5	600	95,000 in 3 buildings	8.0
Chavez Elementary	Alum Rock Union Elementary	San Jose	K-6	764	56,205 in 8 buildings	14.5
Cherryland Elementary	Hayward Unified	Hayward	K-6	897	103,647	6.7
Harder Elementary	-	-	-	695	45,300	7.8
Longwood Elementary	-	-	-	759	40,300	10.5
Garden Gate Elementary	Cupertino Union	Cupertino	K-6	709	50,163	10.0
Belle Haven Elementary	Ravenswood City Elementary	Menlo Park	K-8	726	37,360 in 10 units	7.63
Horace Mann Elementary	San Jose Unified	San Jose	K-5	550	86,180	3.0

The high traffic volumes on the arterials that bisect the Transit Area and its pervasive soil contamination significantly limit the areas where a school would be appropriate. In addition, part of the area is within another school district. As a result, the only location in the Transit Area that meets the State’s siting criteria is just south of Lower Penitencia Creek, between McCandless Drive and Montague Expressway, on 7.0 acres.<sup>2</sup> As Tables 6-3 and 6-4 show, a K-6 or K-8 school would typically need 13.8 to 16.3 acres of land.

However, the State may allow a smaller school site given the dense, developed nature of the Transit Area and the size of the available site is similar to many listed in Table 6-5. To reduce the amount of land needed for a school, it could be built in multiple stories, such as the new Horace Mann Elementary School in downtown San Jose, which has a multi-story building wrapped around play-ground space. Also, State regulations allow joint use facilities—such as parks and libraries—to count toward the recommended site acreage. Other strategies to reduce the amount of land required for a school include the use of parking structures and roof-top play areas. These approaches do increase the cost of construction and ongoing maintenance costs significantly.

<sup>2</sup> This assumes that the site can be removed from the FEMA flood area with a berm or site elevation, otherwise it will not qualify as an acceptable school site.

There will also be a need for improvements at the existing high school site and/or another location to provide facilities for the additional high school students.

***Policy 6.43: Coordinate with the affected school districts on facilities needed to accommodate new students and define actions the City can take to assist or support them in their efforts.***

***Policy 6.44: The City will ensure that all school impacts fees are paid from individual projects prior to the issuance of any building permits.***

***Policy 6.45: Cooperate with the Milpitas Unified School District to identify and evaluate potential sites for the construction of a K-8 public school, within or in reasonable proximity to the Transit Area, taking the State's school siting guidelines into consideration.***

If feasible, the public elementary school should be located within the Transit Area. Doing so makes sense given that the expected number of K-8 students living in the Transit Area at buildout would be enough to populate a standard MUSD K-8 school. It would also help promote a sense of community, reduce traffic, and could prevent development of natural habitat or agricultural land.

The Milpitas Unified School District should consider applying for a waiver from the State's Department of Education to allow development of an elementary school on a seven acre site (smaller than the State would typically permit). The District could model its new school on Horace Mann Elementary School in San Jose, which enrolls around 550 students in a multi-story building and includes playground space on 3.0 acres.

***Policy 6.46: The City and the school districts located in the Transit Area should consider entering into a joint use agreement, allowing public use of a new school's playfields when not in use by students, and public use of rooms in the school building for community meetings and events. Any new school site should include outdoor active recreation facilities, which would be counted toward the Transit Area's public parks requirement. The school building should include facilities that can be accessed and used for community events.***

***Policy 6.47: If a new Milpitas Unified school is not located within the Transit Area, it should be sited and developed in such a way as to be accessible to students in the Transit Area by safe continuous walking and biking routes. The City and the Milpitas Unified School District should work together to create the necessary pedestrian and bicycle connections.***

## 6.9 CHILDCARE

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Childcare plays an important role in economic development and household wealth, by permitting parents to work either part- or full-time. It plays an especially important role in single-parent households, where the sole adult must work. Childcare can also provide informal income for home-based caregivers. Demand for childcare can be all-day or just after-school in nature, and can come from local residents as well as workers within the area.

The City of Milpitas has a Childcare Master Plan, adopted in 2004 and updated in 2006. It calls for the Milpitas General Plan to:

- Require incoming projects to be evaluated for their potential impact on child care demand within the city, and
- Require incoming projects to be evaluated for their potential to provide child care facilities within the project.

The City's General Plan already recommends establishing a program of incentives for developers should they incorporate child care into their developments. The City now offers fee reductions for large family child care homes and has a practice of prioritizing the processing of child care centers. The Childcare Master Plan suggests that additional incentives, such as density bonuses, could be developed to further meet the intent of this policy.

The Midtown Specific Plan has a policy to encourage the provision of childcare services to support demand generated by employees and residents in the Midtown area, with new childcare centers especially encouraged near large housing developments, near transit stations, and within new office developments.

***Policy 6.48: Encourage childcare services near the BART and light rail stations. Allow a private childcare center to be located at the neighborhood retail location (designated on the Plan Map, Figure 3-1) in lieu of a retail establishment.***

***Policy 6.49: Encourage new commercial space to provide childcare services for its employees. Floor area devoted exclusively to childcare shall be exempted from FAR limits on a parcel.***

## 6.10 PUBLIC SAFETY FACILITIES – POLICE AND FIRE

### FIRE PROTECTION

The Milpitas Fire Department (MFD) provides full response, preparedness, and prevention services. The Department's emergency response and preparedness division handles emergency incidents, safety, training, disaster preparedness and public information. The Department's fire prevention division handles fire plans, permits, hazardous materials regulation, inspections and investigations.

Three fire stations near the project area are: Fire Station #1, just northwest of the Great Mall at Curtis and South Main streets; Station #2, located north east of the project on Yosemite Drive and South Park Victoria Drive; and Station #4 on Barber Lane just west of I-880. The City has automatic aid and mutual aid agreements with the cities of San Jose and Fremont.

More firefighting personnel and equipment will be needed to provide the same level of service the community currently enjoys, roughly at the ratio of one firefighter per 1,000 residents. Given the Transit Area's anticipated population increase of almost 18,000 new residents, MFD estimates that at least one and possibly two new fire companies would be needed.

The new fire company(s) could be housed by expanding an existing fire station or building a new one. MFD would not place a new station in or around the Transit Area because of its proximity to Station #1. If it proved more cost-effective to add a station rather than remodeling an existing station to accommodate the staffing needed to serve the population, MFD would need to proceed in that manner. MFD could expand into another district that may reduce the number of responses out of Station #1 so it would be available to handle the increased call-volume attendant to the Transit Area. Station #2 is a likely candidate for expansion and is around a mile and a half northeast of the Planning Area with easy access via Park Victoria Drive and Montague Expressway, or Yosemite Drive and Milpitas Boulevard. If MFD decided to construct a new fire station, it would need to have the capacity to house two engine companies, although only one needs to be staffed initially with a second added at a later date. This new station would likely require around one acre of land.

Ultimately, MFD will need to conduct a "standards of cover" analysis to determine the Transit Plan's precise impact on the department's staffing and equipment, and any required facility enhancements.

The MFD will also need to write an addendum to the City's emergency management plan to address the development of the project area. Adjustments to communication systems, evacuation plans and community warning systems may also be necessary.

The City already has building regulations that ensure adequate emergency access to buildings. However, the building and streetscape standards established in Chapter 5 were developed in coordination with MFD in order to balance dense development with safety.

The Fire Department will evaluate individual development plans to assess whether emergency access is adequate.

***Policy 6.50: The Fire Department shall conduct a “standards of cover” analysis to determine the Transit Plan’s precise impact on the department’s staffing and equipment, and any required facility needs. Identify and evaluate potential sites for an expanded or new fire station near the Transit Area if the standards of cover analysis determines it is warranted.***

***Policy 6.51: Additional fire department staff will be hired, equipment purchased, and facilities built to provide an adequate level of service—as determined by City Council—for the residents, workers, and visitors of the Transit Area. New equipment and facilities shall be funded by the Community Facilities District fee and new staff paid from the City’s General Fund.***

These facilities are not expected to be sited within the Transit Area.

***Policy 6.52: If a new fire station is built to meet the service needs of the Transit Area, it must be sited and developed in such a way to not create substantial adverse physical impacts or significant environmental impacts.***

The new station should be chosen to minimize noise and traffic impacts on existing land uses.

***Policy 6.53: The Fire Department shall update the City’s emergency and disaster response plans to take the location and type of new development, and future traffic levels, into account.***

## **POLICE SERVICES**

Law enforcement services in Milpitas are provided by the City of Milpitas Police Department (MPD). Additionally, the California Highway Patrol provides law enforcement services in the Transit Area, and the Transit Patrol Division of the Santa Clara County Sheriff provides contract security and law enforcement services for the Valley Transportation Authority.

Most of the crime that occurs in the Transit Area is specific to the Great Mall—thefts, forgery/fraud, and stolen vehicles—and there is little violent crime. In the rest of the Transit Area, more than half of the police-related calls are vehicle violations, traffic accidents, and theft from autos.

The increase in population, business traffic, and vehicular traffic resulting from the buildout of the Transit Area will increase the workload of MPD. In addition, given the expected change in land uses, traffic flows, and number of residents caused by the Plan, the nature of police needs in the plan area will probably change significantly. To maintain current levels of service, an increase in staffing and equipment will be necessary.

Given the estimated addition of 18,000 residents to the city—a population increase of 28 percent—maintaining the current ratio of police officers to residents would require an additional 26.5 officers (95 existing officers increased by 28 percent). However, the metrics that MPD would use to determine the precise number of additional staff required are the projected call volume and impact in service levels, such as an increase in dispatch and response times; ring times for 9-1-1 calls; and calls that are pending for an officer. The City should also anticipate investing in additional MPD communications, patrol staff, and the patrol vehicle fleet. The construction of new MPD facilities should not be needed, since existing facilities have capacity for more staff and equipment.

***Policy 6.54: Additional police staff will be hired and equipment purchased to provide an adequate level of service—as determined by City Council—for the residents, workers, and visitors of the Transit Area. New equipment shall be funded by the Community Facilities District fee and new staff paid from the City’s General Fund.***

As the Transit Area develops over its 20 year timeframe, the Milpitas Police Department will review its level of service calls and response times in order to recommend the amount of additional staff they require.

