

MEMORANDUM

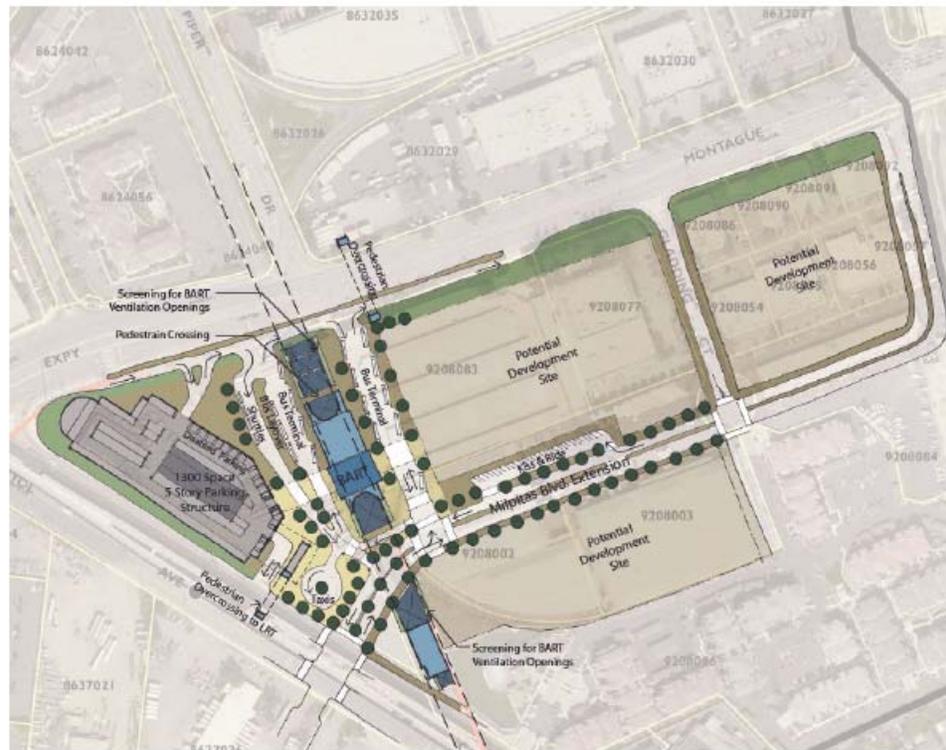
Department of Planning & Neighborhood Services



To: Transportation & Land Use Subcommittee
Through: Thomas C. Williams, City Manager
From: James Lindsay, Planning & Neighborhood Services Director
Subject: **BART Update – Transit Center / Parking Structure Location**
Date: January 6, 2010

The City and the VTA have been working closely over the past several years on the size and location of the Transit Center and parking that would support the future Milpitas BART station at Montague Expressway. The guiding principals for these discussions have been the vision established in the Transit Area Specific Plan for an urban mixed use neighborhood around the station and to maximize private development opportunities. Figure 4-7 from the specific plan, shown below, represents the original City preferred size and location of the Transit Center and parking areas.

