Transit Area Specific Plan Review

Planning Commission

April 9, 2014

Steven McHarris

Director of Planning & Neighborhood Services

Study Session

1. Transit Planning Overview
2. TASP Financing
3. TASP Land Use & Community Design
4. TASP Trends, Challenges, Observations

Study Session

1. Transit Planning Overview

Plan Bay Area

Integrate Land Use & Transportation Planning

Embody Local Visions

Stretch Revenues

Increase Economic Competitiveness

Reduce Greenhouse Emissions

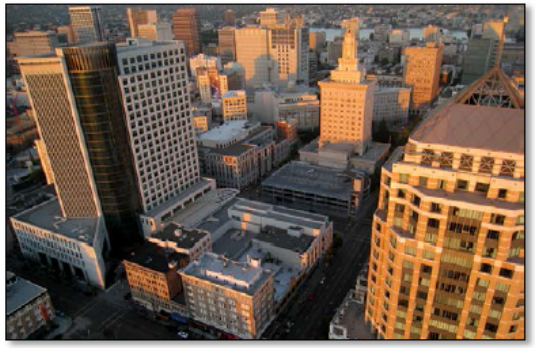
Preserve Natural Environment

Plan Bay Area
Priority Development Areas (PDA)

Regional Growth Strategy

Priority Development Areas

- Nearly170 city nominated-areas in over 60 cities and counties
  - Within an existing community/Infill development area
  - Near existing/planned transit
  - Providing housing and/or jobs
  - Diversity of densities and community identities



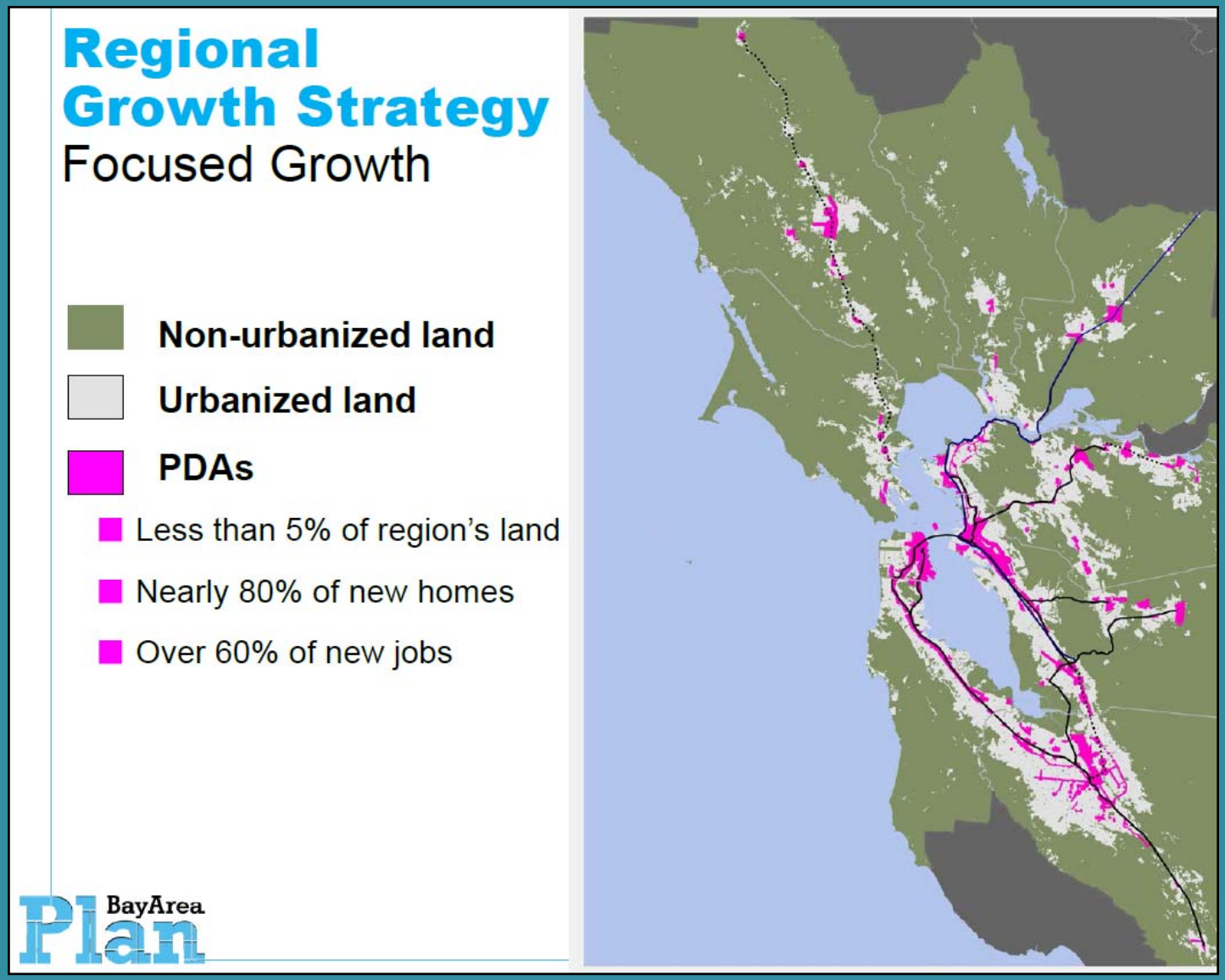
Plan BayArea

Plan Bay Area

Priority Development Areas (PDA)

Links:

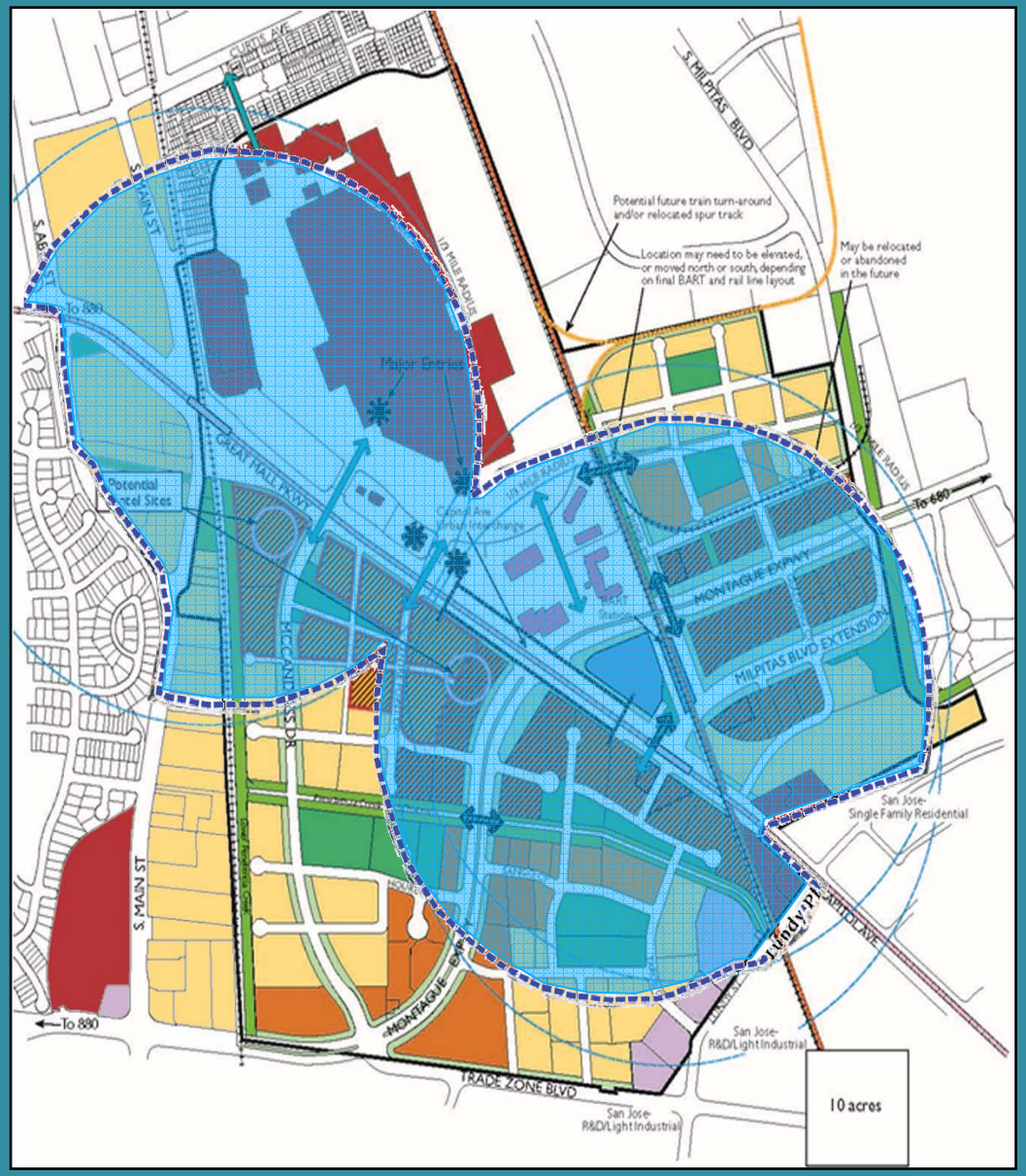
- Housing
- Transportation
- Economic Development



