

VII. MIDTOWN SPECIFIC PLAN

This Milpitas Midtown Specific Plan provides a new vision for an approximately 1,000-acre area of land which is currently undergoing changes related to its growing role as a housing and employment center in Silicon Valley. Development activity over the past several years has included approval and/or construction of 1,200 units of housing, reinvestment in the Great Mall, extension of the Santa Clara Valley Transportation Authority's (VTA's) Tasman East Light Rail Transit (LRT) line, and proposals to extend Bay Area Rapid Transit (BART) through the area as part of the San Jose extension. Rather than responding to development proposals on a site by site basis, the City of Milpitas (the City) undertook a specific plan process in order to look comprehensively at the planning area and provide a cohesive vision for the future.

This section of the Engineering Guidelines has been created to provide highlights of the related items to development within the MidTown Specific Plan. Figure 1.1 illustrates the areal view of boundary. A copy of the Plan can be downloaded from this link as noted below.

Link: http://www.ci.milpitas.ca.gov/government/planning/plan_midtown_specific.asp

A. ADOPTED PLAN

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FIGURE 1.1: AERIAL VIEW OF MIDTOWN MILPITAS

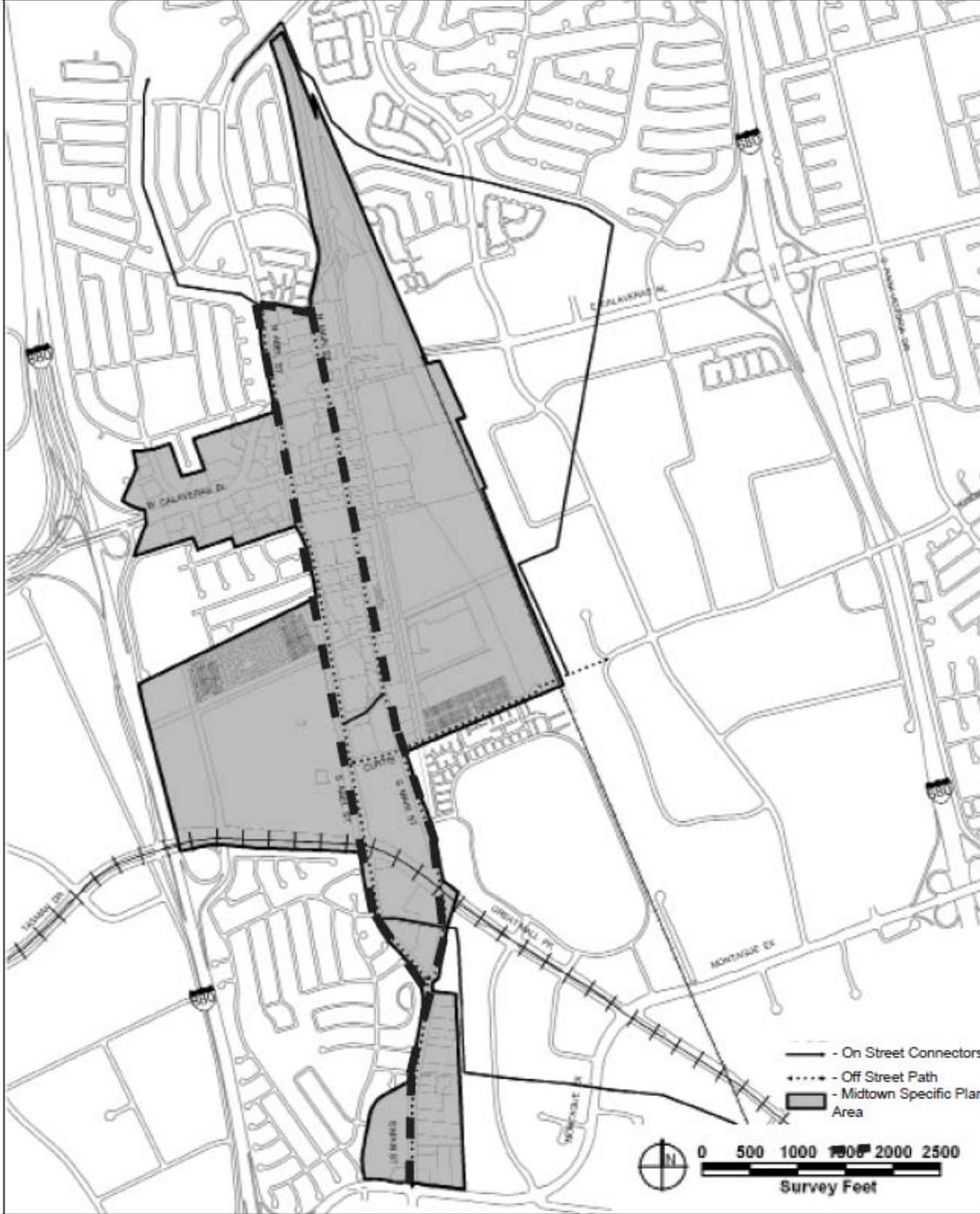
B. CIRCULATION

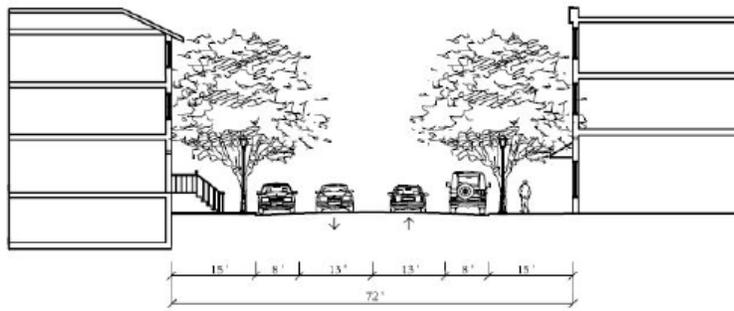
The plan includes: sidewalks, traffic calming, streetscape improvements, pedestrian routes to transit stations, and improvements to a trail network. Connections across the barrier created by the Union Pacific Railroad tracks are being explored for pedestrians, bicyclists, and automobiles, to improve accessibility to the Main Street area and circulation throughout the city.