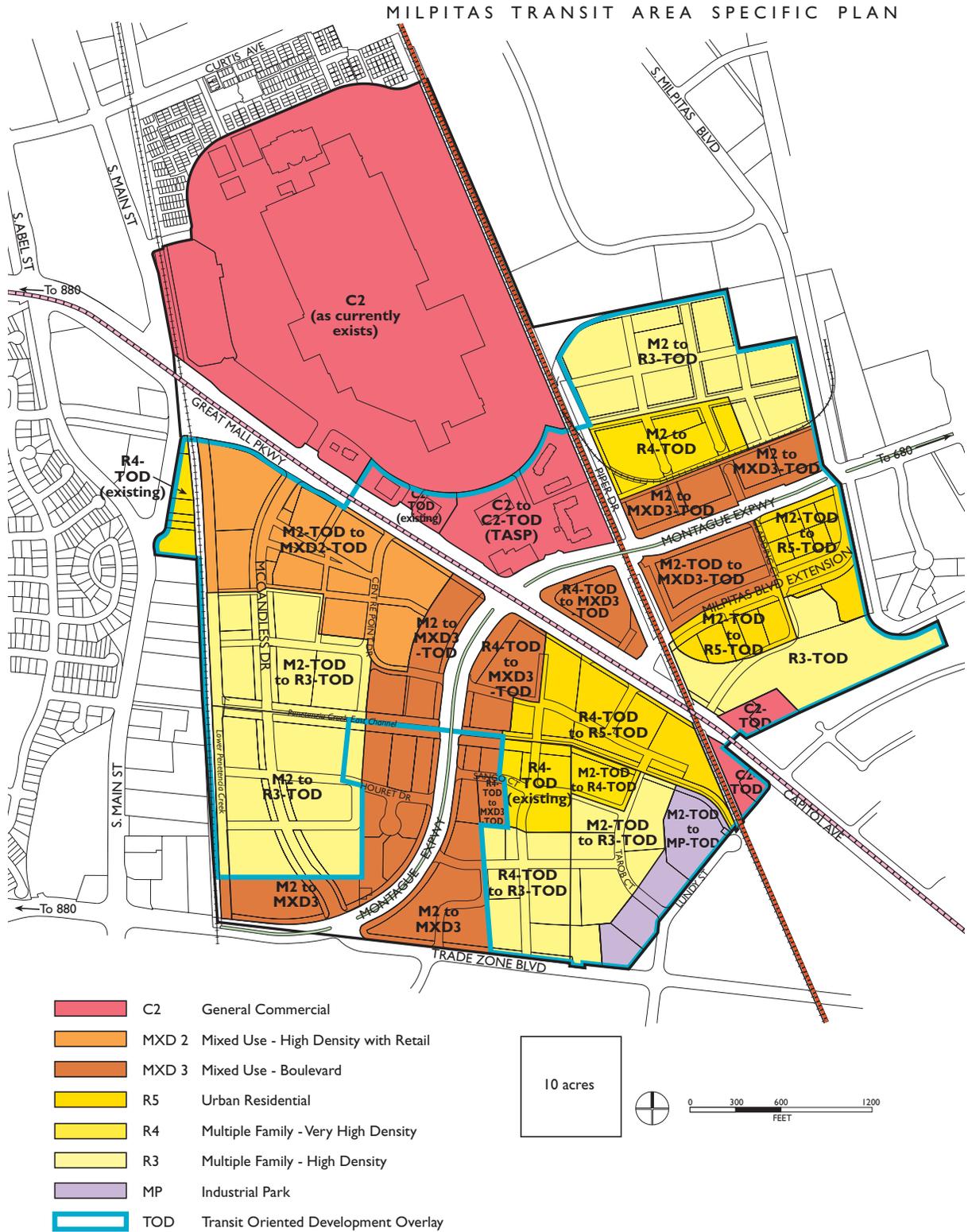
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## 7 Implementation

Implementation of the Transit Area Specific Plan will require action by many different departments of the City government: Planning, Public Works, Engineering, Parks and Recreation, Building, Police, Fire, and Finance. Assistance from the Santa Clara Valley Transportation Authority with installation of transit shelters and amenities will also be needed. The City will take the lead in coordinating the areawide actions and will implement many of them. In some instances the City will establishing funding mechanisms that will cover costs ahead of time for capital projects. However, much of the look and feel of the Transit Area will be determined by the architecture, landscaping, layout, and maintenance of individual developments. The design standards and guidelines in Chapter 5 are intended to ensure a consistent, high-quality appearance for the Transit Area which lends itself to a livable and pedestrian-oriented environment, while allowing the creativity of different projects to add a unique element to the community. Table 7-1 lays out the actions, responsible parties, and timeframes needed to ensure the Plan's implementation.

As part of adopting the Transit Area Specific Plan, the City is also adopting amendments for the General Plan, the Midtown Specific Plan, and the Zoning Ordinance in order to ensure consistency between the planning documents. The General Plan amendment adds references to the new Specific Plan, new land use designations, and implementation policies to the Land Use, Circulation, and Parks Elements. In addition, the Land Use Map is amended to reflect the new land use designations in the Transit Area. The Midtown Specific Plan amendment eliminates geographic areas covered by the Transit Area Specific Plan by modifying illustrations and map exhibits, so that no overlap occurs between the two plans. In addition references to policies, infrastructure, and implementation within areas covered by the Transit Area Specific Plan are eliminated or modified. The Zoning Ordinance amendment adds new zoning districts, MXD2, MXD3, and R5; and edits the “-TOD” Combining District to include MXD2-TOD, MXD3-TOD, R3-TOD, R5-TOD, and MP-TOD; and amends other sections to include references and to be consistent with the Transit Area Specific Plan.



**Figure 7-1**  
**Zoning Changes**

Table 7-1: Implementation Plan

	Action Step	City Department or Public Agency Responsible	Timeframe	Subdistrict or Areawide
<b>Planning and Zoning Regulations</b>				
<i>Property Rezoning</i>	Rezone Properties per Figure 7-1	Planning	Upon Plan Adoption - 2008	Areawide
<i>Adoption of Zoning Text Amendments</i>	Amend Zoning Ordinance to Add New Base Districts MXD2 and MXD3; and amend TOD Overlay, R4, R5, and MP Districts. Amend other zoning code sections including parking and landscaping.			
<i>Midtown Specific Plan Amendments</i>	Amend Midtown Specific Plan sections related to the Transit Area.			
<i>General Plan Amendments</i>	Amend Milpitas General Plan sections related to the Transit Area.			
<i>Monitoring Total Amount of Development</i>	Monitor annually the total amount of development in the TASP, and determine if and when additional environmental review is required if the total amount of development in the TASP is equal to or greater than 85% of the Reasonable Worst Case Scenario analyzed in the EIR (7105 Residential Units), consider preparation of a new environmental review document.	Planning	Annually	Areawide
<b>Storm Drainage and Flooding</b>				
<i>New Pipes, Culvert, and Creek Improvements</i>	Construct Storm Drainage Improvements as follows: <ol style="list-style-type: none"> <li>1. Constructing a new parallel 48-inch culvert beneath Montague Expressway at Piper Drive,</li> <li>2. Replacing an existing 30-inch pipe with a 36-inch pipe to drain the low end of Tarob Court,</li> <li>3. Improving Wrigley Creek (560') along Piper Drive, Downstream of Montague Expressway to carry the 100 year flood,</li> </ol>	Engineering	2008-2030	Areawide

<b>Table 7-1: Implementation Plan</b>				
	<b>Action Step</b>	<b>City Department or Public Agency Responsible</b>	<b>Timeframe</b>	<b>Subdistrict or Areawide</b>
	4. Constructing a 24-inch pipe (390') where Wrigley Creek is crossing Railroad Spurs, 5. Constructing a 54-inch (500') parallel pipe downstream of the Railroad crossing the Wrigley Creek, and 6. Constructing a 36-inch pipe (140') to drain the Piper Drive cul-de-sac.	Engineering		
<b><i>Master Plans for Storm Drainage</i></b>	Prepare Master Grading and Storm Drainage Plans for each subdistrict of the Transit Area prior to approval of Zoning Permits for new buildings in that subdistrict.	Engineering		
	McCandless- Centrepoint		2008	McCandless
	Piper-Montague		2008	Piper-Montague
	Montague-Trade Zone		Begin when Zoning Applications for new construction are filed.	Montague-Trade Zone
	BART Station Area		Conduct as part of planning for Milpitas Blvd. extension, or when zoning applications for new construction are filed.	BART Station
<b><i>Funding Mechanism for Master Plans</i></b>	Establish a funding mechanism to recoup the cost of preparation of the Storm Drainage and Flooding Master Plans for each subarea.	Engineering	2008	Areawide

Table 7-1: Implementation Plan

	Action Step	City Department or Public Agency Responsible	Timeframe	Subdistrict or Areawide
<b>Wastewater Collection</b>				
<i>System Improvements per Sewer Master Plan</i>	Improvements to the Main Sewage Pump Station and the Force Mains	Engineering	2008-2030	Areawide
<i>Transit Area Wastewater Pipe Improvements</i>	Upsize 990 feet of existing 18-inch pipe to 27-inch, 370 feet of 12-inch pipe to 27-inch, and 560 feet of 18-inch pipe to 21-inch along South Main Street north of Great Mall Parkway.	Engineering	2008-2030	Areawide
	Upsize 1,460 feet of 15-inch pipe to 21-inch along South Abel Street north of Curtis Avenue.			
	Upsize 450 feet of 10-inch pipe to 15-inch, 1,820 feet of 10-inch pipe to 18-inch, and 360 feet of 15-inch pipe with 18-inch along Great Mall Parkway between South Main Street and Montague Expressway.			
	Upsize 325 feet of 8-inch pipe to 12-inch, 30 feet of 8 inch pipe to 15-inch and 885 feet of 10-inch pipe to 12-inch along Montague Expressway.			
	Upsize 2,060 feet of 8-inch pipe with 12-inch along South Main Street south of Great Mall Parkway.			
<i>Funding Mechanism</i>	Amend the sewer hook-up fee and/or establish an alternate funding mechanism to pay for new wastewater collection pipes required.	Engineering	2008	Areawide
<b>Wastewater Treatment Capacity</b>				
<i>Acquire Additional Wastewater Treatment Capacity</i>	Negotiate with the Cities of San Jose and Santa Clara and/or the Cupertino Sanitary District to acquire additional wastewater treatment capacity.	Engineering	Aug. 2007 ongoing	Areawide
<i>Update Sewer Master Plan</i>	Review and Revise the Sewer Master Plan Capacity Need Projections to determine more precisely the amount of treatment capacity to be acquired and the timing for such acquisition.		As needed as land use and other factors change	

<b>Table 7-1: Implementation Plan</b>				
	<b>Action Step</b>	<b>City Department or Public Agency Responsible</b>	<b>Timeframe</b>	<b>Subdistrict or Areawide</b>
<b><i>Wastewater Pollution Control Plant Expansion</i></b>	Participate in the expansion of the Wastewater Pollution Control Plant in accordance with the Master Agreement with San Jose and Santa Clara as needed.	Engineering	If and When Required	Areawide
<b><i>Funding Mechanism</i></b>	Amend the sewer hook-up fee and/or establish an alternate funding mechanism to pay for additional wastewater treatment capacity required.		2008	
<b>Water Supply and Recycled Water</b>				
<b><i>Plan for Additional Water Demand</i></b>	Coordinate with the Santa Clara Valley Water District to plan for the additional water demand over the next 20 years from development in the Transit Area.	Engineering	September 2007 Ongoing	Areawide
<b><i>Recycled Water Main Lines</i></b>	Add Recycled Water Lines on Great Mall Parkway, Capitol Avenue, Montague Expressway, Sango Court, and into the Piper/Montague subdistrict		2008-2030	
<b><i>Recycled Water Requirements for New Construction</i></b>	Amend city standards to require new development to include recycled water lines for irrigation.		2008	
<b>Water Distribution</b>				
<b><i>Turnout</i></b>	Construct an additional 20-inch turnout along the SCVWD supply pipeline within the Transit Area.	Engineering	2008-2030	Areawide
<b><i>Tank and Pump Station</i></b>	Construct 6.6 MG tank within the SCVWD system. The tank will also need a pump station. This improvement would supersede the recommendation from the 2002 Water Master Plan because of a requirement for additional storage.		2008-2014	
<b><i>Funding Mechanism</i></b>	Amend water connection fee and/or establish an alternate funding mechanism to pay for new water and recycled water distribution facilities.			