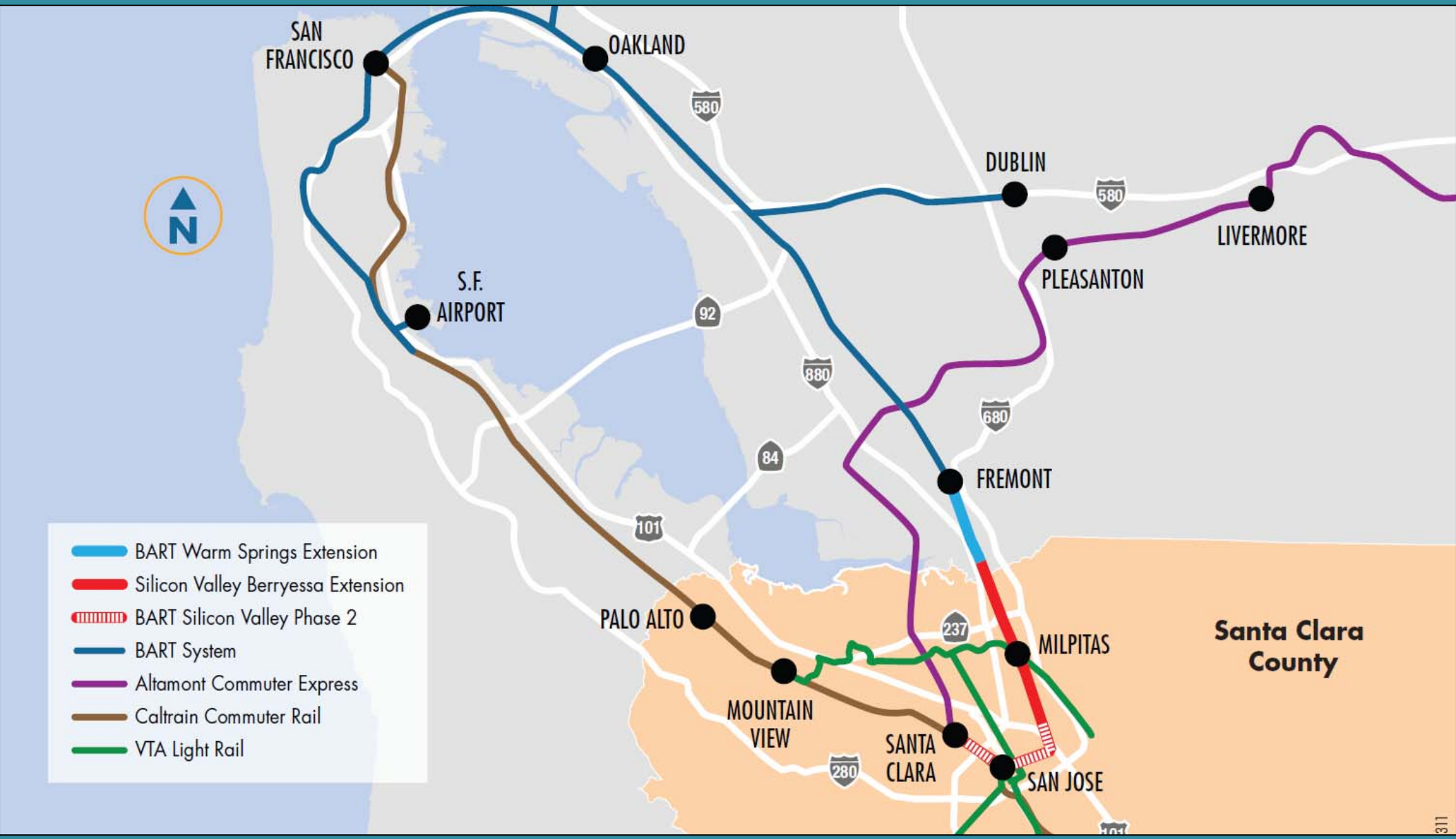
Milpitas Priority Development Area

TASP – 2008

- Planned Density
- Planned Commercial
- Infrastructure Program
- Fee Program



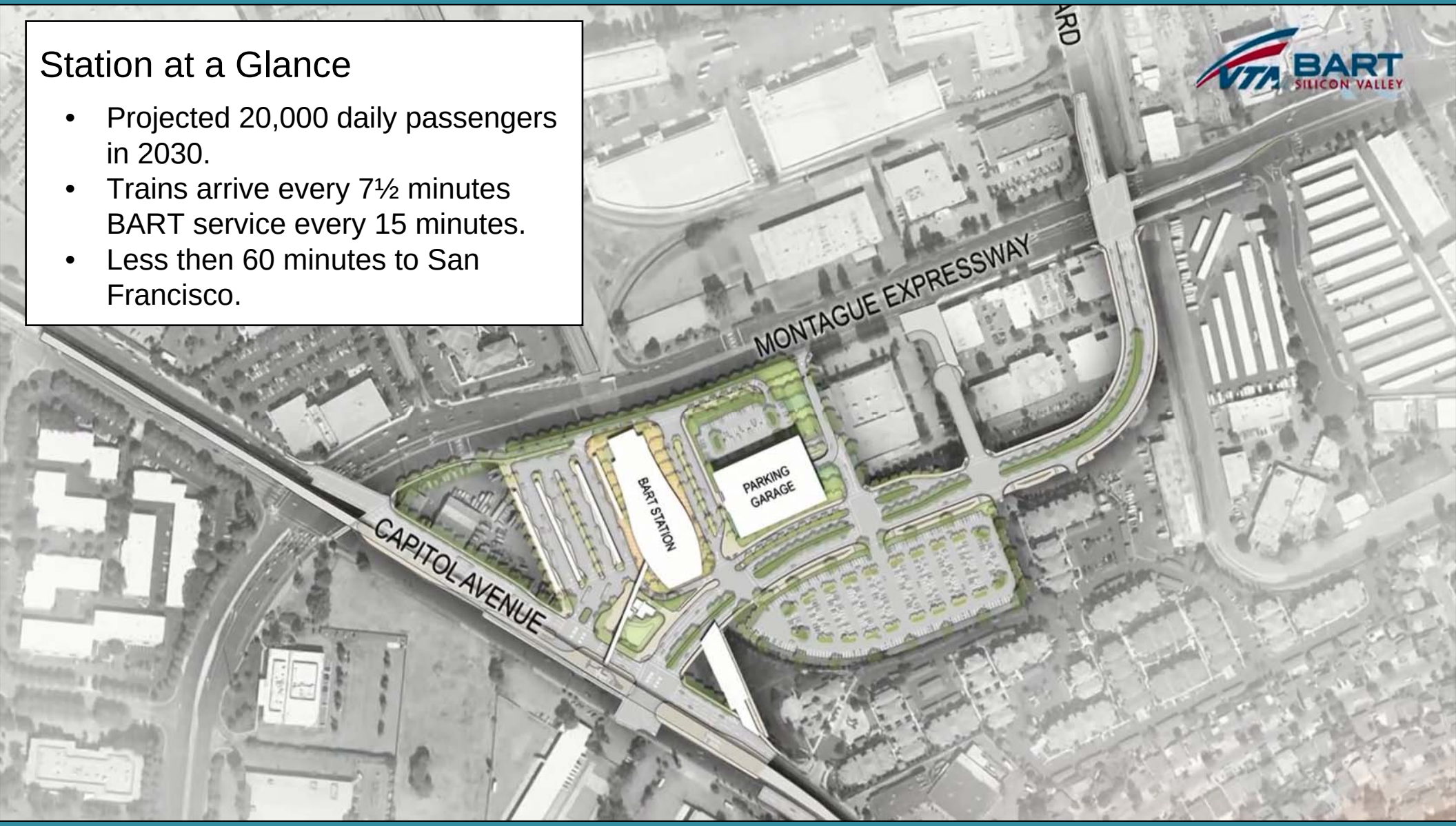
Planning for BART - Milpitas Station



Planning for BART - Milpitas Station

Station at a Glance

- Projected 20,000 daily passengers in 2030.
- Trains arrive every 7½ minutes BART service every 15 minutes.
- Less then 60 minutes to San Francisco.



Milpitas BART Station

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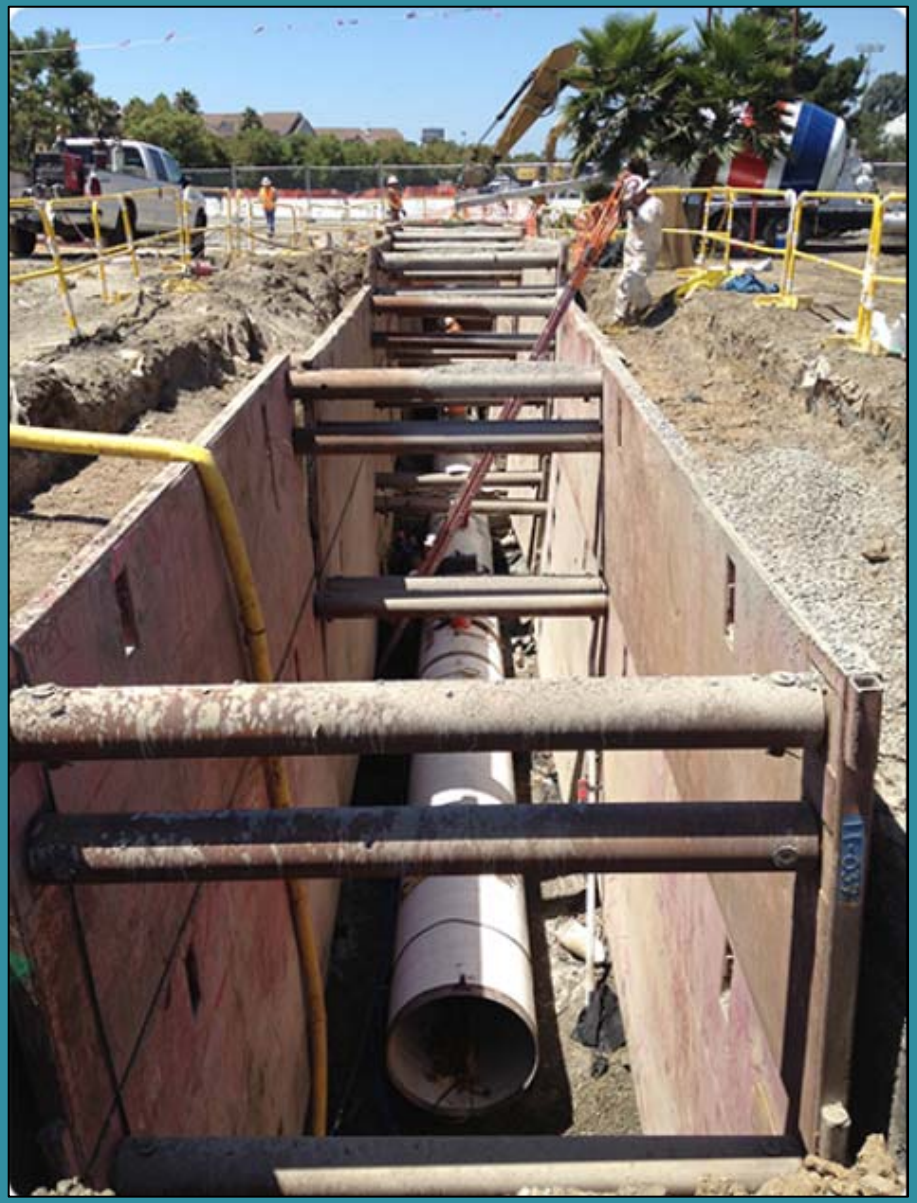
Milpitas BART Station

Milpitas BART Extension – Major Public Investment

The total capital cost of the BART Silicon Valley Berryessa Extension is estimated at approximately $2.3 billion. Funding for this project will come through multiple revenue streams including: the 2000 Measure A, half-cent sales tax and other local sources would contribute 51%, the State of California and its Traffic Congestion Relief Program (TCRP) would contribute 10%, and federal grants including the New Starts program would provide the remaining 39% of the funding.

