



VI. TRANSIT AREA SPECIFIC PLAN

The Milpitas Transit Area Specific Plan (TASP) is a plan for the redevelopment of an approximately 437-acre area in the southern portion of the City that currently includes a number of industrial uses near the Great Mall shopping center. Based on City Council direction, the Draft Preferred Plan currently proposes redevelopment of this area with 7,109 dwelling units, 993,843 square feet of office space, 340 hotel rooms and 287,075 square feet of retail space centered around the proposed Milpitas BART station and the VTA Light Rail system.

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.

MILPITAS TRANSIT AREA SPECIFIC PLAN

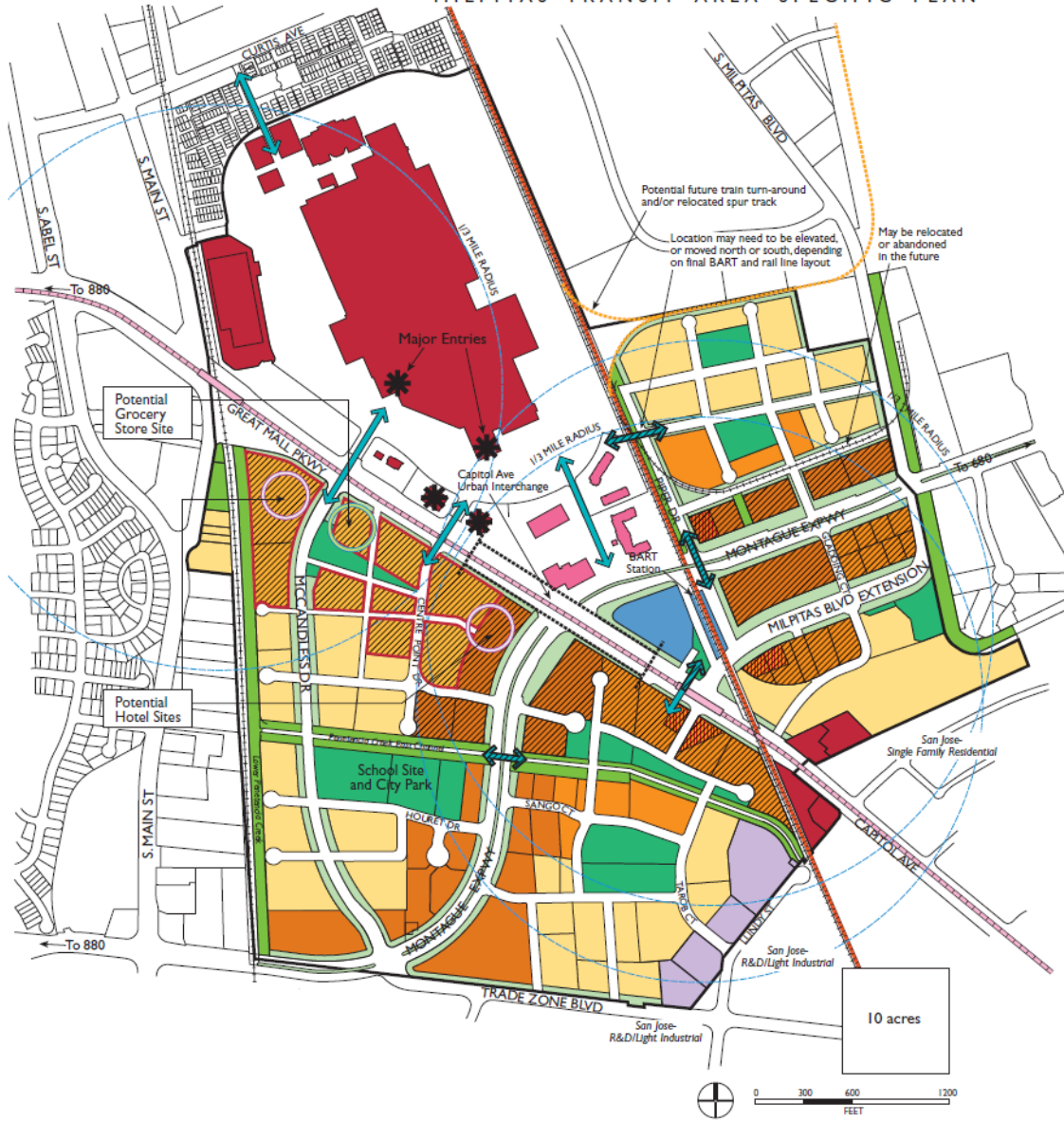










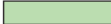













Figure 3-1
Transit Area Plan

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
-  Potential Grocery Store Site
-  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

3-4

Figure 3-1
Transit Area Plan

Adopted Plan Link:

(http://www.ci.milpitas.ca.gov/government/planning/plan_transit_area_specific.asp)

This section of the Engineering Guidelines has been created to provide highlights of the related items to development within the TASP. A copy of the TASP can be downloaded from this link.