Table 7-1: Implementation Plan

	Action Step	City Department or Public Agency Responsible	Timeframe	Subdistrict or Areawide
<b>Streets and Traffic Improvements within Milpitas</b>				
<i>Funding Mechanism</i>	Establish a transportation impact fee to provide improvements to mitigate future traffic operations on the roadway segments within the City of Milpitas.	Engineering	2008	Areawide
<i>W. Calaveras Blvd - I-880 NB Ramps</i>	Convert NB center left-turn lane to shared left-turn/right-turn lane		2008-2030	
<i>Tasman Dr- McCarthy Blvd</i>	Convert SB shared through/right-turn lane to exclusive right-turn lane with overlap signal phasing and 80-sec PM cycle			
<i>Tasman Dr-I-880 SB Ramps</i>	Provide signal coordination with adjacent ramps.			
<i>Great Mall Pkwy-I-880 NB Ramps</i>	Provide signal coordination with adjacent ramps.			
<i>Milpitas Boulevard Extension</i>	Construct Milpitas Blvd. extension from Montague Expressway to Capitol Ave.	Prior to BART Station construction; and build 1/2 street improvements for access to new development.		
<i>Standards for Intersection Level of Service</i>	Formally adopt the Level of Service standards for intersections that have already been agreed to with VTA, and used on other projects: Level of Service D for city intersections and level of Service E for Congestion Management Program.	Engineering	2008	Areawide

<b>Table 7-1: Implementation Plan</b>				
	<b>Action Step</b>	<b>City Department or Public Agency Responsible</b>	<b>Timeframe</b>	<b>Subdistrict or Areawide</b>
<b>Streetscape Improvements</b>				
<i>Streetscape Design Master Plan</i>	A streetscape design master plan will need to be prepared to more detailed designs and specifications for each streetscape project. Many factors need to be resolved, including location of utility lines, location and spacing and species of street trees, variations in conditions at different points along the street, relationships of street improvements with curb cuts, etc.	Engineering, with input from Planning and other Departments	2008	Areawide
<i>Montague Expressway</i>	Palm Trees, Deciduous Trees, Sidewalks, Landscaping, Median Trees and Landscaping, Decorative Avenue Scale Street Lights and Pedestrian-Scale Street Lights		2010-2015, and individual segments to proceed prior to building permit issuance for new construction.	Areawide
<i>Great Mall Parkway - Main to Montague</i>	Deciduous Trees, Sidewalks, Landscaping, Median Trees and Landscaping, Decorative Street Lights (Avenue and Pedestrian-Scale).		2008-2009	Areawide
<i>Capitol Avenue</i>	Deciduous Trees, Sidewalks, Landscaping, Median Trees and Landscaping, Decorative Street Lights (Avenue and Pedestrian-Scale)		2010-2015, and prior to zoning approval for new construction on Capitol Ave.	Areawide
<i>Piper Drive</i>	Curbs Moved to create a landscape buffer area that includes a triple row of trees; decorative light fixtures (Avenue and Pedestrian Scale), Sidewalks, Landscaping		2008-2013	Piper-Montague
<i>Falcon Drive</i>	Low ornamental retaining wall, sidewalks, supplemental trees, pedestrian scale street lights		2010-2015	Areawide
<i>McCandless Drive</i>	Construct Median with trees and landscaping, Restripe to create travel lanes, bike lanes, and parallel parking; add sidewalks where gaps exist;		2008-2013, and individual segments to proceed prior to building permit issuance for new buildings.	McCandless-Centrepoint

Table 7-1: Implementation Plan

	Action Step	City Department or Public Agency Responsible	Timeframe	Subdistrict or Areawide
<i>Maintenance of Streetscape Improvements</i>	Establish a funding mechanism for maintenance of streetscape improvements. New landscaping within County right-of-way may need to be funded through this mechanism.		2008-2010	Areawide
<b>Pedestrian Improvements</b>				
<i>Great Mall Parkway at Montague Expressway</i>	Pedestrian Crossing Improvements including: pedestrian scale street lights, new date palms and ornamental paving	Engineering	2010-2015	Areawide
<i>Great Mall Parkway at South Main</i>	Pedestrian Crossing Improvements including: pedestrian scale street lights, new date palms and ornamental paving		2010-2015	Areawide
<b>Pedestrian Bridges</b>				
<i>Pedestrian Bridge over Montague from near Piper Drive to the BART station</i>	This bridge would be a freestanding structure with elevators at each end. It could be constructed in conjunction with BART facilities.	Engineering, with input from Planning and other Departments	2015-2020	Areawide
<i>Pedestrian Bridge over Montague along Penitencia Creek East</i>	Pedestrian and bicycle bridge with ramps at both ends which extend in or along the creek channel.		2010-2015	Areawide
<i>Pedestrian Bridge over rail line and BART line from Piper Montague to Great Mall</i>	Bridge to cross the retained cut of the BART line and the rail tracks.		2010-2015	Areawide
<i>Pedestrian Bridge from Montague Light Rail Station to future BART station</i>	This would be constructed simultaneously with the BART Station. This bridge is a half-bridge over Capitol that connects the LRT and BART stations. Pedestrians crossing Capitol would cross at grade at the future signalized intersection of Montague Blvd. extension.	VTA	2015-2020	Areawide
<i>Funding Mechanism</i>	Establish a funding mechanism to construct pedestrian bridges in the Transit Area, using a combination of any or all of the following: impact fees, Redevelopment Agency funds, VTA funds for the BART Station and BART line, State and Federal grants, etc.	Engineering	2008	Areawide

**Table 7-1: Implementation Plan**

	<b>Action Step</b>	<b>City Department or Public Agency Responsible</b>	<b>Timeframe</b>	<b>Subdistrict or Areawide</b>
<b>Bicycle Lanes</b>				
<i>Milpitas Boulevard</i>	Restripe Milpitas Boulevard to add bike lanes.	Engineering	2010-2015	Areawide
<i>Milpitas Boulevard Extension</i>	Create bicycle lanes on both sides of the Milpitas Boulevard extension.		Build as part of the Milpitas Boulevard extension project.	
<i>Great Mall Parkway-Capitol Avenue</i>	Restripe Capitol Avenue and Great Mall Parkway to fill in gaps.		2008-2010	
<i>Tarob Court (through the Montague-Trade Zone subdistrict)</i>	Create a bicycle route through the Montague Trade Zone subdistrict, extending from Milpitas Boulevard-Capitol Avenue intersection along Tarob Court to Trade Zone Boulevard.		2010-2015, or later depending on the pace of new development	
<i>Montague Expressway</i>	Replace the existing bike routes on Montague Expressway with full Class II bicycle lanes.		As part of Montague widening project	
<i>Trade Zone Boulevard</i>	Create bike lanes along Trade Zone Boulevard from Lundy Place to Montague Expressway.		2010-2015	
<i>Funding Mechanism</i>	Establish a funding mechanism to install bicycle lanes, using a combination of any or all of the following: impact fees, Redevelopment Agency funds, State and Federal grants, etc.		2008	
<i>McCandless Drive</i>	Restripe McCandless Drive so that bike lanes exist on both sides of McCandless Drive.		2010-2015 As part of McCandless restriping project, and prior to new construction projects on McCandless Drive	
<b>Transit Improvements</b>				
<i>Transit Shelters with Amenities</i>	Install transit shelters, seating, waste receptacles, and signage at all transit stops.	VTA and City	2010-2020	Areawide

Table 7-1: Implementation Plan

	<b>Action Step</b>	<b>City Department or Public Agency Responsible</b>	<b>Timeframe</b>	<b>Subdistrict or Areawide</b>
<i><b>BART Planning and Design</b></i>	Coordinate with VTA on every stage of the BART station and the BART line to ensure that the planning and design is consistent with the goals and policies for the Milpitas Transit Area.	Engineering	2008 Ongoing	
<b>Travel Demand Management (TDM)</b>				
<i><b>Travel Demand Management (TDM)</b></i>	Establish and implement a travel demand management (TDM) program. Establish a funding mechanism to pay for the costs of the program, including the cost of a transportation coordinator to administer the program. The program would include a ride-matching program, coordination with regional ride-sharing organizations, and provision of transit information; and could also include sale of discounted transit passes and provision of shuttle service to major destinations.	Engineering	2009 ongoing	Areawide
<b>Regional Roadway Improvements</b>				
<i><b>Funding Mechanism</b></i>	The City shall establish and assess a transportation impact fee program to contribute toward traffic improvements to be undertaken in whole or in part by the County of Santa Clara or City of San Jose. This fee will go toward the Montague Expressway Widening project west of Trade Zone Boulevard, the Calaveras Boulevard (SR 237) Overpass Widening project, and Capitol Avenue improvements within the City of San Jose.	Engineering-City of Milpitas	2008	Areawide
<i><b>Montague Expwy/ McCarthy Blvd- O'Toole Ave - San Jose</b></i>	Provide grade separation with square loop ramps at adjacent intersections	San Jose and County	2008-2030	Areawide
<i><b>N. Capitol Ave / Trade Zone Blvd-Cropley Ave - San Jose</b></i>	Provide overlap phase for eastbound right turns	San Jose	2008-2030	Areawide

<b>Table 7-1: Implementation Plan</b>				
	<b>Action Step</b>	<b>City Department or Public Agency Responsible</b>	<b>Timeframe</b>	<b>Subdistrict or Areawide</b>
<i>Montague Expwy-Zanker Road - San Jose - CMP Intersection</i>	Widening Zanker Road at its intersection with Montague Expressway to provide second northbound and southbound left-turn lanes is planned as part of the North San Jose Development.	County and San Jose	2008-2030	Areawide
<i>Montague Expressway Widening-Funding</i>	Extend ongoing collection of Traffic Impact Fees on a peak hour trip basis for this project to new development in the Transit Area.	County and City of Milpitas-Engineering	Upon plan adoption-2008	Areawide
<b>Parks and Public Spaces</b>				
<i>Funding Mechanism</i>	Establish a funding mechanism to acquire land for parks and build parks improvements in the Transit Area, using a combination of any or all of the following: private property owner land dedication, impact fees, Redevelopment Agency funds, State and Federal grants, etc.	Parks and Recreation Department, with Engineering	2008	Areawide
<i>Land Acquisition Program</i>	Set up a program to acquire park land through dedication and/or fee purchase. Prioritize sites and negotiate with property owners. Coordinate timing and phasing with the pace of development and the amount of in-lieu fees available.	Engineering	2008	Areawide
<i>Parks Design Process</i>	Establish a design process that involves the community to establish the facilities, program, and design parameters for all new parks.	Parks and Recreation Department, with Engineering	Ongoing as parks projects are funded.	
<i>Parks Construction</i>	Incorporate the construction on new parks into the City's Capital Improvements Program. Carry out parks construction to ensure that new residents have parks available when projects are completed.	Engineering	2010-2030	

Table 7-1: Implementation Plan

	Action Step	City Department or Public Agency Responsible	Timeframe	Subdistrict or Areawide
<b>Trails</b>				
<i>Master Plan</i>	Prepare a master plan for the trail system, specifying the design for items such as: right of way required, landscape improvements, security fencing, etc. Coordinate with Santa Clara Valley Water District and property owners adjacent to designated trails.	Engineering	2008	Areawide
<i>Land Dedication</i>	Property owners to dedicate land at the time of development approvals. Establish requirements for land ownership, as well as responsibilities for liability insurance, maintenance, etc.		2008	
<i>Trail Improvements</i>	Property owners with land adjacent to trails to install trails per the master plan during project construction. City to inspect.	Property Owners and Engineering	Ongoing as projects are built.	
<b>Schools and Joint Use Community Facilities</b>				
<i>Collect School District Fees</i>	The City will ensure that all school impacts fees are paid from individual projects prior to the issuance of any building permits.	Building	Ongoing	Areawide
<i>School Site Identification</i>	Cooperate with the Milpitas Unified School District to identify and evaluate potential sites for the construction of a K-8 public school, within or in reasonable proximity to the Transit Area, taking the State's school siting guidelines into consideration.	Planning, with Parks and Recreation	2008-2015	Areawide
<i>Joint Use Agreement</i>	Consider a joint use agreement with the Milpitas Unified School District, allowing public use of the new school's playfields when not in use by students, and public use of rooms in the school building for community meetings and events.	Parks and Recreation	When a School Site is identified.	
<i>Community Center</i>	Consider providing a community center building within the Milpitas Transit Area for recreation programs and community events.		2008-2015	