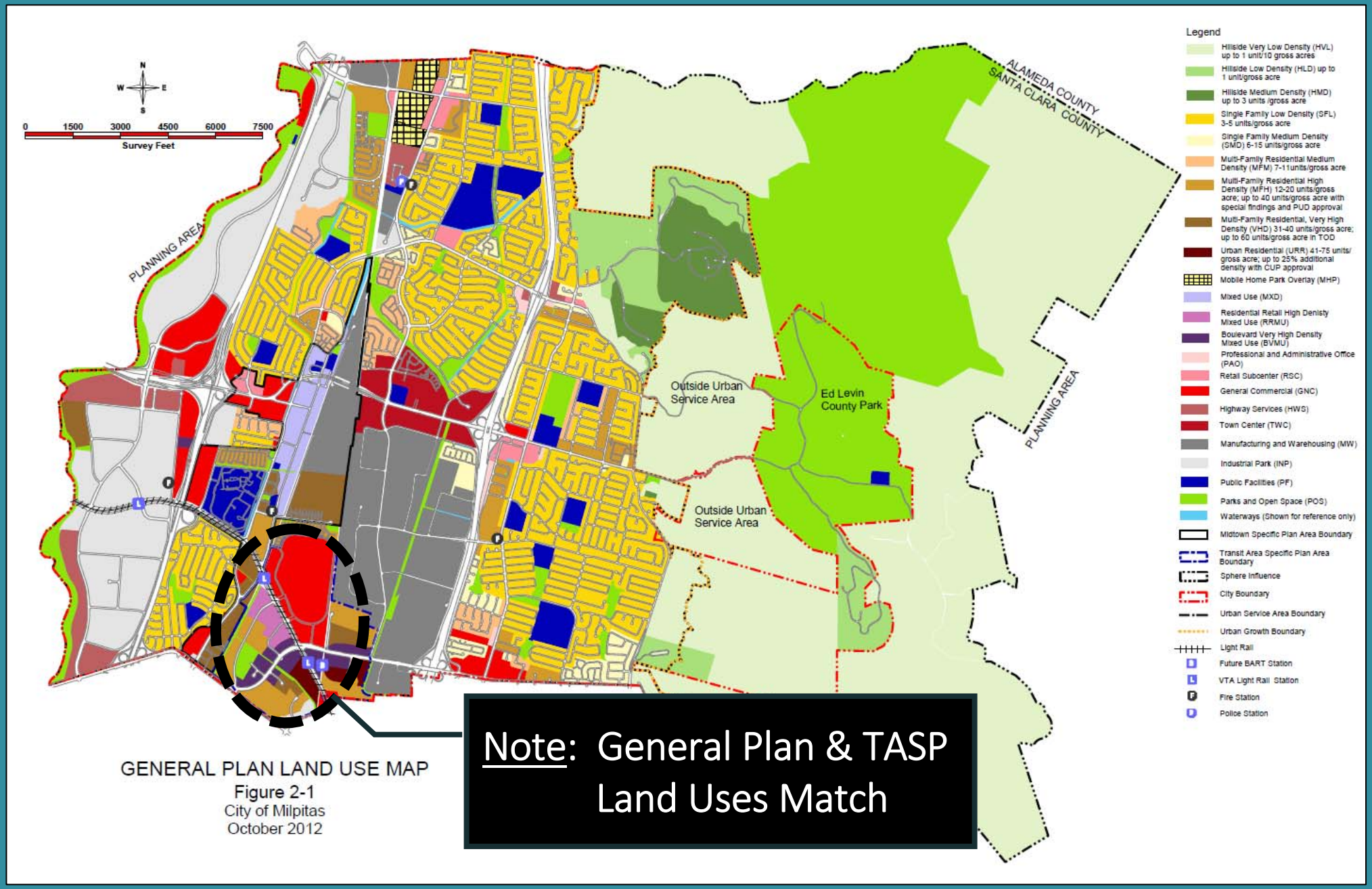
Milpitas BART Extension – Major Public Investment



Study Session

Milpitas Transit Area Planning

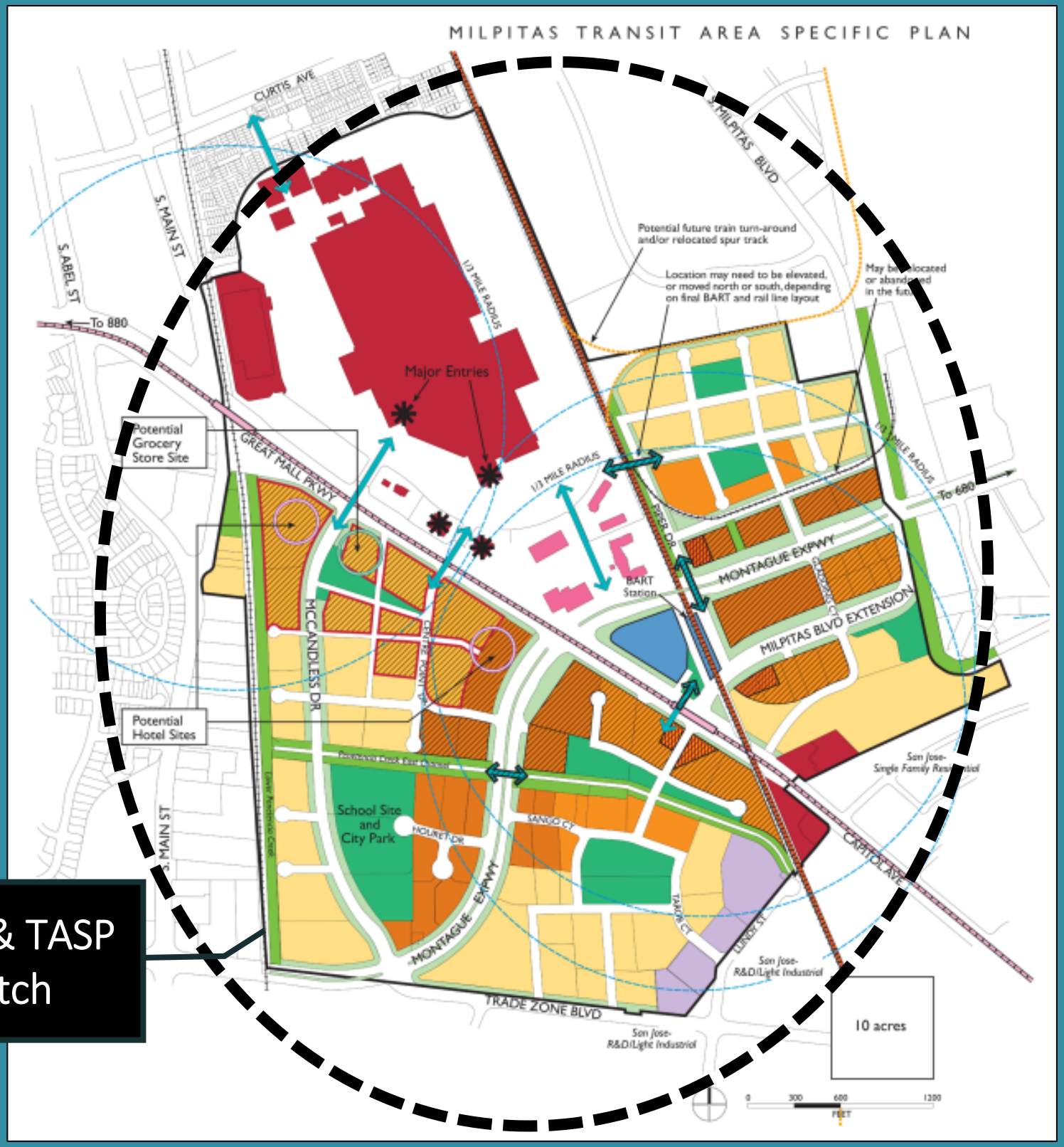
Milpitas General Plan - Land Use Diagram



Note: General Plan & TASP Land Uses Match

TASP Land Use

1/3 Mile = 7 minute walk



Note: General Plan & TASP Land Uses Match

TASP Development Program

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

Derived from a range of 5,000 to 9,350 units

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%
Total	344.9	

Specifies 4 unique ranges of residential density

TASP Development Program

Table 3-4: Projected New Development in the Transit Area	Existing	New Development	Total Development: New + Remaining
Dwelling Unit Projections*	468		
Minimum		6,440	6,908
Maximum		9,358	9,826
Infrastructure Planning Assumption		7,109	7,577
Population Projections	1,179		
Minimum		16,229	17,408
Maximum		23,582	24,762
Infrastructure Planning Assumption		17,915	19,094