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 shown in “Figure 3-2 Streets System” below. Chapter 3, section 3.1 contains the principals on the Circulation Plan.

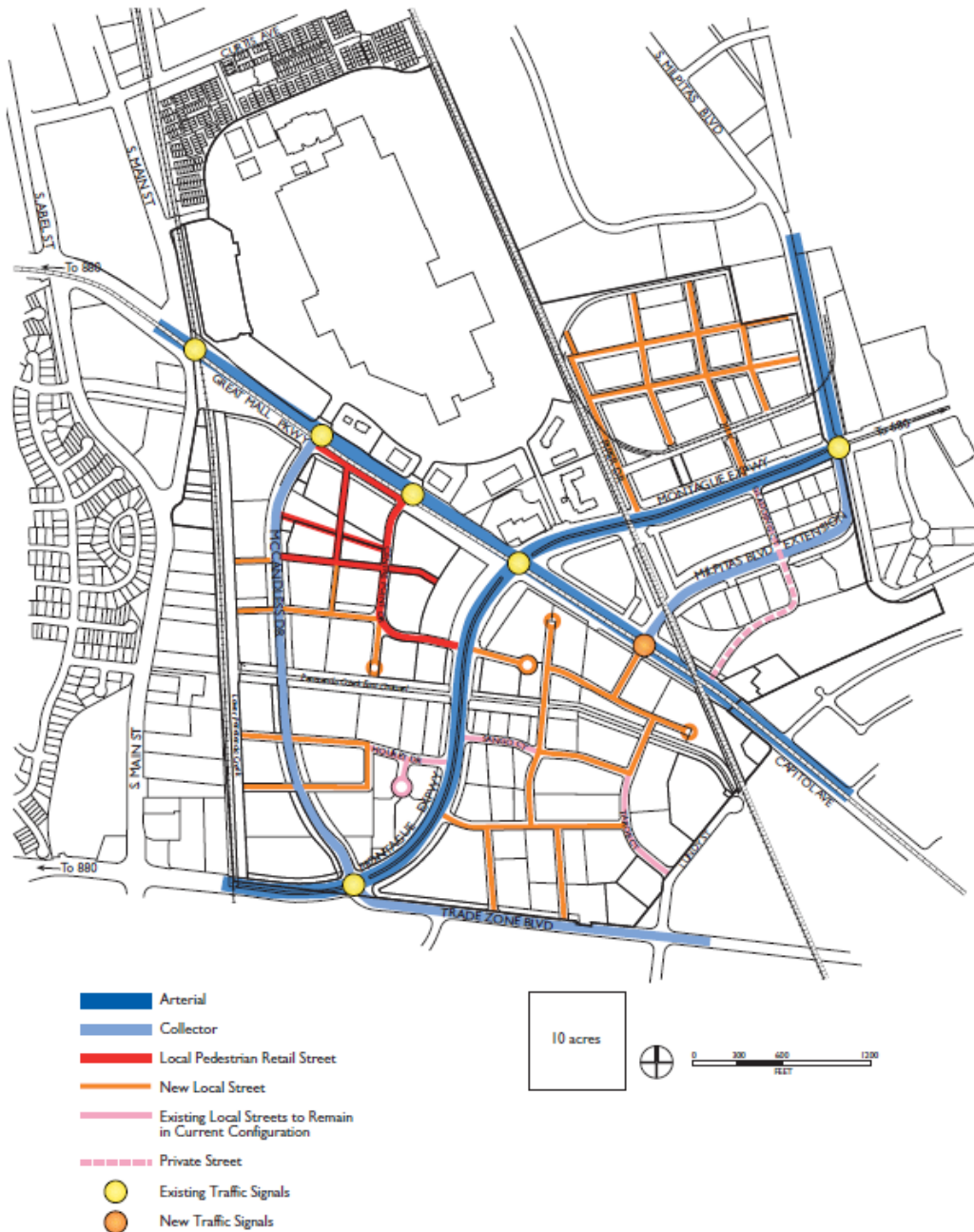


Figure 3-2
Street System

A. TRANSIT AREA SPECIFIC PLAN (TASP) DEVELOPMENT IMPACT FEES & CFD

1. The amount of the Transit Area Development Impact Fee is based upon the technical and financial analyses conducted as part of the Technical Report. The following schedule of base fee shall apply to all new development in the Transit Area:

- a. Residential - \$23,800 per unit
- b. Commercial - \$16.70 per square foot
- c. Office - \$25.00 per square foot
- d. Hotel - \$9,000 per room
- e. Other Uses – the fee amount for uses not specifically defined in this Resolution shall be determined by the Finance Director or his or her designee. A focused nexus study may be required of the applicant to make the determination.