<b>Table 7-1: Implementation Plan</b>				
	<b>Action Step</b>	<b>City Department or Public Agency Responsible</b>	<b>Timeframe</b>	<b>Subdistrict or Areawide</b>
<i>Safe Routes to Schools</i>	Work with the school districts to create safe continuous walking and biking routes to schools.	Engineering	2008-2012	
<b>Childcare</b>				
<i>Zoning Regulations</i>	Exempt child care from Floor Area Ratio Limits in the Transit Area, and allow child care to count towards the Neighborhood Retail requirements.	Planning	2008	Areawide
<b>Fire Safety and Emergency Services</b>				
<i>Standards of Cover Analysis</i>	Conduct a “standards of cover” analysis to determine the Transit Plan’s precise impact on the department’s staffing and equipment, and any required facility enhancements.	Fire	2008-2010	Areawide
<i>Emergency Response Plans</i>	Update the City’s emergency and disaster response plans to take the location and type of new development, and future traffic levels, into account.		2010-2012	
<i>Funding Mechanism</i>	Establish a funding mechanism to acquire fire-fighting equipment and facilities to house staff and equipment, using a combination of any or all of the following: private property owner land dedication, impact fees, Redevelopment Agency funds, State and Federal grants, etc.	Fire	2008	Areawide
<i>Equipment Purchase</i>	Purchase additional fire-fighting equipment	Fire	2010-2020, as development progresses and funding is acquired.	
<i>Facilities Construction</i>	Construct new facilities at existing stations, or construct a new station to provide facilities for the additional fire-fighting equipment required.	Engineering		

Table 7-1: Implementation Plan

	Action Step	City Department or Public Agency Responsible	Timeframe	Subdistrict or Areawide
<b>Police Services and Equipment</b>				
<i>Service and Response Analysis</i>	As the Transit Area develops the Milpitas Police Department will review its level of service calls and response times to determine the amount of additional staff and equipment required.	Police	Ongoing	Areawide
<i>Equipment Purchase</i>	Purchase additional police vehicles and equipment as needed to serve increased population.		Annually	
<i>Funding Mechanism</i>	Establish a funding mechanism to police vehicles and equipment, using a combination of any or all of the following: impact fees, Redevelopment Agency funds, State and Federal grants, etc.		2008	
<b>Construction Controls</b>				
<i>Construction Standards</i>	Establish standards, inspection protocols, and enforcement mechanisms for construction requirements, including: noise, dust control, truck routes, habitat protection, erosion protection, run-off filtration, etc.	Planning and Building	2008	Areawide
<b>Economic Development</b>				
<i>Marketing Program</i>	Carry out a marketing program to attract quality developers to build in the Transit Area.	Economic Development	2008-2013	Areawide
<i>Business Attraction Program</i>	Conduct business attraction programs to induce businesses and hotels to locate in the Transit Area.			
<i>Retail Attraction Program</i>	Market the area to retailers and retail brokers, and use incentives allowed by law, to attract quality retail, restaurant, and entertainment uses to the Transit Area.			

**Table 7-1: Implementation Plan**

	<b>Action Step</b>	<b>City Department or Public Agency Responsible</b>	<b>Timeframe</b>	<b>Subdistrict or Areawide</b>
<b>City Administration and Staffing</b>				
<i><b>Additional Staffing</b></i>	Review department staffing annually to determine additional staffing needed to serve the Transit Area.	City Manager	Annually	Areawide
<i><b>Funding Mechanisms</b></i>	Work with all City departments to establish impact fees and other funding mechanisms required to fund Transit Area improvements and services.	Finance	2008	Areawide
<i><b>Community Facilities District Fee</b></i>	Establish a CFD unique to the Transit Area at a level that is adequate to provide City services.			
<i><b>Redevelopment Implementation Plan</b></i>	Prepare a Redevelopment Implementation Plan for the Milpitas Transit Area based on anticipated revenues.			
<i><b>Bond Issuance</b></i>	Analyze bonds necessary to implement capital facilities in the Transit Area and issue bonds as warranted.			



# Appendix: Design Guidelines

The design guidelines laid out in the Midtown Milpitas Specific Plan will be shared and applied to new development within the entire Transit Area Specific Plan, including the Piper/Montague subdistrict. In many ways the guidelines are similar with the exception of references to Transit Area locations and the addition of mid-rise and high-rise guidelines reflecting the vision of the Transit Area Specific Plan. These design guidelines cover:

## *Table of Contents*

- A. Site Planning
  - 1. Street Pattern
  - 2. Site Configuration
  - 3. Parking Areas
  - 4. Garage Frontage
  - 5. Service Areas
- B. Building Design (both general and by building type)
  - 1. Massing and Articulation
  - 2. Fenestrations
  - 3. Materials
  - 4. Colors
  - 5. Roof Design

C. Landscaping, Signage, and Lighting

1. Landscaping
2. Accessway Landscaping
3. General Planting Guidelines
4. Signage
5. Lighting

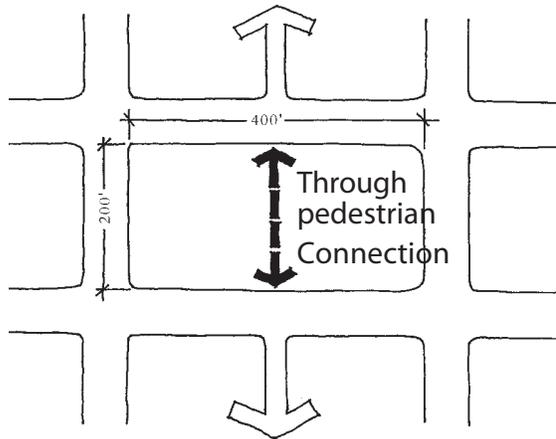
D. Design Guidelines by Building Type

1. Mixed-Use Buildings
2. Multifamily Residential
3. Large Floorplate or Big-Box Retail
4. Office Buildings
5. Class A Office Buildings
6. Civic, Public and Quasi-Public Buildings
7. Light Industrial/Industrial Park
8. Parking Structures
9. Mid-Rise and High-Rise Buildings

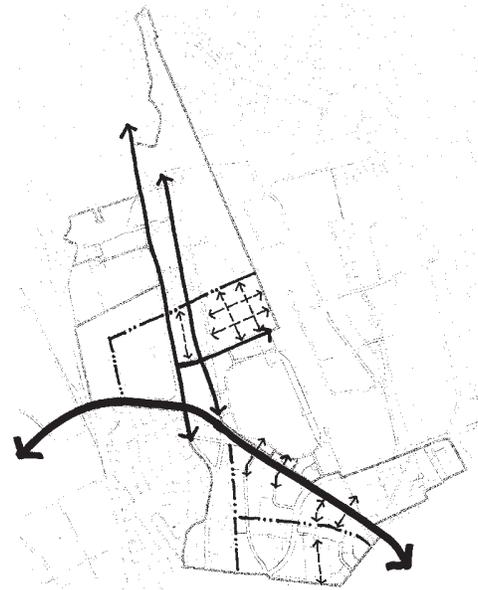
Guidelines have been added for mid-rise and high-rise buildings, since those building types were not covered in the Midtown Specific Plan.

In the case of a conflict between the design and development standards and policies in the Transit Area Specific Plan and those in the Midtown Plan, the guidelines in this Plan take precedence.

## DESIGN GUIDELINES



Block dimensions and street grid.



Street grids at Capital and Curtis Avenues, and Main and Abel Streets to the north.

## DESIGN GUIDELINES

The Design Guidelines include both general design guidelines and specific standards to guide future development within the Midtown Area. The guidelines are intended to guide phased development over a 20-year period. The Design Guidelines include both mandatory standards and interpretive design guidelines. The word “should” means that an action is required unless a determination is made that the intent of the guideline is satisfied by other means. Please note that these guidelines are minimum requirements, and developers may be required to provide additional amenities to meet the goals of the Specific Plan.

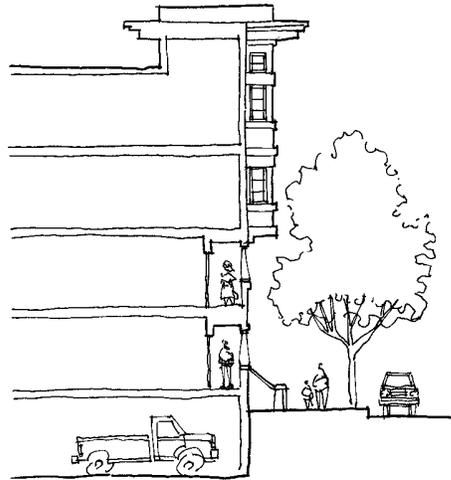
### A. SITE PLANNING

#### I. Street Pattern

- a. The street pattern throughout the Transit Area should maximize connectivity throughout the area for autos, bicyclists and pedestrians.
- b. North of the Penetencia Creek corridor, Great Mall Parkway/Capitol Avenue together represent the primary “spine” and streets should run parallel and perpendicular to it.
- c. South of the creek, the primary orientation should be north-south.
- d. Block lengths should not exceed 500 feet between publicly accessible pathways. This may take the form of a pedestrian accessway with walkways. Block sizes must also meet the maximum block size standard of 4 acres.



The Crossings in Mountain View. These residential units address the street and include private steps to each unit.

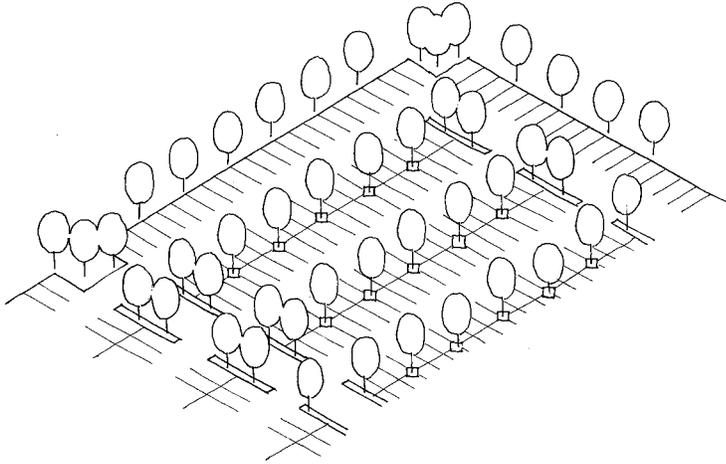


This illustrates a podium parking garage one-half level below grade with individual stairs to the units and trees along the street.

## 2. Site Configuration and Design

- a. Residential buildings should reinforce streets and pedestrian connections to the transit station(s) by being oriented toward the streets.
- b. Building facades should include street-facing entries, windows, special corner treatment, and other articulation.
- c. To mitigate the effects of adjacent service commercial or light industrial uses, increased setbacks and other measures, such as a solid 6 foot fence or masonry wall, should be considered.
- d. Primary vehicular access to all developments should be from curbcuts or accessways providing a direct connection to the street.
- e. Access drives to parking facilities should be shared wherever feasible in order to reduce curbcuts and potential conflicts with pedestrians.
- f. Street-facing surface parking lots are highly discouraged.
- g. At-grade garages for lower density residential development (i.e., rowhouses, townhouses) should be organized in well-landscaped auto mews and parking courts leading to individual garages.
- h. Security gates are prohibited in all areas of the Transit Area.