Study Session

2. TASP Financing

(A) Transit Area Development Impact Fee ($234,000,000 Infrastructure)

(B) Community Facilities District (Maintenance and Services)

(A) Transit Area Development Impact Fee (Infrastructure)

TASP Residential Fee (EPS-Infrastructure Financing Plan)	Costs/Unit	Percentage of TASP Fee
Roads	$4,786.03	14.6%
Sewer	$1,999.64	6.1%
Water	$4,687.69	14.3%
Parks & Community Facilities	$15,013.70	45.8%
Linear Trails	$557.27	1.7%
Traffic Mitigation	$4,884.37	14.9%
Administration Fee	$655.62	2.0%
Plan Preparation	$196.68	0.6%
Total:	$32,781.00	100%

(B) Community Facilities District (Maintenance and Services)

TASP – Maintenance and Service Items	Costs/Unit	Percentage of Fee
Police	$236.31	41.2%
Fire	$146.83	25.6%
Parks & Recreation	$ 57.93	10.1%
Public Works	$117.58	20.5%
General Administration	$ 14.91	2.6%
Total:	$ 573.56	100%

Study Session

3. TASP Land Use
&
Community Design

Vision Statement

- *Create attractive high density urban neighborhoods with a mix of land uses.*
- *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.*

Land Use Goals

- *Transition from industrial to high intensity mixed-use.*
- *Develop land uses and high densities that maximize transit ridership to support large public investments in transit facilities.*
- *Site neighborhood-serving retail uses in each subdistrict so residents and workers can easily walk to shops, restaurants and services.*
- *Develop revenue-generating uses to help support the cost of capital and ongoing public services in the Transit Area.*

Guiding Principles

- *Develop the Transit Area with high intensity land uses that can take advantage of the major public investment in transit.*
- *Locate the highest densities on the properties closest to the BART and Light Rail stations.*
- *Locate a mix of uses along Montague Expressway and Great Mall Parkway*
- *Locate residential neighborhoods at the interior of the subdistricts.*
- *Locate parks within each subdistrict.*

TASP Zoning Text

(1) Land Use Classifications

(2) Development Regulations
(Density, Height, Use)

Table 3-1: Land Use Classifications

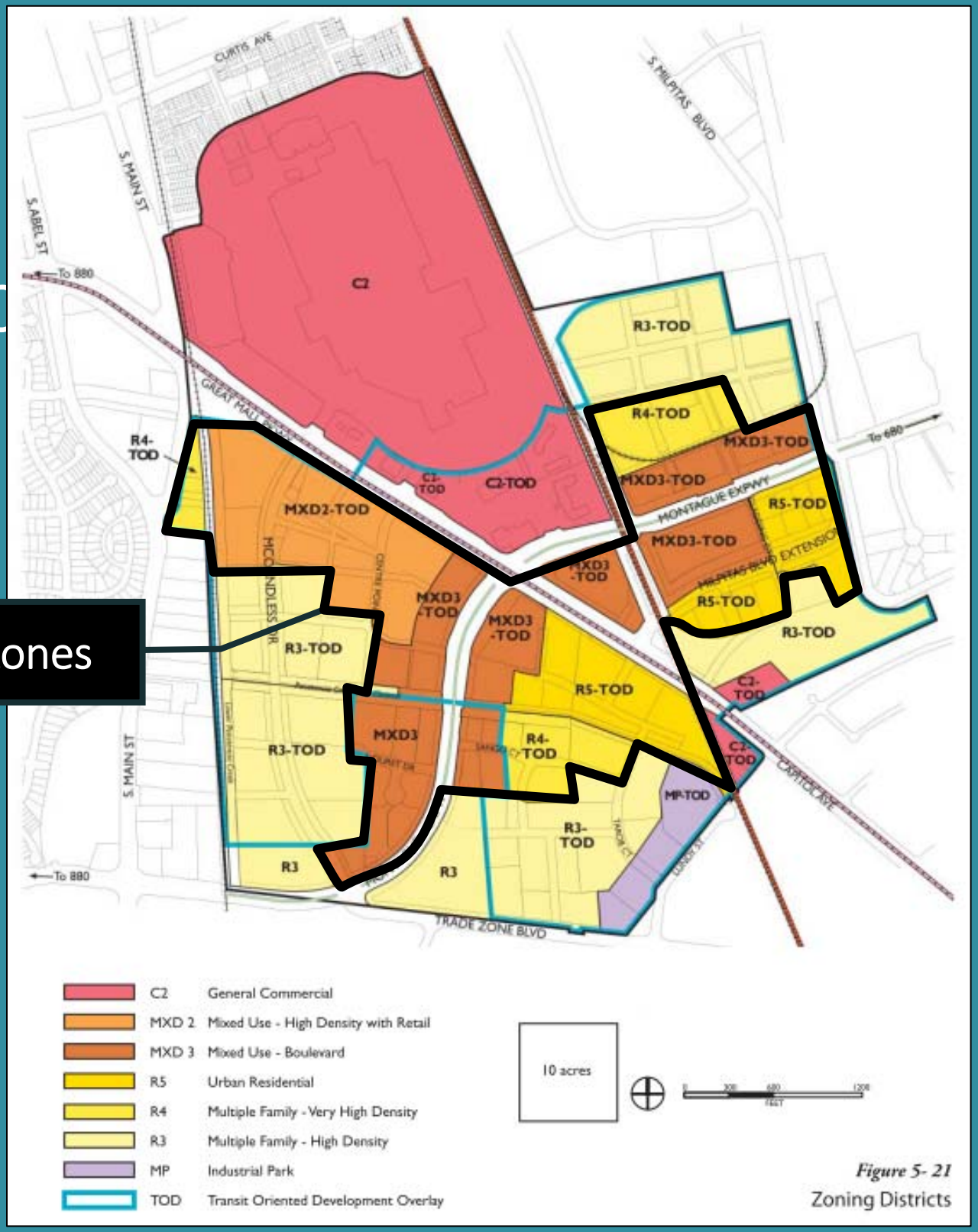
	Land Use	Minimum Density[1]	Maximum Base Density	Transit-Density Bonus: Max. Density	Building Height	Ground Floor Uses	Other Provisions
Boulevard Very High Density Mixed Use	Residential, Office, Commercial, Hotel, Medical	41 du/ac	1.5 FAR or 60 du/ac	With TOD Overlay: 1.88 FAR or 75 du/ac With use permit: 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.
Residential - Retail High Density Mixed Use	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 required.	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.
Very High Density Transit-Oriented Residential	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	
High Density Transit-Oriented Residential	Residential, Live/Work	21 du/ac	40 du/ac	–	75 feet max	–	
Retail Transit-Oriented	Retail, Hotel, Office	–	2.5 FAR	–	12 stories on arterials, 20 stories allowed with use permit.	–	
Transit	Transit Facilities	–	–	–	–	–	
Industrial Park	Light Industrial	–	0.5 FAR	–	–	–	
General Commercial	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.