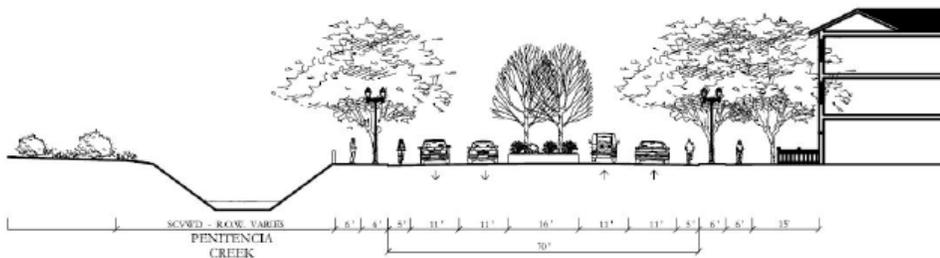
FIGURE 4.3: STREET SYSTEM PLAN

Figure 4.4: Bicycle and Pedestrian Trail

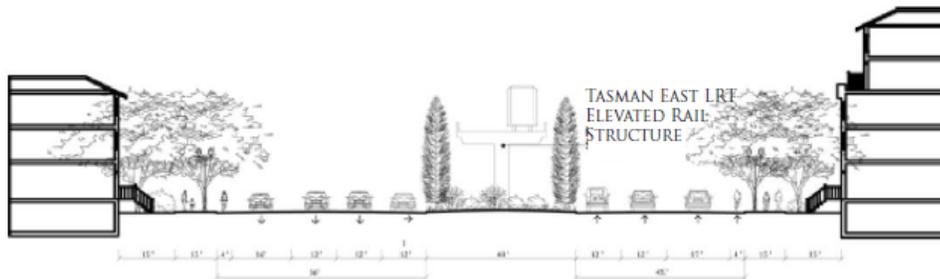




Illustrative Street Section: Main Street

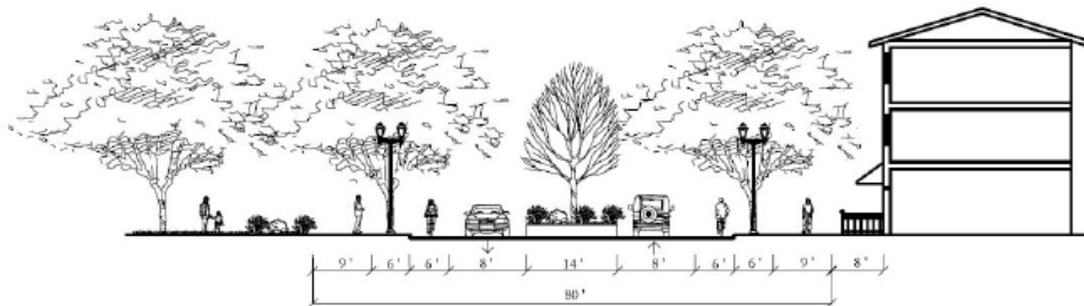


*Illustrative Street Section: Abel Street
(Typical where right-of-way exists)*



Illustrative Street Section: Great Mall Parkway

FIGURE 4.5: ILLUSTRATIVE STREET SECTIONS



Illustrative Street Section: East Curtis Street

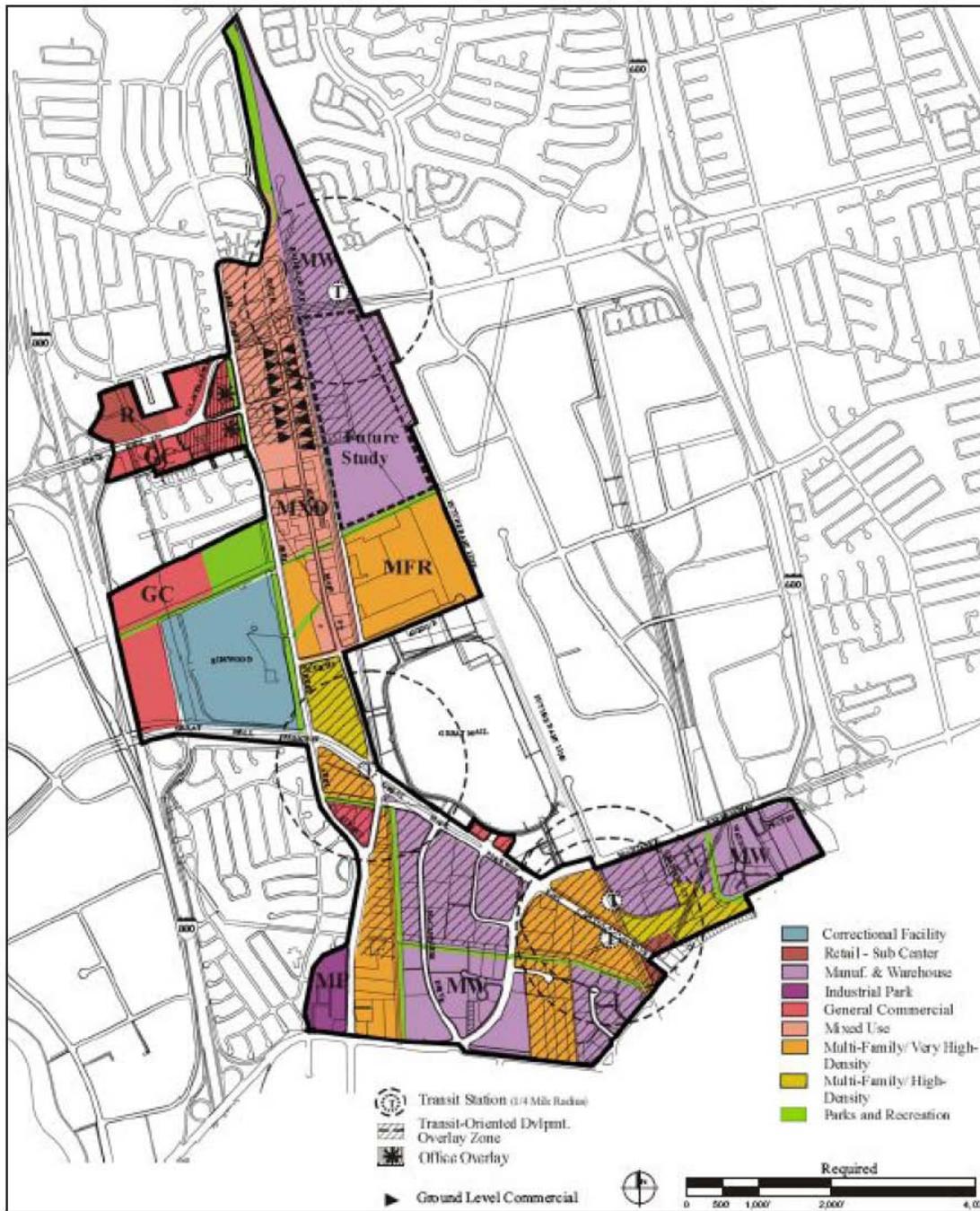


FIGURE 8.0: MIDTOWN LAND USE PLAN

C. DESIGN GUIDELINES

The purpose of the Development Standards and Design Guidelines is to guide future development in the Midtown Area to be consistent with the vision and goals for the area as detailed in the Specific Plan. These standards describe and illustrate building and landscape designs that are appropriate for the Midtown Area. They establish the criteria used by the City in reviewing proposed development. They are intended to encourage high quality design and development, creativity and innovation in Midtown Milpitas.

The guidelines included herein indicate the minimum requirements, and in some cases, developers may be required to provide more than the minimum in order to meet the stated intent of the Specific Plan.

D. Streetscape Furniture