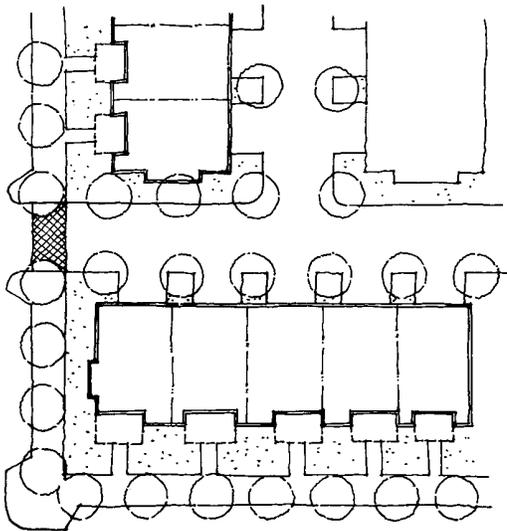
## MILPITAS MIDTOWN SPECIFIC PLAN



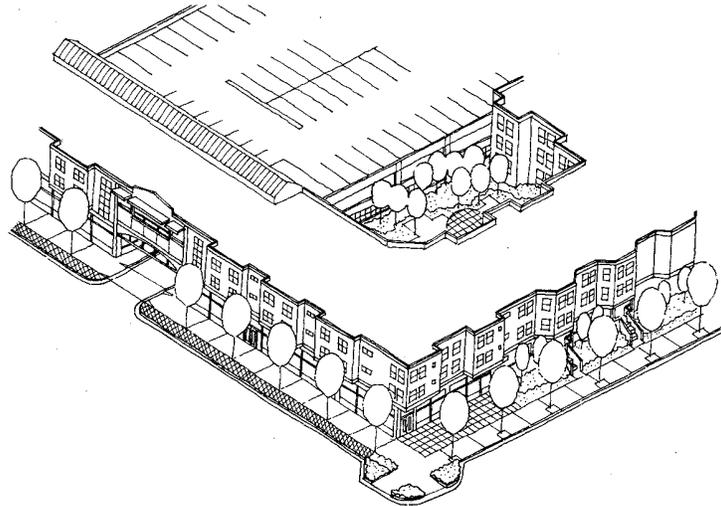
Trees planted at a ratio of 1:3 parking spaces on the perimeter of surface lots and 1:6 on the interior stalls.

### 3. Parking Areas

- a. Off-street parking facilities should have limited visibility (primarily entrances) from streets and accessways.
- b. Parking areas should be convenient yet not detract from the pedestrian nature of the area.
- c. Parking should generally be below grade or encapsulated within buildings to reduce the visual impact. Where not feasible, surface parking lots should be located primarily behind buildings.
- d. Surface parking areas should be well landscaped with trees planted in a regular configuration.
- e. In surface parking lots, trees should be installed at a ratio of one tree per three parking stalls for the perimeter of the parking lot, and one tree per six spaces for the interior of the parking lot.
- f. Where parking layout exceeds two rows in depth, parking should be aligned in the direction of pedestrian movement, and pedestrian island walkways should be provided within the planted area.
- g. All landscape areas should be protected with planter curbs a minimum of 6 inches-high.
- h. All perimeter setback areas should be landscaped. A screening shrub hedge (up to 6 feet high) should be planted along the property line between parcels.
- i. Parking areas within the Mixed-Use Districts should be designed in such a way to provide for a comfortable pedestrian experience.
- j. Broadleaf, deciduous trees should be used in parking lots to provide adequate shade in summer but allow sunlight to penetrate through in winter.
- k. Trees should be set into a tree grate or landscaped median that is a minimum of 4 feet-wide (internal dimension) and well protected by tree guards or other mechanisms.
- l. The use of permeable paving or alternative materials to reduce surface runoff is strongly encouraged as a surface material for parking stalls.
- m. Within each residential units/cluster of units, an adequate amount of bicycle parking stalls should be provided.
- n. Bicycle parking should generally be secured and weather protected.



Alley-loaded parking garages accessed from the rear of the building with adequate landscaping between units.



This illustrates a parking garage entry/frontage that does not detract from pedestrian comfort and is wrapped within residential building.

#### 4. Treatment of Garage Frontage in Residential and Mixed-Use Projects

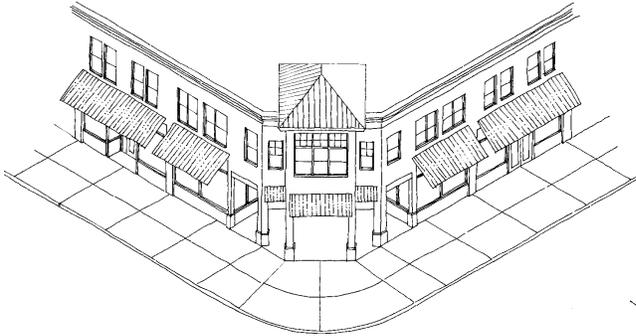
- a. For multifamily projects, service alleys or auto courts should incorporate design features to improve the appearance of the alley or auto-court.
- b. Landscaping between garages, such as vines on trellises, potted plants, or shrubs or small trees should be planted between every unit.
- c. The parking podium for multifamily buildings should be a maximum of 5 feet above grade and should be screened with stoops, stairs, or ornamental screens and landscaping.
- d. Vehicular entries to garages should be from the sides or rear of buildings and not from the primary street frontage to camouflage the garage from the streets, reduce pedestrian and vehicle conflicts, and present a more attractive primary street frontage.
- e. For projects which include multiple podium buildings, shared driveways should be provided when feasible.
- f. Parking garages accessed from the front of buildings is discouraged. However, if parking is accommodated in individual unit garages that

are accessed in the front of the building, the presence of the garage should be minimized by setting the garage back at least 4 feet behind the building entry.

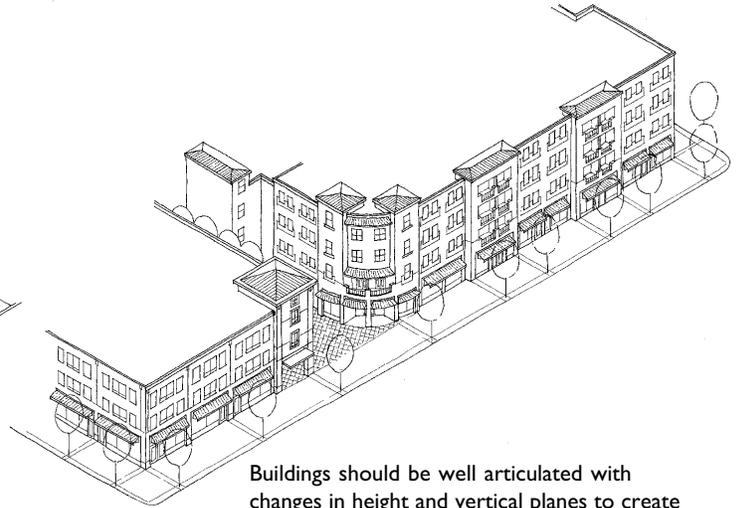
- g. For mews residential or live/work residential units, parking may be accommodated within small surface parking areas (i.e., no more than 20 spaces) or in “tuck under” garages beneath buildings.

#### 5. Service Areas in Non-Residential Projects

- a. All loading areas should be located at the rear or sides of buildings.
- b. Loading areas should generally not be more than 30 feet from the building’s primary service entrance. They should not occupy more than 20 feet of the buildings’ rear facades.
- c. For commercial buildings, where there is no alternative, loading may occur through the front door.



Buildings should be oriented to the street with a strong entry element.



Buildings should be well articulated with changes in height and vertical planes to create an attractive streetwall.

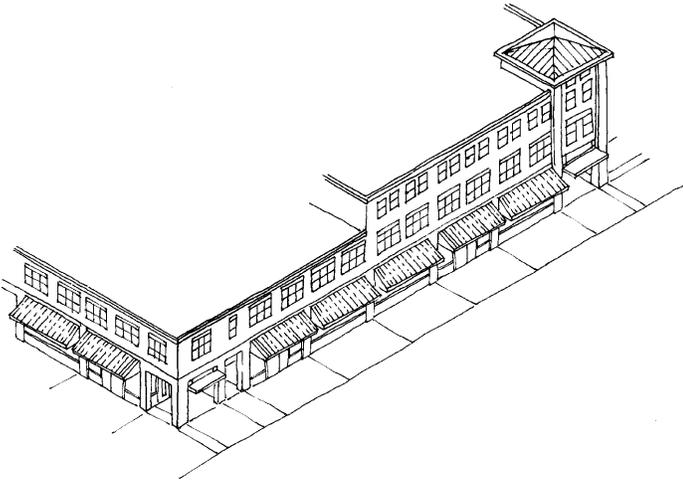
## B. BUILDING DESIGN

### I. Building Orientation

- a. Buildings should maintain a strong relationship to the street with primary building entrances oriented toward the street. Building mass should be parallel or on axis with adjacent street(s).
- b. Mews residential or live/work buildings should be oriented toward the street with windows, balconies, terraces oriented to the primary street as well as internal mews.

### 2 Building Massing and Articulation

- a. All exterior walls of a building should be articulated with a consistent style and materials.
- b. In no case should any facade consist of a blank wall.
- c. Buildings should be well articulated by changes in roof heights and vertical planes to reduce the appearance of bulk and create interesting building silhouettes.
- d. All building facades should have a well-defined base consisting of, but not limited to: thicker walls; richly textured materials (i.e. tile or masonry treatments); and a recognizable “top” consisting of, but not be limited to: cornice treatments; roof overhangs with brackets; stepped parapets; richly textured materials (i.e. tile or masonry treatments); and/or differently-colored materials.
- e. Building entries should be emphasized with special architectural and landscape treatment. In order to create visual interest on the other sides of buildings, secondary entrances should be treated in a similar manner.
- f. Balconies may be integrated with porches or entry features.
- g. Where units and houses face the public street, the use of balconies is encouraged for multifamily units.
- h. Upper story setbacks are encouraged especially for multifamily buildings. These setbacks should be a minimum of 6 feet or more.



Mixed-use buildings should maintain a consistent rhythm of storefronts and window rhythm with the appropriate wall-to-window ratio.

This illustrates an appropriate rhythm of storefronts on the ground floor with recessed windows and window frames above.

### 3. Fenestrations

- a. In mixed-use buildings, the windows should be designed to reflect the uses within, such as storefront windows at the street level and smaller windows for residential areas.
- b. Window and window frames should be set in the wall to provide a reveal (i.e., they should not be flush with the exterior face of wall).
- c. Windows should be vinyl clad, or high-quality vinyl.
- d. Window frames with high-quality metallic finishes may be allowed if found consistent with the proposed architectural vocabulary.
- e. Multi-paned windows are strongly encouraged in residential and mixed-use buildings.
- f. Snap-in plastic mullions are prohibited on street-facing facades and strongly discouraged on other facades.
- g. Window glazing should be clear or “Special E;” reflective or tinted glazing is prohibited.
- h. In multifamily and mixed-use projects, the windows visible from a street or courtyard, including those on all the facades of the buildings that front onto public or private streets or accessways, should have appropriately articulated header, jamb, and sill details to match the aesthetic of the building.
- i. In general, all windows in a residential building should have a height greater than or equal to their width, preferably with classical proportions (e.g., 2:1, 3:2, and 4:3).
- j. In residential units with narrow side yards, side elevation windows should be placed offset from those of the adjacent unit, or use obscure glass as appropriate in order to ensure privacy.
- k. Bars and security grills on windows and doors are prohibited.
- l. Doorways should be clearly identified with change in material, change in plane, or with architectural elements such as a canopy, where appropriate.



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#### 4. Building Materials

- a. All materials used should be of high-quality and properly installed.
- b. Materials selected should convey a sense of durability and permanence over any sort of architectural theme.
- c. Woodboard siding, wood shingles, tile, stucco, and/or masonry should be used. Scored plywood, such as T-111, vinyl, and aluminum siding are not allowed. If other simulated materials are used, they should be of a quality, color, and application that demonstrate a convincing realism.
- d. The primary exterior finish, whether wood or stucco, should be used on all facades of a unit or building, false-fronts are not allowed (i.e., if the front facade is primarily wood, the other facades should be wood, not stucco).
- e. Material changes should not occur at external corners, but may occur at interior corners as a return at least 6 feet from the external corners or other logical terminations.

- f. Roof materials should complement the materials and colors of the facades and provide texture or relief.
- g. Glass curtain walls and other highly reflective building materials are considered inappropriate for building walls.