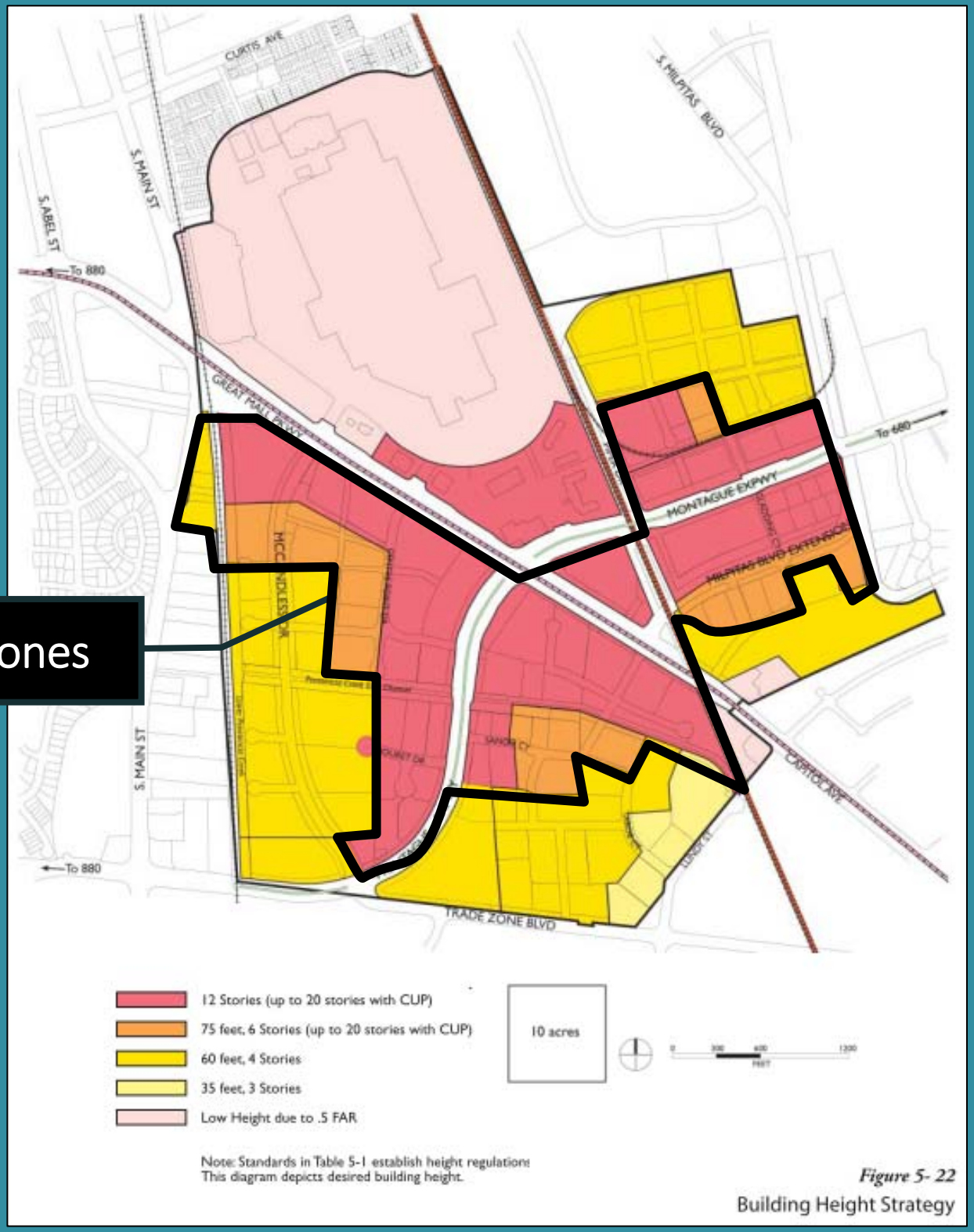
TASP Zoning Districts Map

Area of Denser Zones



TASP Building Heights

Area of Denser Zones

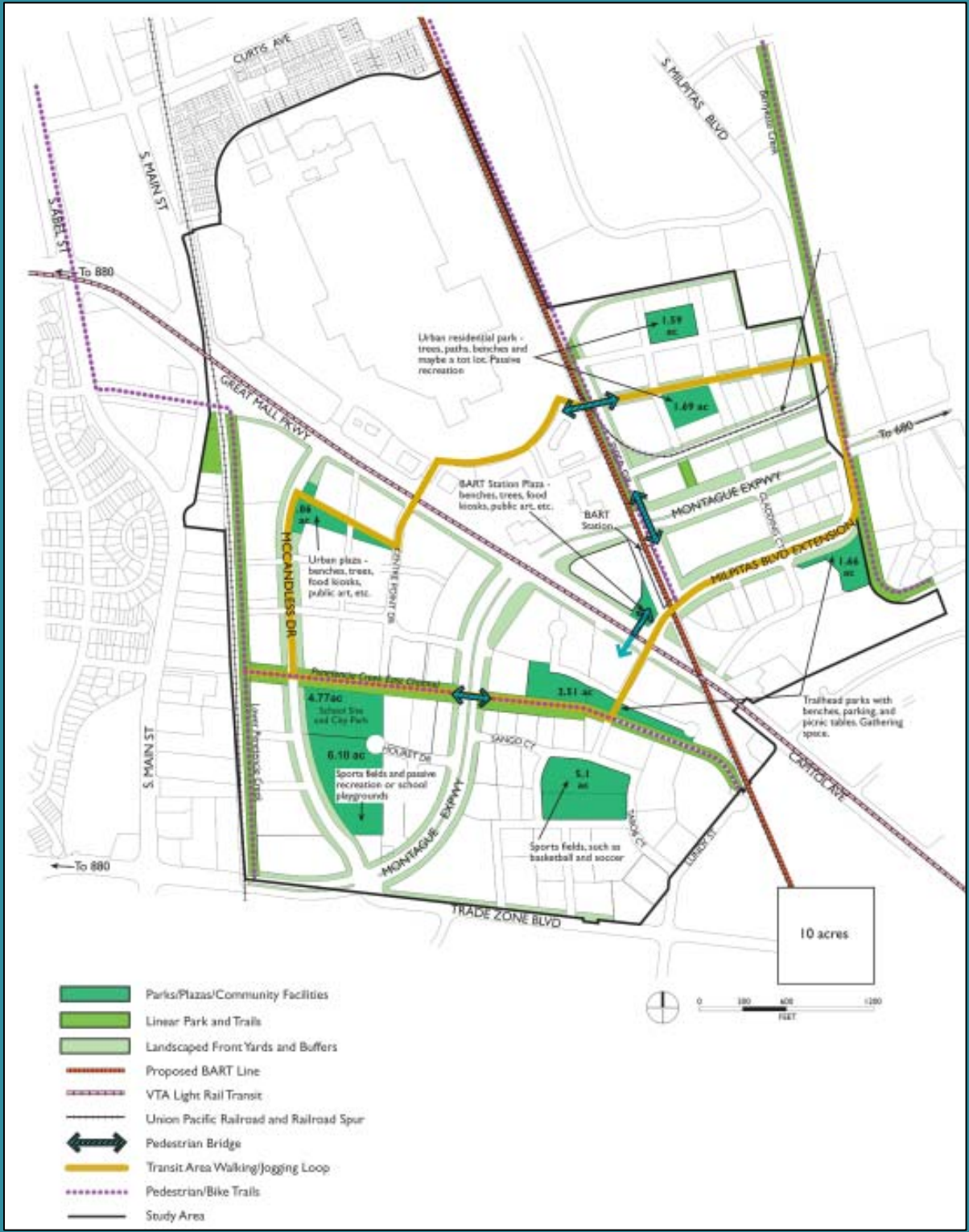


Public Parks, Spaces, and Trails

3.5 Acres/1,000 residents Open Space with
2 Acres/1,000 residents Public Parkland

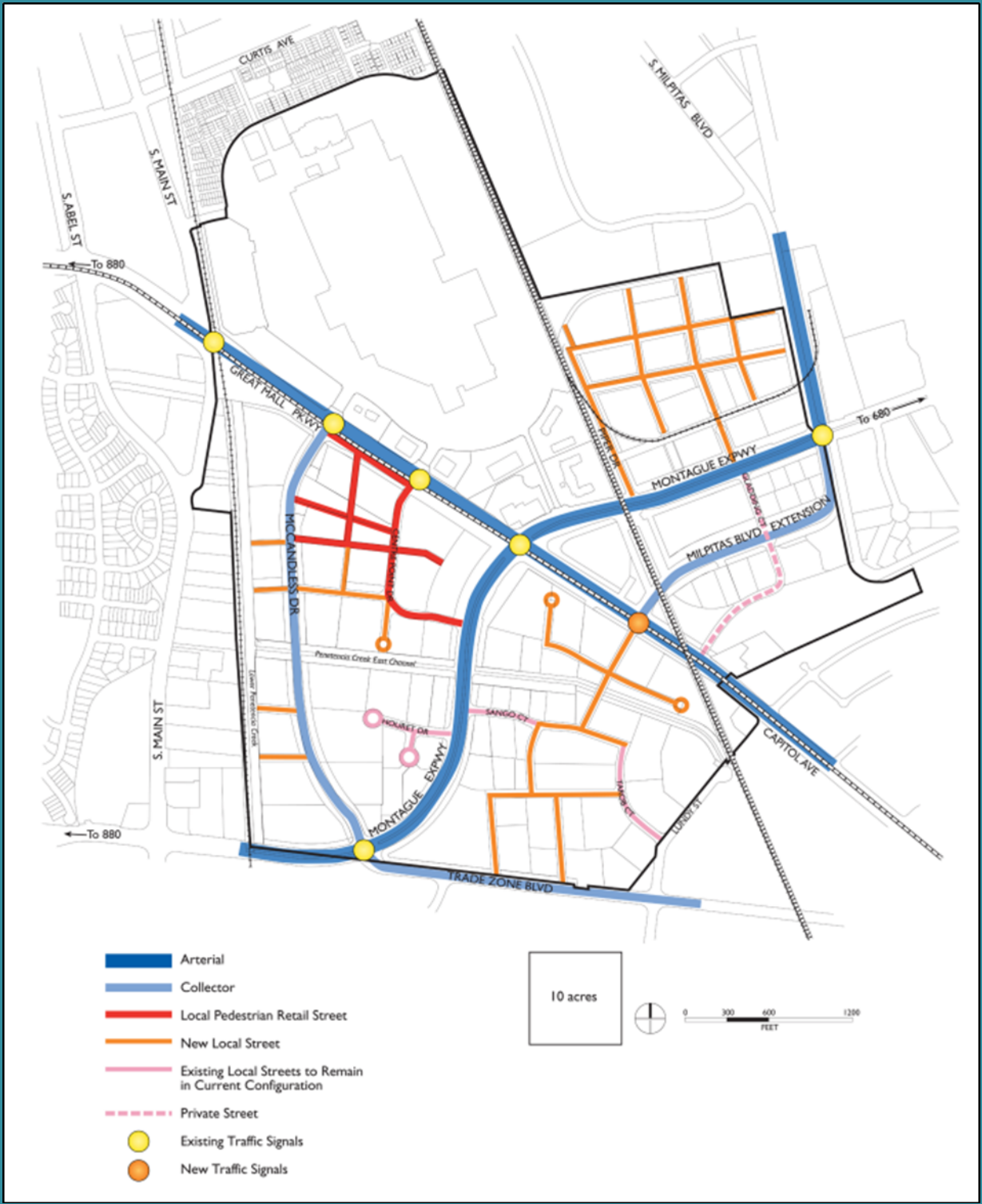
36 Acres Public Parks

31 Acres Public Trails/Plazas



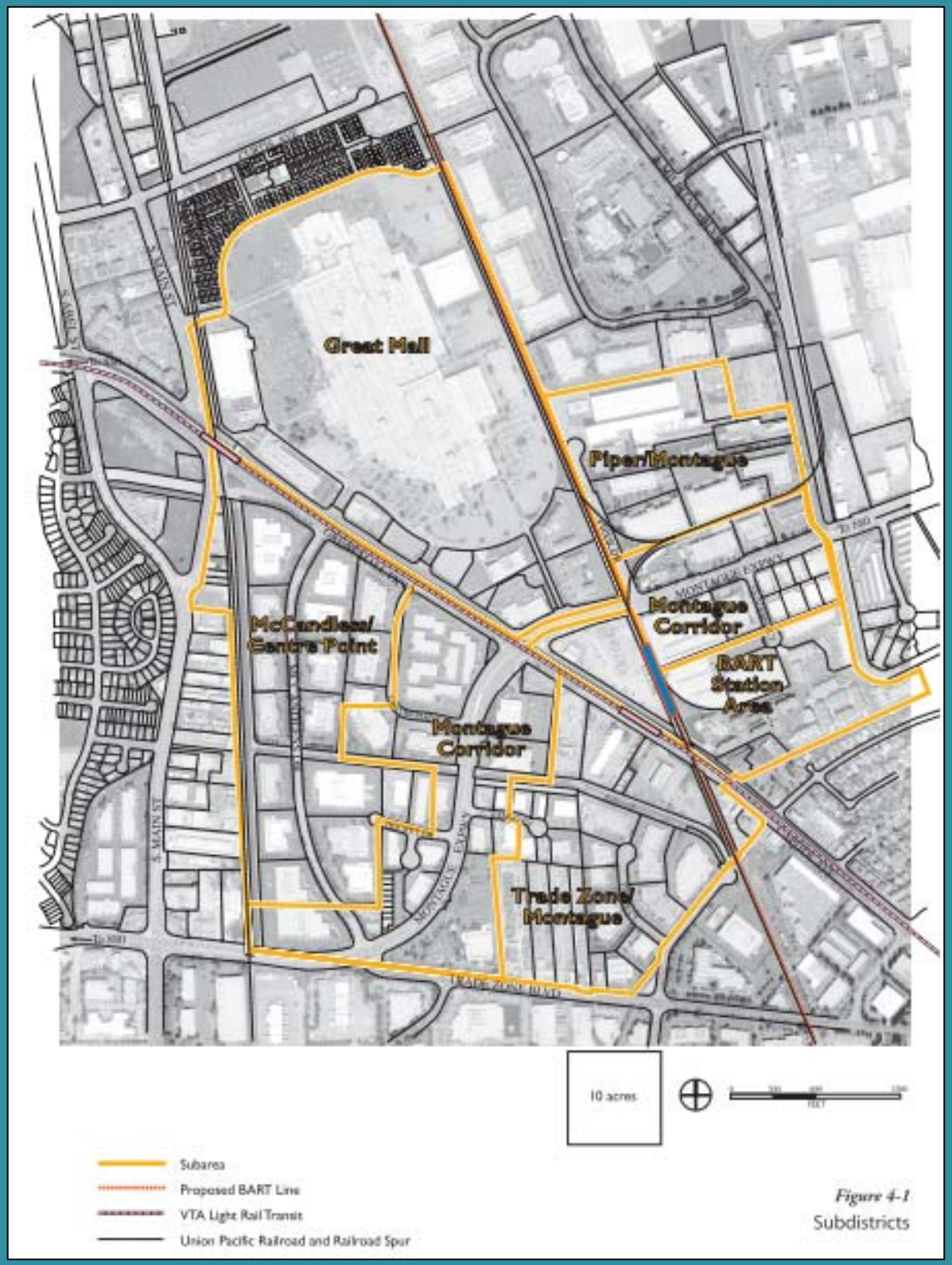
Street Layout

<u>Policy 5.3</u>: All streets (public & private) shall be consistent with the street sections.



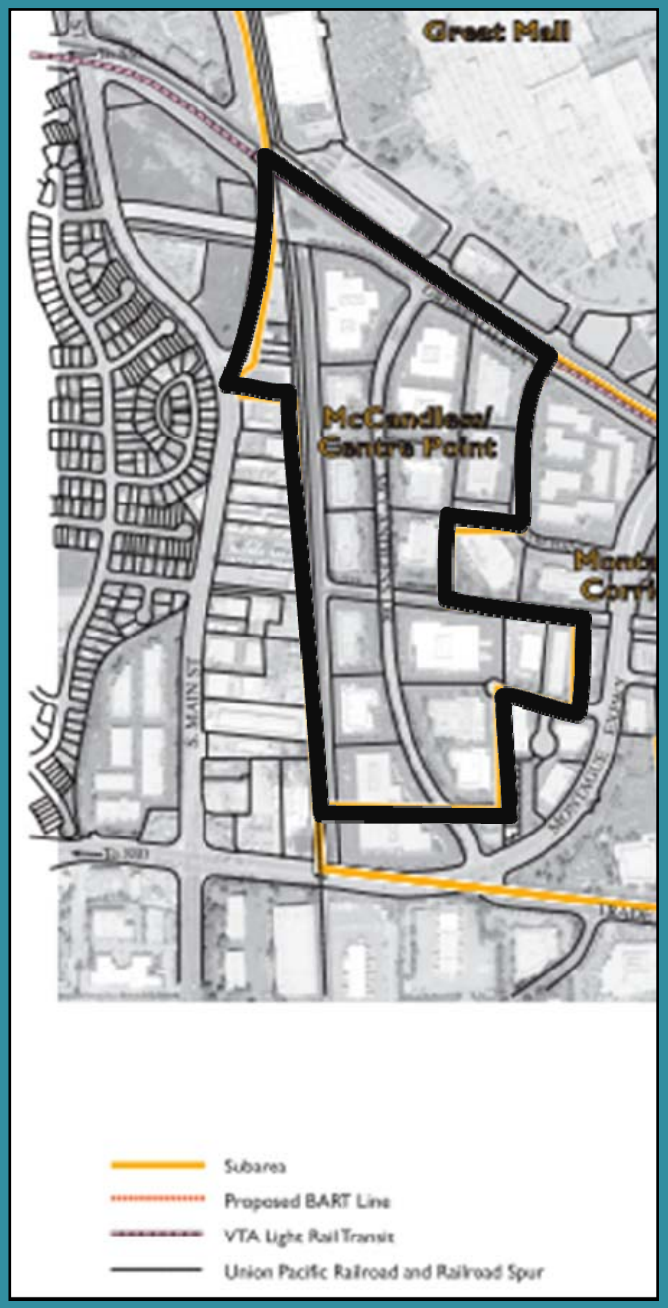
TASP Subdistricts