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

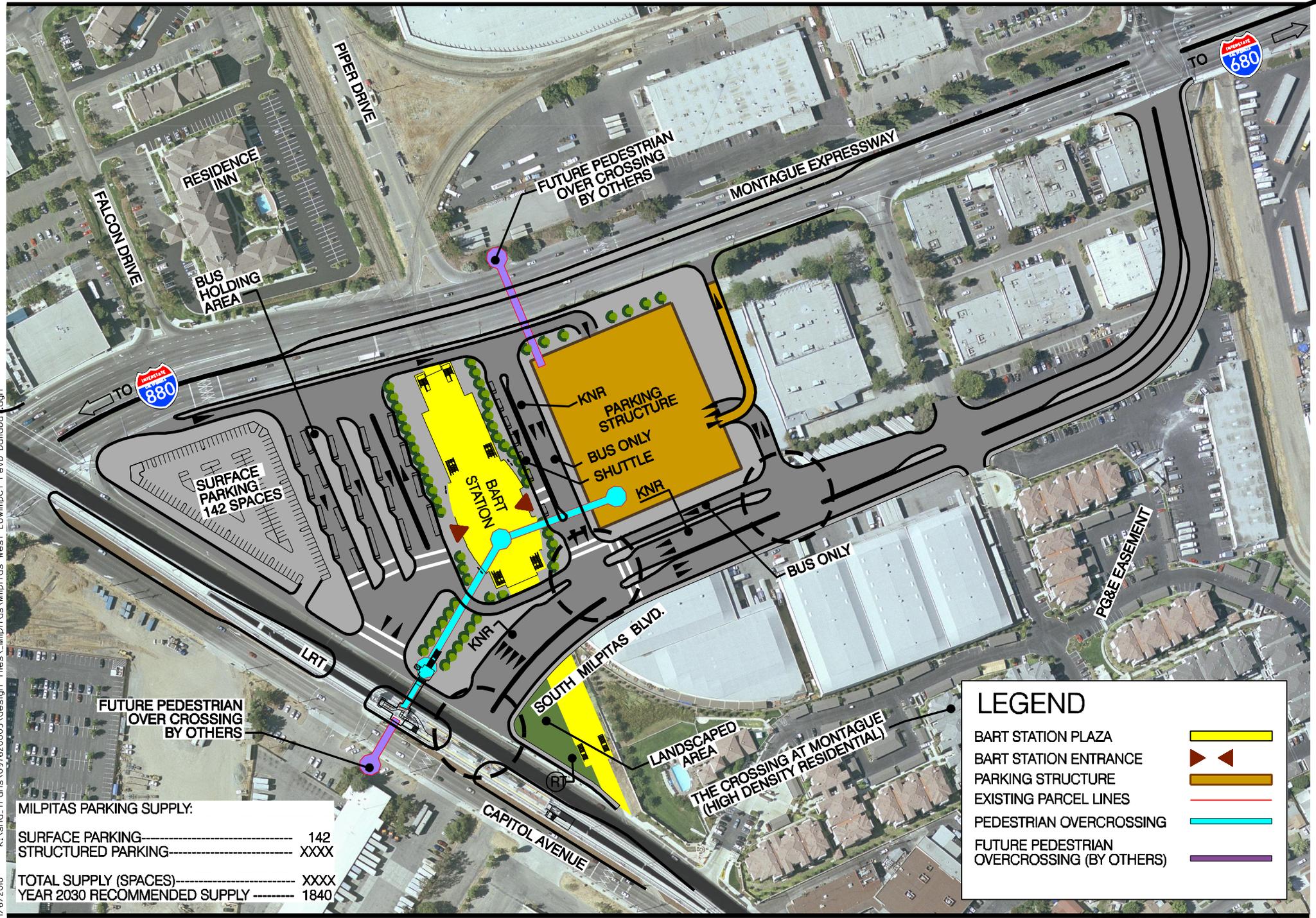


VTA is now projecting a much higher demand for parking and for BART riders needing connections to buses and shuttles since the specific plan was adopted in 2008. This has resulted in a larger footprint for the Transit Center and parking facilities than originally envisioned. A contributing factor to the increased demand is the BART Silicon Valley Extension is now being viewed as an interim two station project, with the two stations being at Montague & Berryessa. The Montague station has always been viewed as a key intermodal station given its adjacency to the Capitol light rail station. This connection is even more vital given it will be the only BART / LRT connection until the downtown San Jose station can be constructed.

Attached is the new layout of the Montague Transit Center proposed by VTA. This layout has a larger footprint than the original City preferred plan and encroaches on parcels originally identified for private development. However, this layout is an improvement over previous VTA versions which were much larger and showed considerably more surface parking. The attached layout is also consistent with the Transit Area Specific Plan policies that call for a separation of the Transit Center from future residential uses. The VTA has requested a letter of support from the City for the new layout to submit with their Federal Transportation Agency New Starts submittal.

Recommendation

Consider the revised layout and provide comments to staff.



LEGEND

- BART STATION PLAZA
- BART STATION ENTRANCE
- PARKING STRUCTURE
- EXISTING PARCEL LINES
- PEDESTRIAN OVERCROSSING
- FUTURE PEDESTRIAN OVERCROSSING (BY OTHERS)

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