#### 5. Building Colors

- a. The body of the building or field colors should generally be more muted and light in tone. Accents, window frames, details of cornice lines etc., should be richer tones.
- b. Roofs should be mid- to dark-toned in color and complement the color of the building facade.
- c. Bright primary colors and pastels are not appropriate.
- d. Where rain gutters and down-spouts are not integrated into the exterior walls, their color should blend with adjacent surfaces.

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## 6. Roof Design

- a. Roofs that have a relatively shallow pitch and deep eaves are encouraged.
- b. Buildings should have either hipped or gabled roofs with a slope no less than 4:12 and no greater than 8:12 or flat roofs with an articulated parapet.
- c. Mansard-style roofs and roofs with slopes steeper than 8:12 are discouraged.
- d. Eaves (both roof and porch) should generally be no less than 18 inches-deep.

## C. LANDSCAPING, SIGNAGE, & LIGHTING

### I. Landscaping

- a. The developers of townhouses should provide base landscaping within the front and side setbacks. This would include areas of turf/native grasses, shrubbery, at least one tree per housing unit for widths up to 30 feet, two trees for widths up to 50 feet, a walkway consisting of unit pavers, and a water efficient irrigation system.
- b. The developers of multifamily and mixed-use buildings should provide full landscaping.



A highly-landscaped pedestrian walkway in a residential development.

## 2 Accessway and Drive Aisle Landscaping

- a. Pedestrian walkways should be heavily landscaped providing a buffer between the path and the adjacent residential units.
- b. Unit pavers provide an attractive level of detail, and should be used at key gathering areas or intersections of paths.
- c. Vehicular accessways should be landscaped similar to adjacent streets, with tree spacing typically 20 to 30 feet on center (depending on the species used).
- d. Where the side yard space between residential buildings abuts a drive aisle, a 6-foot-wide planter should be provided with a street tree and ground cover.
- e. At the end of a residential drive aisles, a 6-foot-wide planting bed should be installed and be significantly planted to provide a green terminus.

## 3. General Planting Guidelines

- a. The guidelines below will help ensure a healthy, attractive, and sustainable residential landscape.
  - Native and drought-tolerant plant materials are strongly encouraged. Where recycled water is or will be available, use plant species tolerant of the water source.
  - Mulched planting beds are encouraged to be utilized as a replacement for turf areas. Mulches cover and cool soil, minimize evaporation, reduce weed growth and slow erosion. Acceptable organic mulches include bark chips, wood grinding (from non-infected wood sources), or leaves. Sheet plastic in planting areas should not be used.
  - For efficient water use, irrigate turf areas separately from other plantings. Landscape plantings should be grouped according to similar water needs.
  - Trees, shrubs, flowers and ground covers can be watered efficiently by an automatic system with low volume drip, spray, or bubbler emitters.



Projecting signs from storefronts.

#### 4. Signage

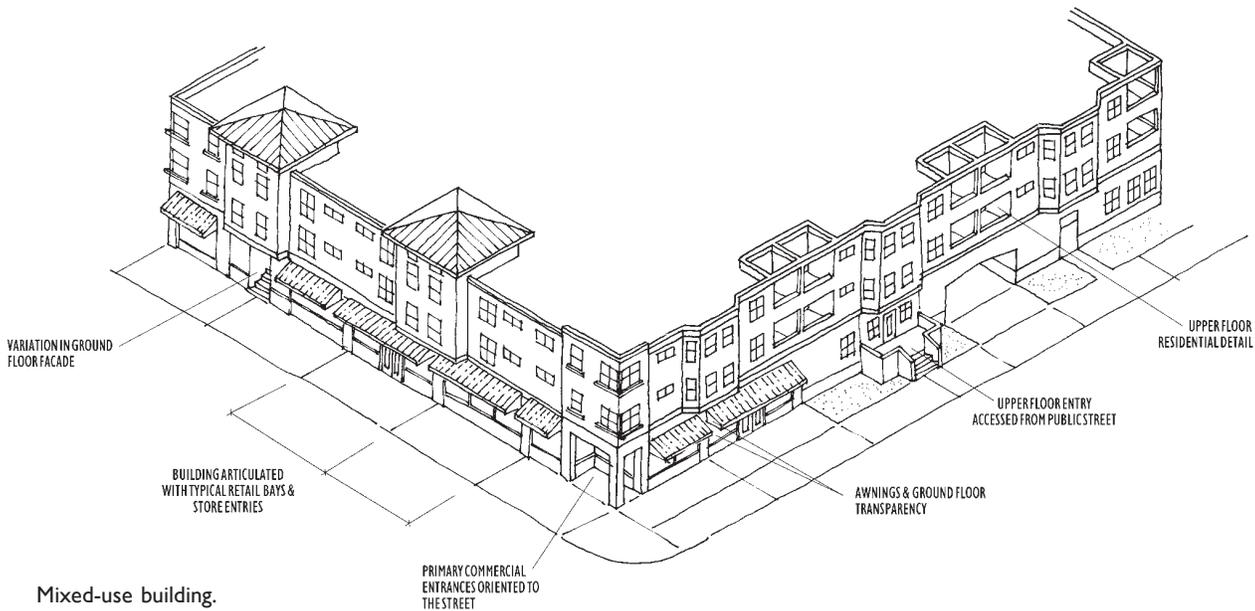
- a. A coordinated signage plan should be included for all multi-tenant buildings.
- b. Freestanding signs are discouraged, except at a single major site entry.
- c. Animated, moving, flashing, blinking, reflecting and revolving signs are prohibited.
- d. Cabinet signs are prohibited.
- e. All signs should be designed to complement the architectural style and setting of the structure or use it is adjacent to. Building wall and fascia signs should be compatible with the predominant visual elements of the building.
- f. Signs should be an integral part of the design of the storefronts in mixed-use buildings.
- g. The size of signs and sign letters should be proportional to the space they are located in, with the letters typically between 6 and 16-inches high.
- h. Sign letters and materials should be professionally designed and fabricated.
- i. Primary signs should contain only the name of the business and/or its logo.
- j. Signs should be constructed using high-quality materials such as metal, stone, wood.
- k. Exposed conduit and tubing is prohibited. All transformers and other equipment should be concealed.
- l. Projecting signs mounted perpendicular to the facade of the building should be located at least 8 feet above the sidewalk. The outside edge should be no more than 5 feet from the face of the building.
- m. Window signs should not exceed 15% of the window area. Signs should not obstruct visibility into and out of the window.
- n. Window signs may include one “open” or “closed” sign less than 2 square-feet.
- o. While bilingual signs are allowed, the size of English lettering should be at least equal to the size of letters of another language.



This illustrates a pedestrian-scale light fixture (between 12–16 feet) along a storefront sidewalk.

## 5. Lighting

- a. Lights should be designed and placed to direct lighting to appropriate surfaces and minimize glare into adjacent areas.
- b. The light source used in outdoor lighting should provide a white light for better color representation and to create a more pedestrian–friendly environment.
- c. Low pressure sodium lamps are prohibited.
- d. To reinforce the pedestrian character of the area, light standards along sidewalks should not exceed 12 to 16 feet in height.
- e. The use of uplighting to accent interesting architectural features or landscaping is encouraged.



## D. DESIGN GUIDELINES BY BUILDING TYPE

### I. Mixed-Use Buildings

- a. Mixed-use buildings, which contain a vertical combination of residential and commercial uses within a single building, are encouraged in the Transit Area.
- b. The mix of uses in vertical mixed-use structures should be carefully chosen and located for maximum compatibility and mutual benefit, as follows:
  - Retail uses should be generally limited to the ground-floor spaces along the street and prominent pedestrian promenade frontages;
  - Commercial uses within mixed-use projects should best serve the surrounding neighborhood and/or promote pedestrian traffic or public transit. Such uses may include, but are not limited to; childcare centers, cafes, dry cleaners, automated teller machines, video rentals, small groceries, newsstands, etc.; and
  - Commercial hours of operation should not conflict with adjacent residential uses.
- c. The primary facades of all buildings in the Mixed-Use Districts should face the street.
- d. Mixed-use buildings should have a building form that blends with the residential buildings that surround them.
- e. The ground-level should achieve maximum transparency, avoiding areas of blank walls.
- f. Ground-floor commercial uses should have an architectural design similar to traditional street front businesses, with large storefront windows, and easily accessible, clearly defined entries.
- g. The ground-floor area facing the street should be designed for retail use with taller floor to ceiling heights with a minimum height of 18 feet. For ground floor office space, the minimum floor to ceiling height is 15 feet.
- h. Mixed-use buildings should be developed with a rhythm in keeping with the desired pedestrian scale and character. Commercial (retail and office) bays should be between 20 and 40 feet.
- i. Variations in floor level, facades such as shallow recesses at entries, or arcades are encouraged, for they create the appearance of several smaller buildings and shops, rather than a single, large and monotonous building.



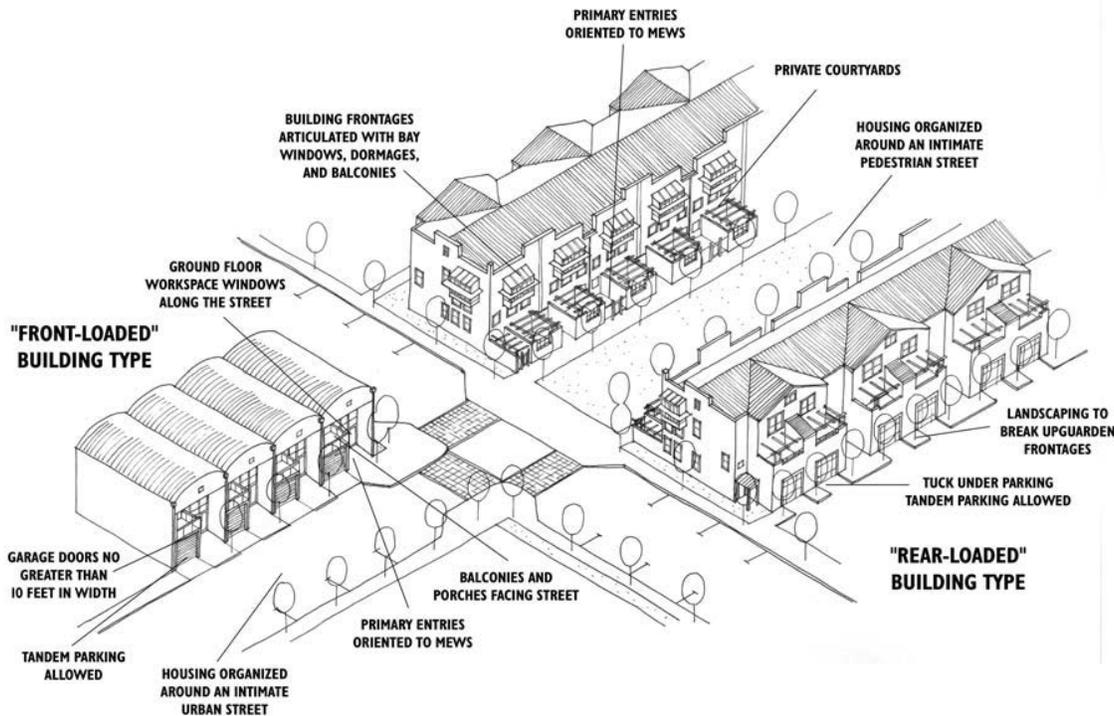
Lorin Street, Berkeley, CA.



Orenco Station, Hillsboro, OR.

These mixed-use developments include a range of housing units, office and retail space. They both have ground-floor retail with primary entrances oriented toward the street.