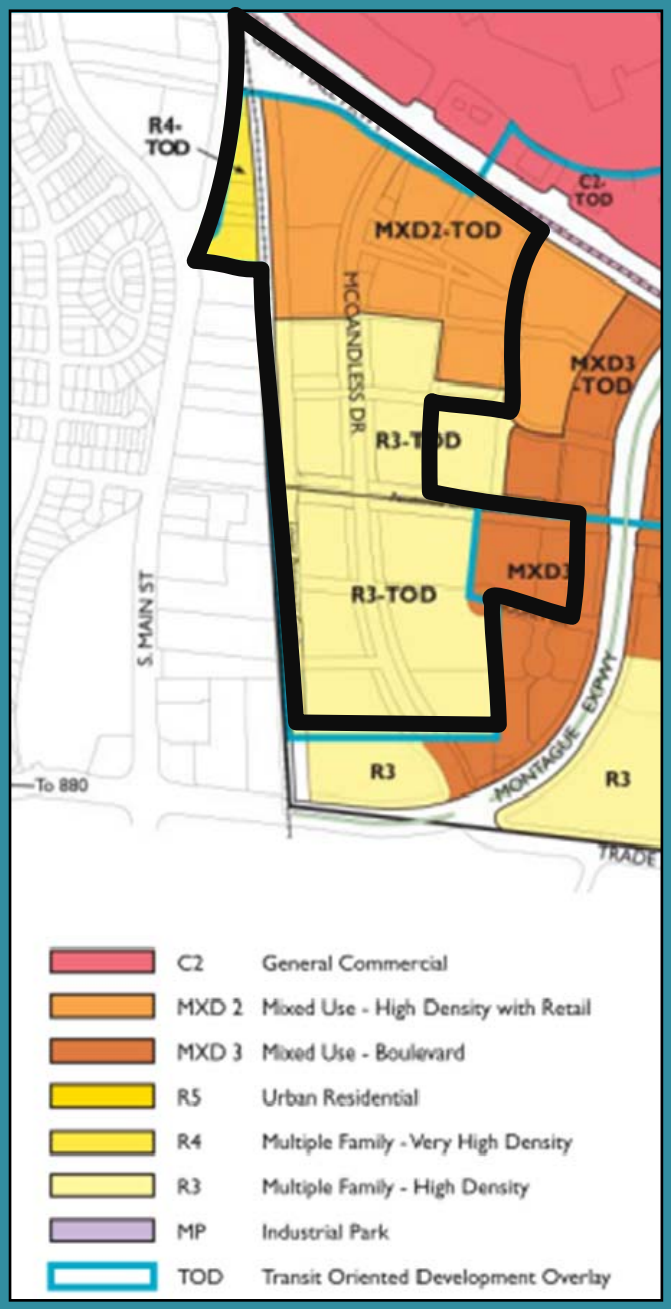
1. Great Mall
2. Piper/Montague
3. BART Station
4. Trade Zone/Montague
5. Montague Corridor
6. McCandless/Centre Point



TASP Subdistrict Example

McCandless/Centre Point





TASP Subdistrict Example - McCandless/Centre Point

Site Plan Illustrative

- Block Layout
- Block Dimensions
- Formal Streetscapes
- Structured Parking

TASP Subdistrict Example - McCandless/Centre Point

Urban Form Examples

- Vertical Mixed-Use
- Neighborhood Stores & Cafes
- Variety of Architecture
- Variety of Housing Types
- Private Open Space
- Formal Streetscapes

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)