1. Street Light

- A. Abel Street from Montague to Weller lane and
 - a. Illuminane Based Design Method, Conform to Illuminating Engineering Society Publication RP-8
 - b. Lamp Type:
Manufacturer: Lumec
Model: AT-30
High Pressure Sodium (HPS) with 120/240 volts, except where tying to an existing system which is not 120 volts
 - c. Luninare
Single:
AT-30-175PSHM-SHA3M-ACDR-QTA/120-PH8-BE2TX-LMS34477B
Double:
AT-30-175PSHM-SHA3M-ACDR-QTA/120-PH8-BE2TX-LMS34477A
 - d. Pole
Single: RA62W-16-BE2TX-LMS3477B
Double: RA62W-15-BE2TX-LMS3477A
 - e. Color
BE2-TX (Dark Blue)
 - f. Location:
Per City Standard Drawing No. 202

- B. Main Street between Montague and Railroad
 - a. Illuminane Based Design Method, Conform to Illuminating Engineering Society Publication RP-8
 - b. Lamp Type:
Manufacturer: Lumec
Model: AT-30
 - c. Luninare
AT-30-175PSHM-SHA3M-ACDR-QTA/120-PH8-BE2TX-LMS34477C
 - d. Pole
RA62W-11-GFI(2)-PS-BE2TX-LMS3477C
 - e. Color
BE2-TX (Dark Blue)
 - f. Location:
Per City Standard Drawing No. 202

2. Tree Grate

- a. Manufacturer: Urban Accessories
- b. Size: 5'x5' (OT Title 24)
- c. Material: Wrought Iron
- d. Color: Natural Wrought Iron, no color

3. Benches

- a. Manufacturer: Landscape Forms
- b. Size: Plainwell, 72" length, no center arm
- c. Material: Aluminum
- d. Color: Black