- j. Primary facades should be built parallel to the street.
- k. All commercial uses should have their primary entrances oriented toward the street, and entrances should be spaced no more than 50 feet apart.
- l. Blank walls should not occupy over 30% of the principal frontage, and a section of blank wall should not exceed 20 linear feet without being interrupted by a window or entry.
- m. Windows should encompass a minimum of 50% of a building's primary facade and a minimum of 30% of other building facades in order to create visual interest on all sides of the building.
- n. Ground-floor elevations should vary no more than 2 feet from sidewalk level.
- o. The primary entry(s) for commercial establishments and the entrances to the second floor residential units should be within the primary facade, and should be visible and accessible directly from a public street.
- p. In order to create visual interest on the other sides of buildings, secondary entrances should be treated in a similar manner as the main entry (although to a suitably lesser degree).
- q. The use of awnings is encouraged to provide shelter and shade along the sidewalk. Awnings should be no wider than a single storefront or architectural bay (whichever is narrower).
- r. Upper floors should have smaller window openings punched into solid walls.
- s. Upper floor residential uses should be detailed with porches, bay windows, dormer windows, and/or balconies.
- t. Curtain walls are prohibited.

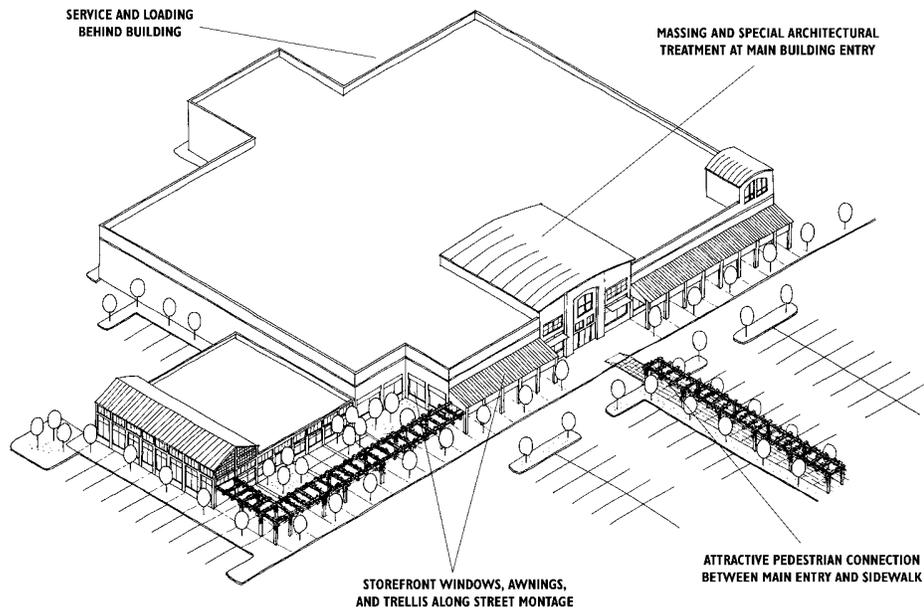


## 2. Multifamily Residential

- a. Multifamily buildings should be well articulated to break up the building mass. Variations in floor level, facades, roof styles, architectural details, and finishes that break up the appearance of large buildings should be employed.
- b. Street-facing facades of residential buildings should include stoops, porches, recessed windows, bay windows, and balconies in order to provide visual interest.
- c. Ground-floor units of multifamily residential units facing the street should be accessed directly from the street.
- d. The first floor should be no more than 5 feet above the sidewalk elevation.
- e. Porches, bays and balconies are required along street facades and may extend into the setback areas. Porches are required along at least 30% of the ground level of each unit.



## MILPITAS MIDTOWN SPECIFIC PLAN



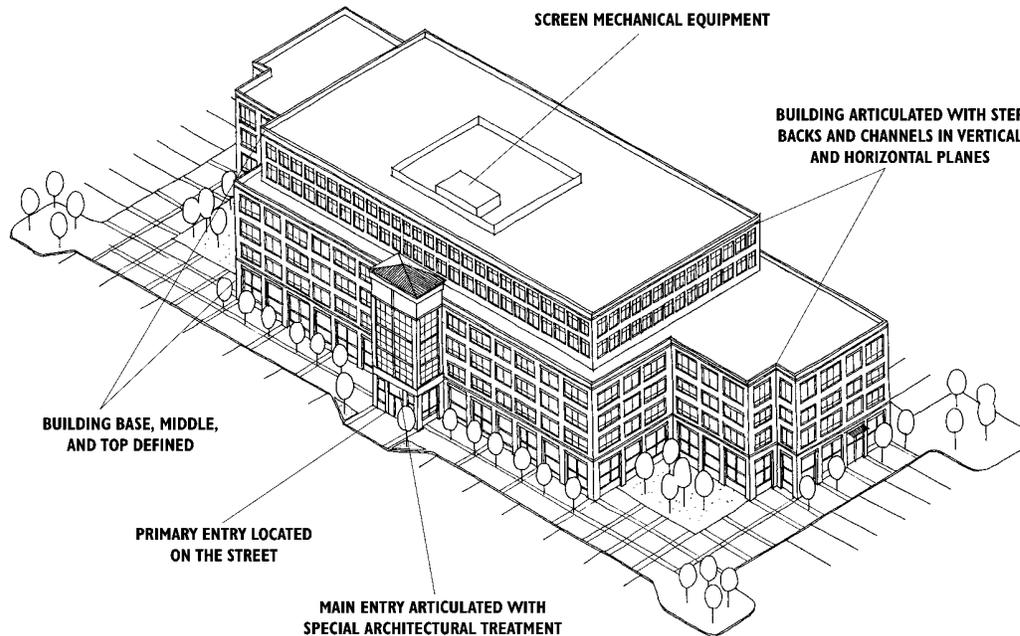
Big-Box Retail Building

### 3. Large Floorplate or Big-Box Retail

- a. Although big-box retail uses are primarily automobile-oriented, they should be designed to accommodate pedestrian and bicycle traffic as well, given the nearby locations of transit and higher density residential development.
- b. Building entries should be articulated with taller elements and with elements such as canopies.
- c. Buildings located at gateway intersections should include corner vertical elements to emphasize entries.
- d. Entries may orient to parking areas, but continuous sidewalks should be provided from the primary street directly to the doorway.
- e. A continuous arcade is strongly encouraged along the front facade.
- f. Building facades should be articulated with a combination of windows, entries and bays.
- g. Street-facing blank walls are strongly discouraged. Where they cannot be avoided, a permanent trellis should be planted with vines or other architectural and landscape design elements should be incorporated into the building design to reduce the visual impact of the blank wall.
- h. A small plaza is encouraged at the building entry to visually define the feature.



A trellis through the surface parking lot to enhance pedestrian connection to main store entrances.



Class A Office Building

#### 4. Office Buildings

- Street- and plaza-facing facades should be lined with windows.
- Blank walls should not occupy over 30% of the principal frontage, and a section of blank wall should not exceed 20 linear feet without being interrupted by a window or entry.
- Vertical building elements should be used to break up what may otherwise be a horizontal architectural composition.
- Elements such as awnings, arcades, porches, or porticos should be incorporated along the street-facing facades.

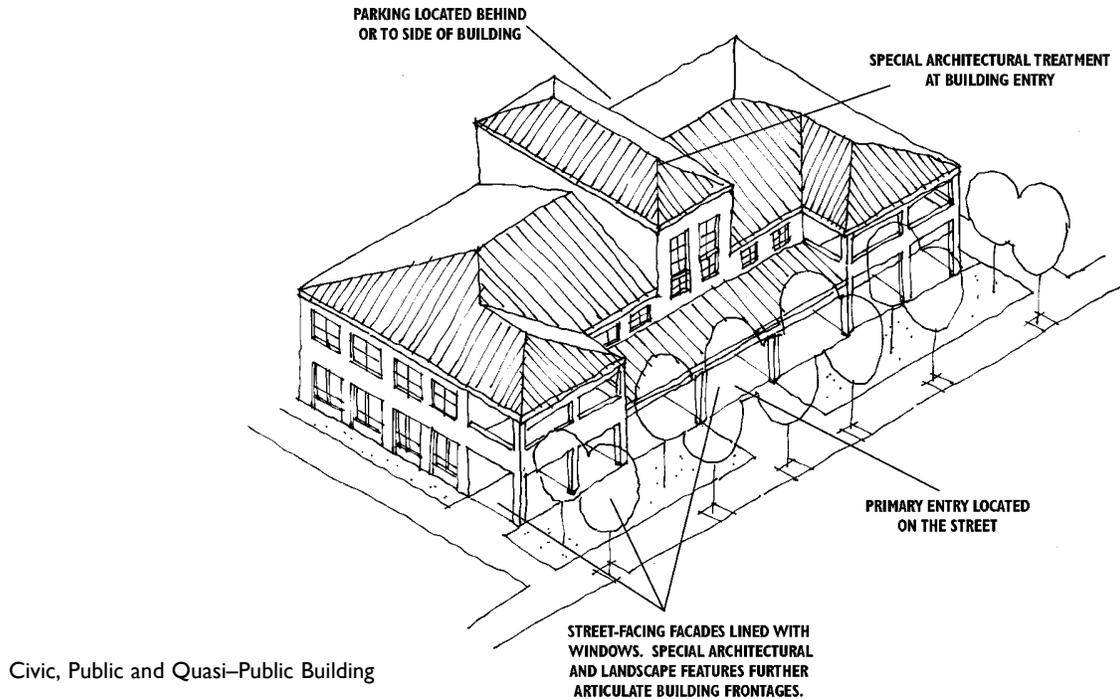


An office building that faces the street, has a distinguishable entry, provides service commercial uses on the ground-floor and has adequate floor-height proportions.

#### 5. Class A Office Buildings

Class A office buildings are defined as high-quality office buildings with amenities that typically attract rents in the top 25% bracket.

- The base of the building facing the street should be designed to include retail uses (or service commercial uses).
- The floor to ceiling height of the first floor should be greater than the floor to ceiling heights of the upper floors and should generally be between 14 and 16 feet.
- The building form should incorporate a distinguishable base, a middle and a top.
- The architectural materials and designs should be of high-quality.
- The building base should be articulated either with a change in materials, color and finishes, fenestration pattern and size, and an emphasized building entrance or arcade.
- Quality materials that are durable and provide a sense of permanence should be used throughout the building.

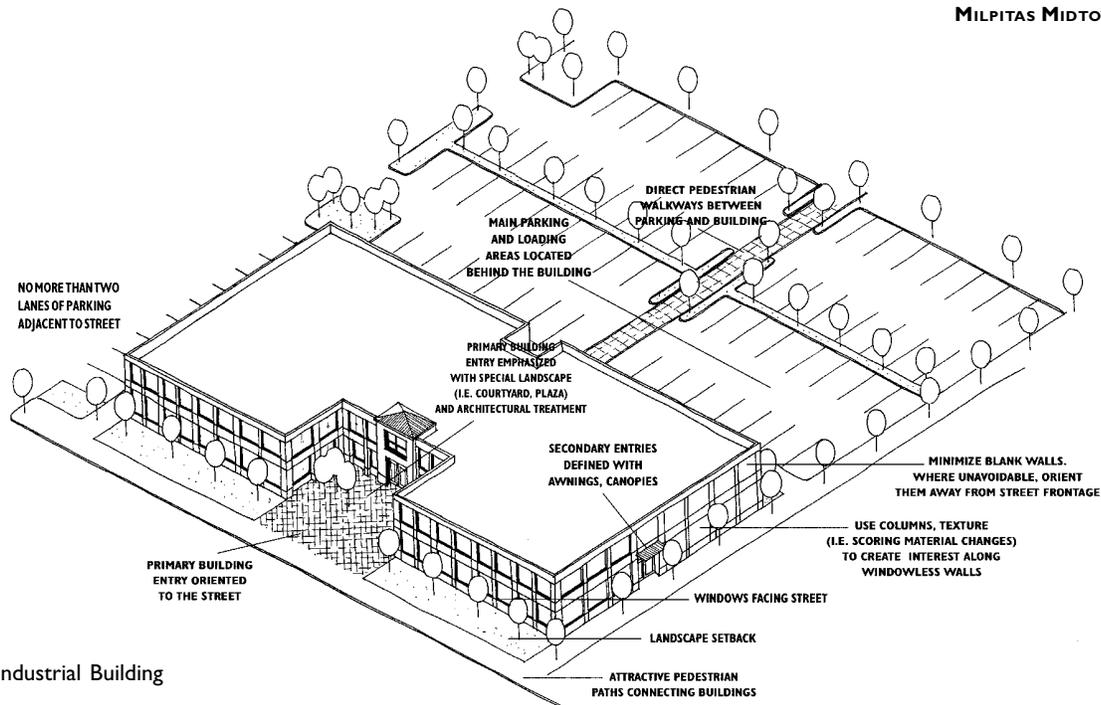


## 6. Civic, Public and Quasi-Public Buildings

- g. Additional accent materials such as tile insets or natural stone should be used at the base of the building to provide added texture, color and visual interest at the pedestrian level.
- h. Building entries should be clearly defined and designed to be clearly identifiable from the street.
- i. Rain gutters, scuppers and other drainage devices should be incorporated into the structure of the building.
- a. Primary building entries should be oriented toward the street, with attractive pedestrian walkways to the sidewalk.
- b. Street- and plaza-facing facades should be lined with windows.
- c. Public buildings should have a prominent building entrance defined by architectural and landscape features, such as tower elements, canopies, columns, recesses, plazas and landscaped open space.