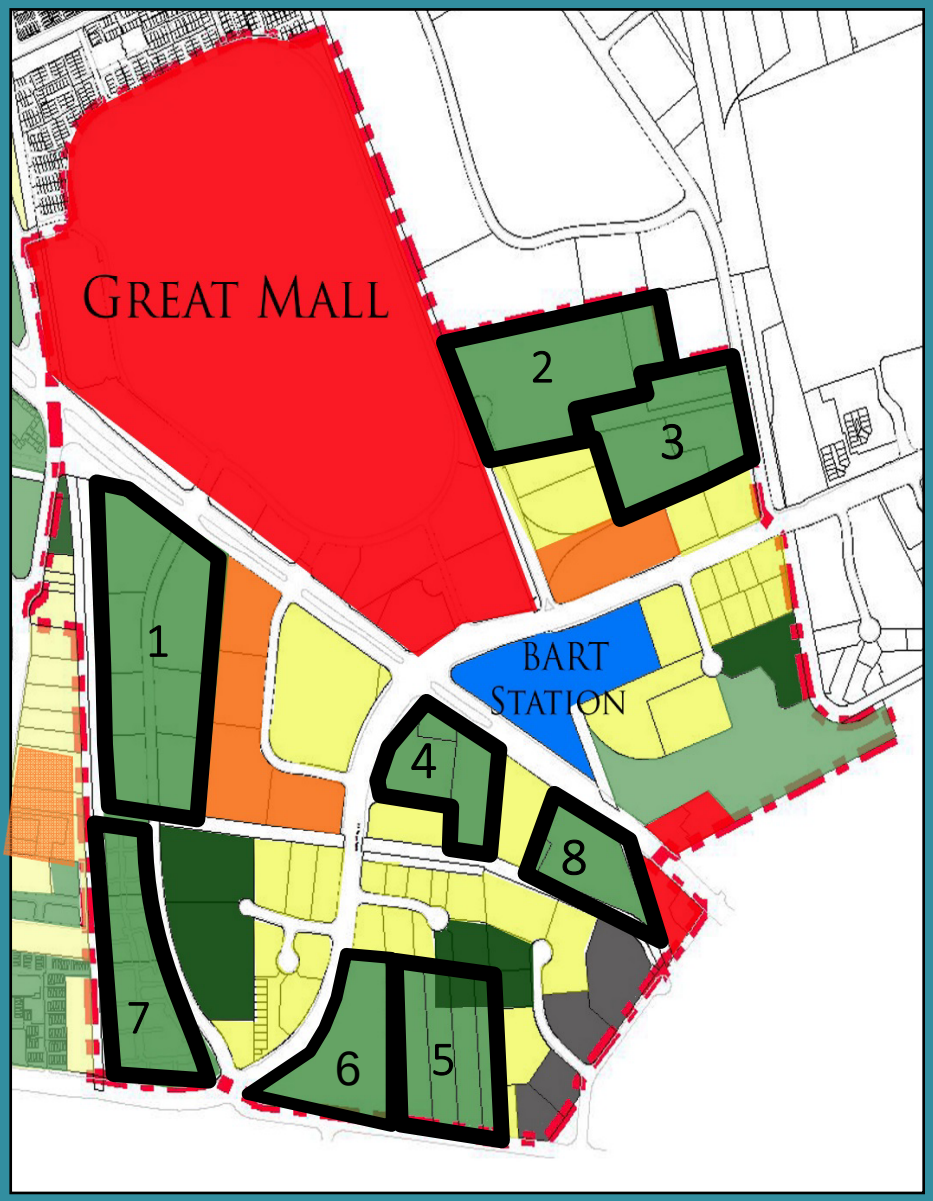
Neighborhood stores and cafes (San Francisco, CA)

Study Session

4. TASP Trends, Challenges, Observations

Entitled Projects

1. Integral
   District 1 – 954 units, 78 DU/AC.
   87,000 square feet commercial
   District 2 – 200 units, 21 DU/AC
2. Citation – 732 units, 45 DU/AC
3. Milpitas Station – 303 units, 25 DU/AC
4. Lyon Montague – 474 units, 59 DU/AC
5. Toll Brothers – 206 units, 18 DU/AC
6. PACE – 134 units, 14 DU/AC
7. DR Horton – 276 units, 22 DU/AC
8. Capitol Towers – 460 units, 82 DU/AC



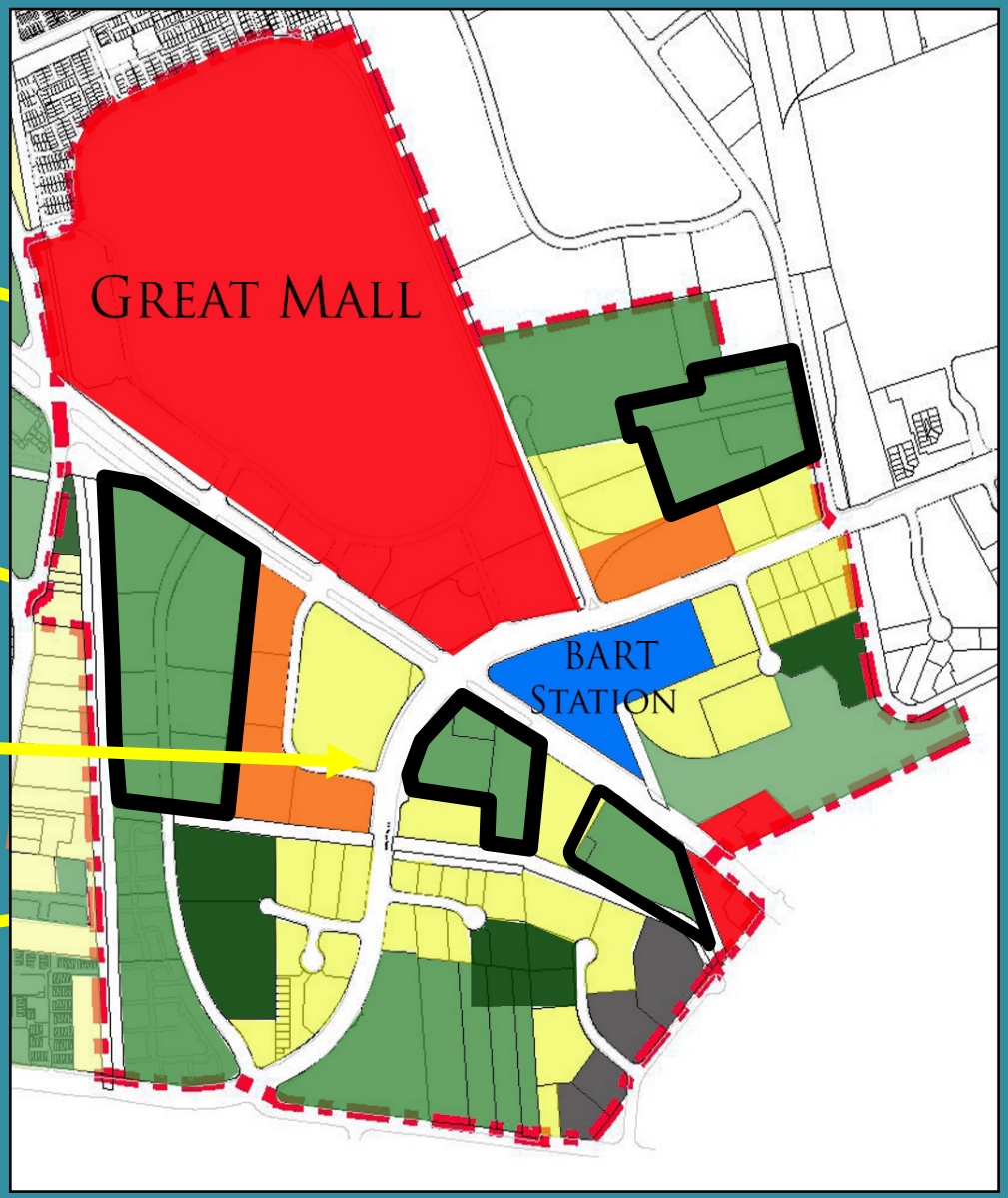
Entitled But Proposed to Downsize

Milpitas Station

Integral District 1

Lyon Montague

Capitol Towers (Expired)



Density Averaging Challenge

MXD3 [41-60 DU Range]

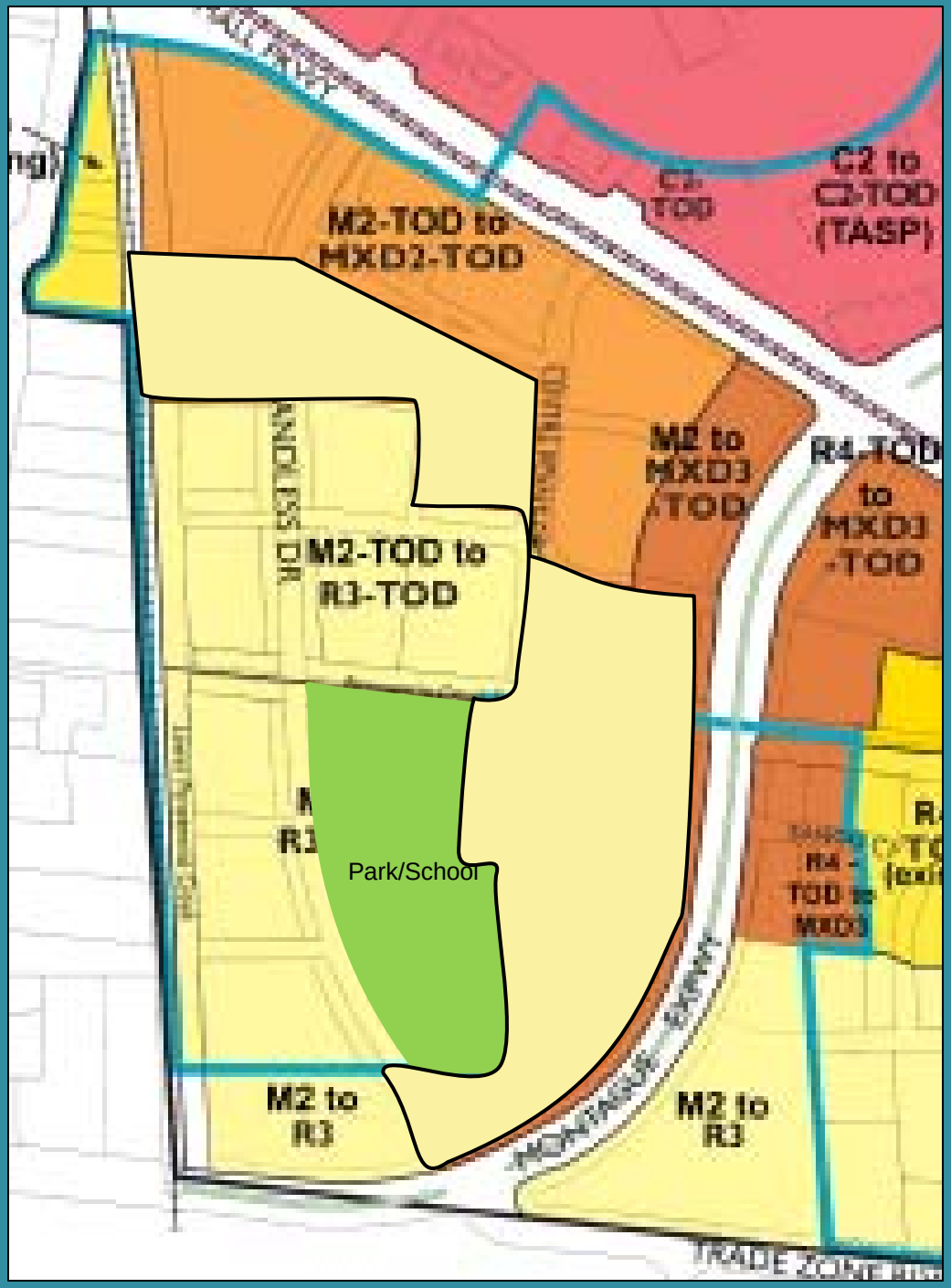
MXD2 [31-50 DU Range]