4. Trash Receptacles

- a. Manufacturer: Landscape Forms
- b. Size: Plainwell, side loading w/domed lid
- c. Material: Aluminum
- d. Color: Black

5. Bike Racks

- a. Manufacturer: Maglin Furniture Systems
- b. Model: MBR 200
- c. Material: Steel tube w/aluminum casing
- d. Color: Black

6. Bus Shelter

- a. Manufacturer: Landscape Forms
- b. Model: Kaleidoscope
- c. Color: Black or Blue

7. Concrete Sidewalk

- a. Size: 5'x5' scoring
- b. Material: Per City Standards, include Lamp Black
- c. Color: No color

E. DEVELOPMENT FEES:

- \$113 per PM Peak Trip; Midtown In-Lieu Fee
- \$280 per Average Daily Trip; S. Main Street Scape Fee (Developments on South Main Street or South Abel Street between Great Mall Parkway and Montague Expressway).
- \$903 per PM Peak Trip; Montague Expressway Widening Citywide except TASP.
- Calaveras Widening TIF (Citywide except TASP) adjusted annually by ENR Index:
 - a. \$235 per dwelling unit; Residential 5 or more units
 - b. \$708 per thousand square feet; Retail Development of 1,000 or more square feet
 - c. \$604 per thousand square feet; Office Development of 1,000 or more square feet
 - d.** Other Uses; a focused nexus study will be required as determined by the City Engineer
- For other related development fees please refer to “Section III-Deposits and Fees.”