2. The fee amounts listed herein shall be subject to annual adjustment, as set forth in Section 9 of Resolution No. 7778, and as otherwise allowed by law. To review the full report, follow the link below:

http://www.ci.milpitas.ca.gov/pdfs/plan_tasp_impact_fee_resolution.pdf

3. Communities Facilities District CFD 2008-1. The project is located within the Community facilities Special tax district (CFD 2008-1). The district collects fees from residential development built after 2005 for citywide park and street landscape maintenance. New residential development within the TASP will result in new CFD special tax revenue to the City. Given the affordability distribution of the residential units in the TASP, an average CFD tax of \$327 per unit is assumed based on current rates. To review the full report please follow the following City's Web link:

http://www.ci.milpitas.ca.gov/pdfs/plan_tasp_infrastructure_technical_report.pdf

B. DEVELOPMENT STANDARDS AND DESIGN GUIDELINES CHAPTER 5 TASP

Chapter 5 TASP Link:

http://www.ci.milpitas.ca.gov/pdfs/plan_plan_tasp_chapter5.pdf

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

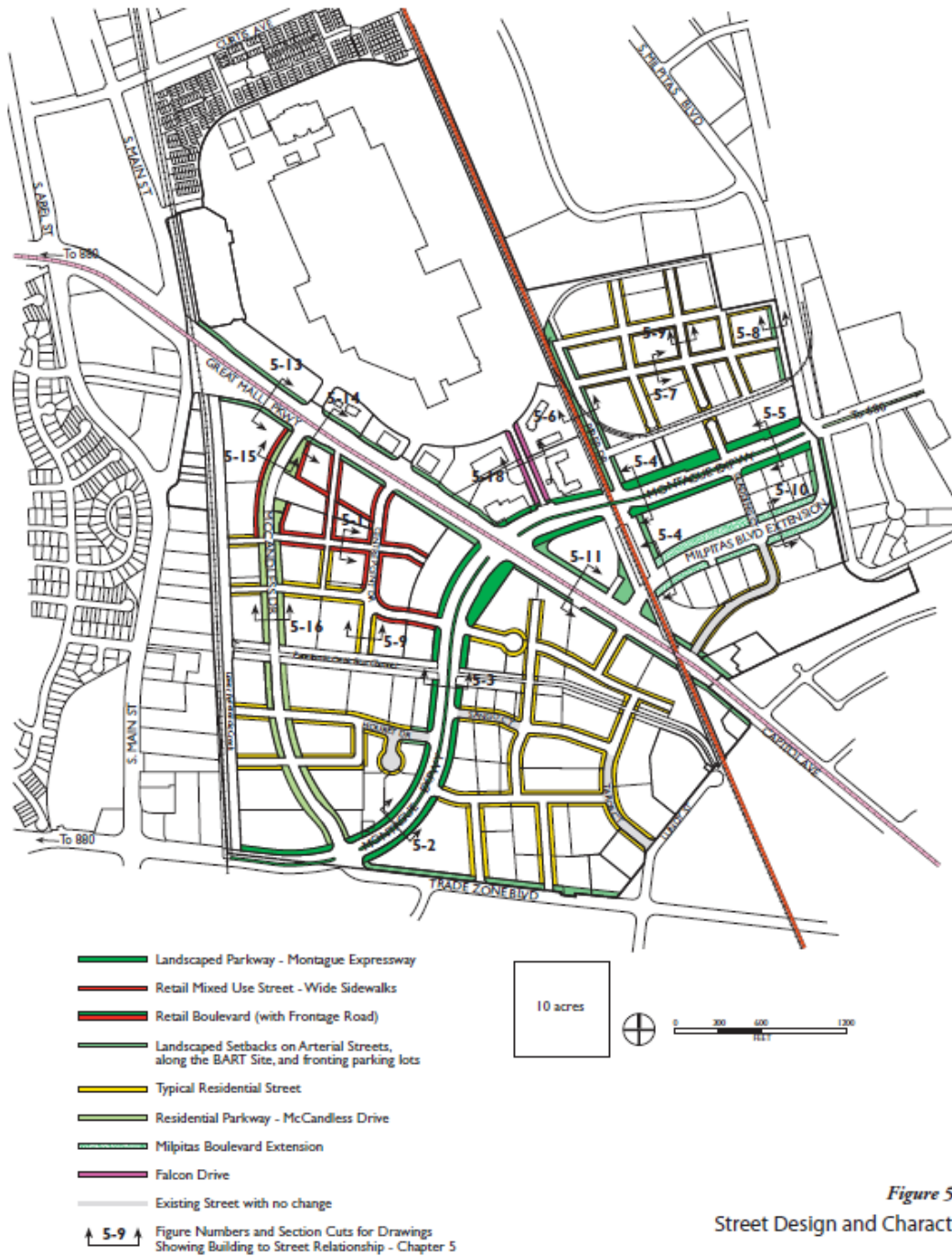


Figure 5-1
Street Design and Character

Street Section Drawings (all sections can be found in the link as noted above in the TASP introduction).

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