Berkeley Library, Berkeley, CA.

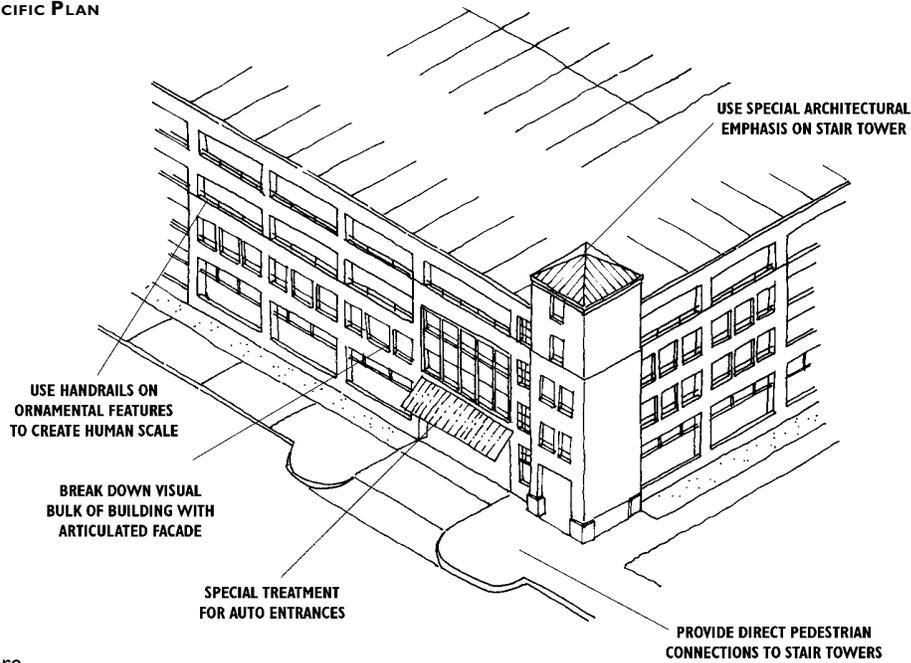


Light Industrial Building

## 7. Light Industrial/Industrial Park

- a. New office/industrial buildings should be oriented toward the street, with parking areas located to the side and behind buildings.
- b. A direct pedestrian connection between the street and sidewalk and the building entry or entry plaza is required.
- c. The primary building entry should face the street and should be clearly defined with special massing and landscape treatment to make it stand apart from the rest of the building.
- d. Buildings should be comprised of bold simple forms with highly articulated exterior planes and openings to provide an interplay of shadow and light and create a visual interest.
- e. The building should be sited and designed to reinforce the street edge or corner, where appropriate.
- f. The building mass should be broken up with arcades, balconies, and terraces to avoid a monotonous appearance.
- g. The use of architectural features, such as porticos, canopies, or arcades, special roof treatment and/or landscape treatment, such as entry plazas or courtyards should be used to create an easily identifiable entry.
- h. The use of industrial materials and accent features is encouraged to animate building facades and entries. These features may include: window canopies; cornice projections; tension cables to support entry canopies or trellises; structural pilasters or columns; fin walls which project from entries of window groupings; window mullions; and/or mechanical screens.
- i. When located to the side of buildings, parking should generally not consume more than 30% of the street frontage.

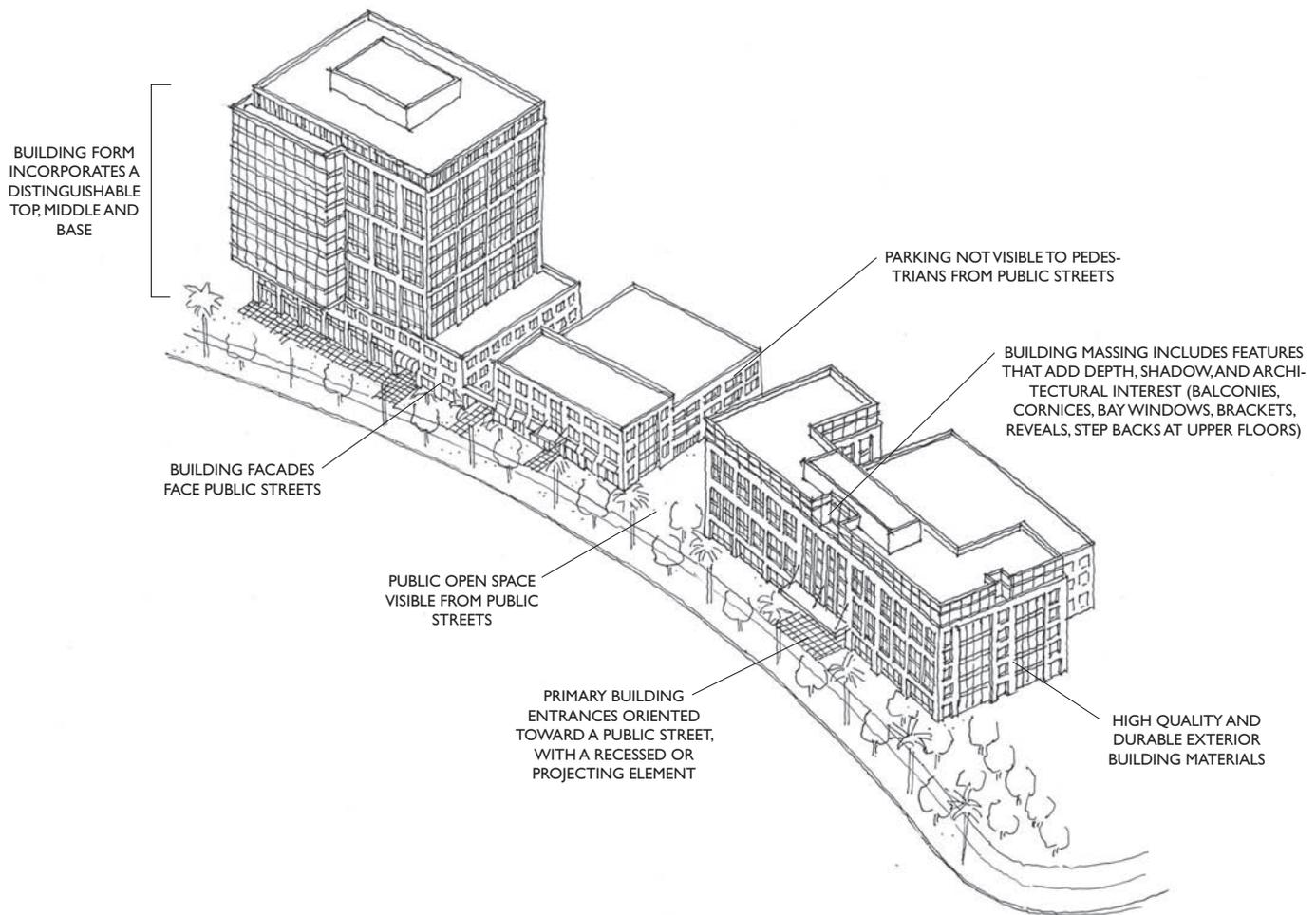
## MILPITAS MIDTOWN SPECIFIC PLAN



Parking Structure

## 8. Parking Structures

- a. To the extent feasible, parking structures should be located away from prominent pedestrian streets.
- b. Parking structures should be designed in keeping with the character of the primary buildings on or near the site.
- c. Parking structure facades should be designed as compatible visual extensions of other multistory buildings.
- d. If feasible, active ground-level commercial uses should be incorporated into parking structures along the sidewalk.
- e. Auto entries should be located in a manner that minimizes pedestrian/auto conflicts.
- f. Openings should be carefully composed within the building wall to appear as well proportioned windows rather than continuous open strips.
- g. Variation in the dimension and proportion of openings and in the horizontal and vertical planes of the facade should be provided to create visual interest and to reduce the mass of the parking structure.
- h. Decorative screen and trellis elements of durable, high-quality materials are encouraged to provide variation and interest on the facade.
- i. Building detailing such as ornamental metal hand railings should be used to create human scale and interest.
- j. Entries and stairwells within parking structures should be located adjacent to public street and designed to be visually open, to promote a feeling of security and comfort.
- k. Stair towers should be designed as identity elements.



## 9. MID-RISE AND HIGH-RISE BUILDINGS

**Building Bulk.** Minimize building bulk and enhance the architectural articulation of buildings that are greater than 6 stories tall or have floor-plates over 15,000 square feet. On the longest side of a building, the maximum building plan dimension for buildings above 6 stories should not exceed 220 feet for commercial buildings and 140 feet for residential buildings. The other sides of the building should have a shorter plan dimension, not exceeding 110 – 120 feet.

**Building Massing.** Building massing shall include features that add depth, shadow and architectural interest, such as balconies, recesses, cornices, bay windows, and step-backs at upper floors. Architectural features should be integrated and consistent with the style of the building.

**Building Form.** The building form should incorporate a distinguishable base, middle, and top. The base should include the first two floors or a minimum of 30 feet in height. The top should include a minimum of the top habitable floor and the penthouse for mechanical and other equipment.

**Articulation.** Design Features, including but not limited to windows, window frames, cornices, reveals, and brackets, shall be of sufficient depth to create building articulation and shadow. Architectural features employed shall be integrated and consistent with the style of the building. If windows are recessed, they should typically be recessed between four to twelve inches.

**Building Entries.** Primary building entries should be oriented towards a public street. Building entrances should be designed with a recessed or projecting element, and articulated with special architectural treatment. A walkway leading from the street to the building entrance shall be provided (if the entrance is not adjacent to a sidewalk.)

**Facades Facing the Street.** Building facades should front onto public streets. Facades facing streets and open spaces should be articulated with windows. Windows and storefronts on the street level and ground floor should have clear glazing.

**Building Materials and Design.** Exterior architectural materials and building design should be of very high quality. Materials that are durable and provide a sense of permanence should be used throughout the exterior of buildings. Buildings along Montague Expressway must incorporate measures to ensure an attractive gateway image for the City of Milpitas.

**Public Open Space.** Open spaces accessible to the public, including plazas, courtyards, and other landscape features, should be visible from public streets. If public spaces are provided at the interior of the site or in building interiors, they must be clearly indicated with signage at building entrances.

**Location of Parking.** Parking must be located so that it is not visible to pedestrians on public streets. At least 70 percent of the building perimeter which faces the street shall be wrapped with habitable space. Exceptions may be allowed with a conditional use permit if the design quality is equivalent to habitable building space.

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