R3 [21-40 DU Range]

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.

Not for displacing neighborhood commercial.

Not for wholesale change in City's General Plan, Zoning, or TASP.



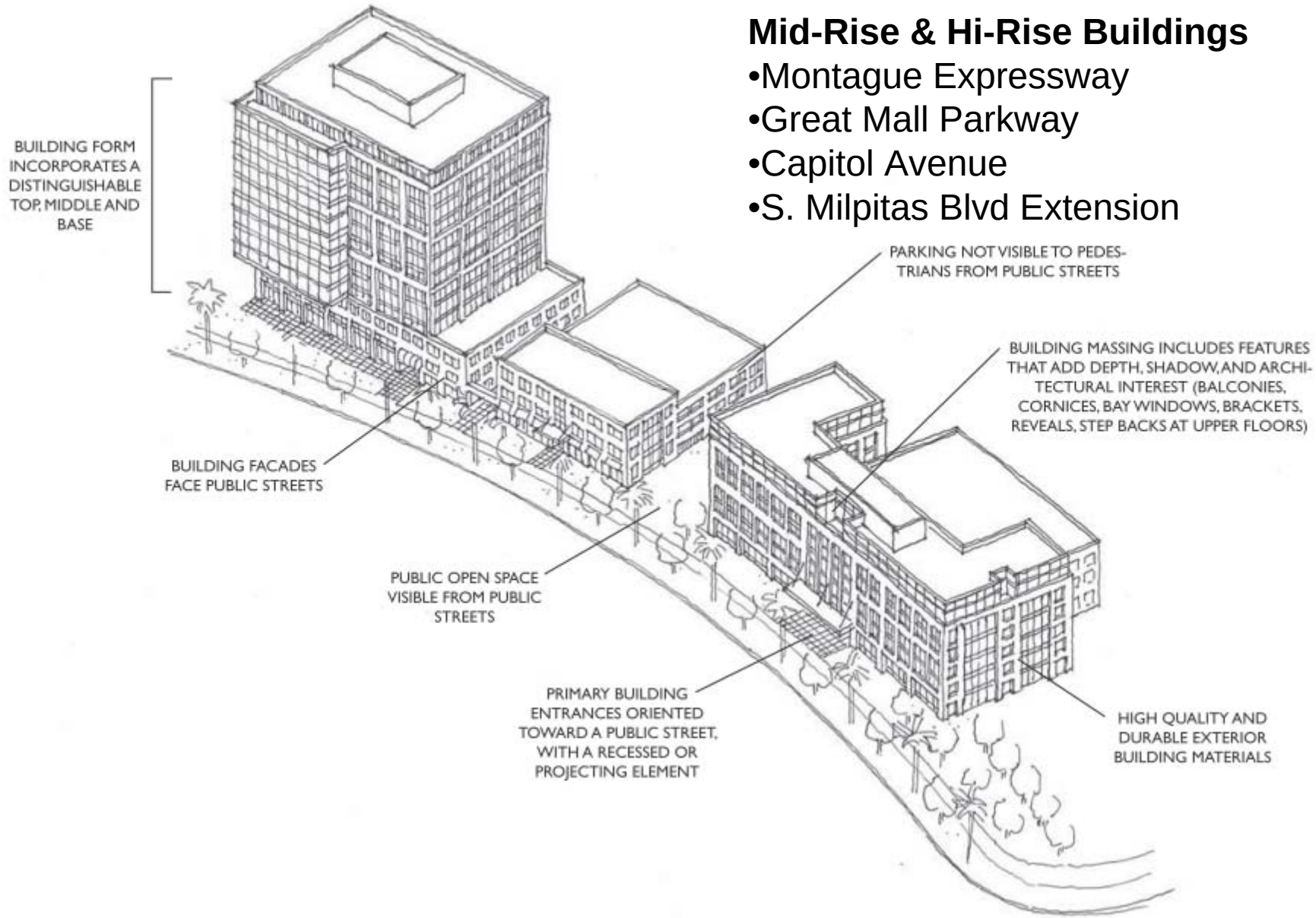
Community Design Goals

- *Build quality neighborhoods and commercial districts.*
- *Design an attractive pedestrian environment that encourages walking.*
- *Establish a unique identity for each subdistrict through the mix of land uses and design of public improvements.*

Design Guidelines

Mid-Rise & Hi-Rise Buildings

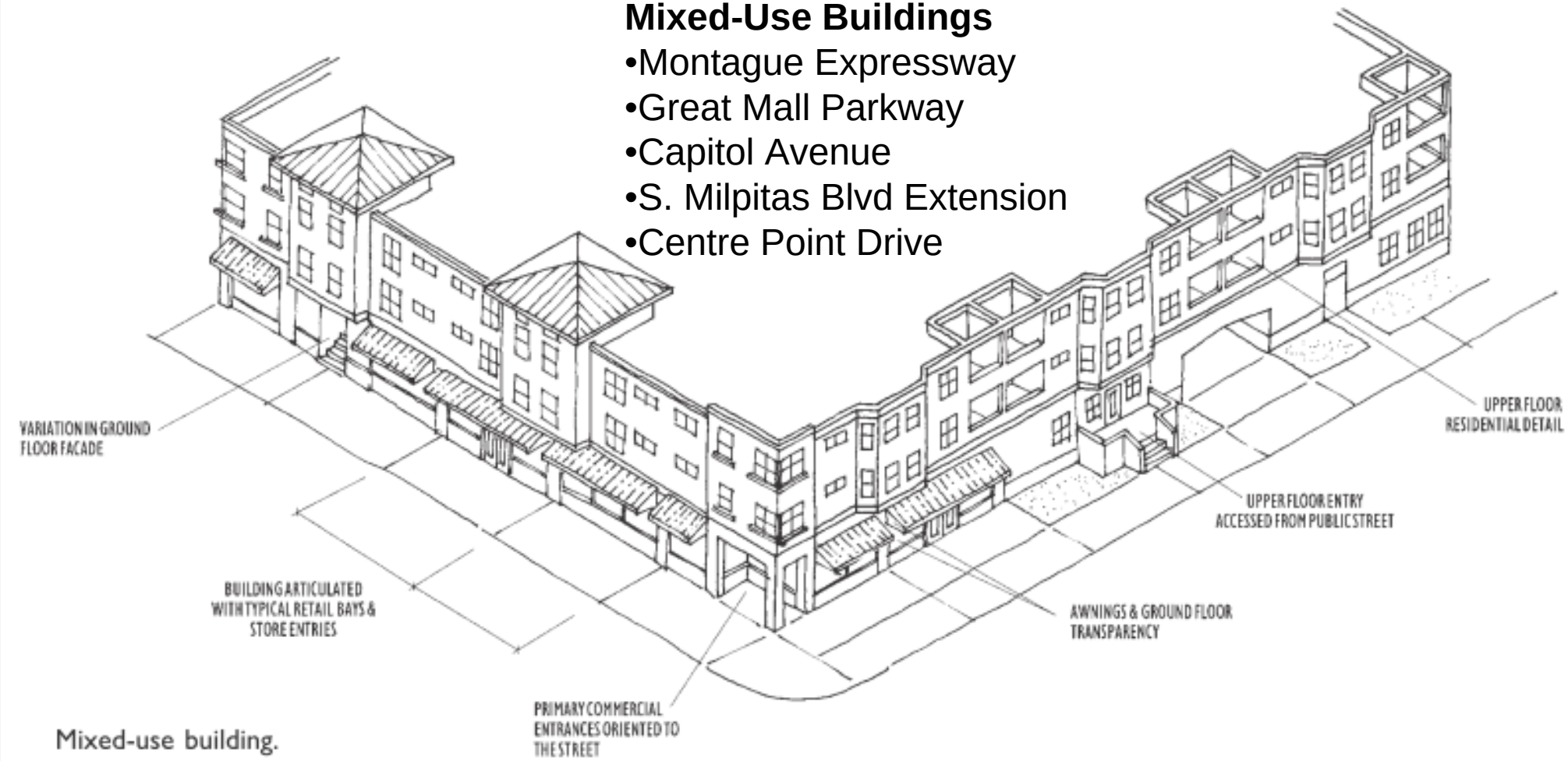
- Montague Expressway
- Great Mall Parkway
- Capitol Avenue
- S. Milpitas Blvd Extension



Design Guidelines

Mixed-Use Buildings

- Montague Expressway
- Great Mall Parkway
- Capitol Avenue
- S. Milpitas Blvd Extension
- Centre Point Drive

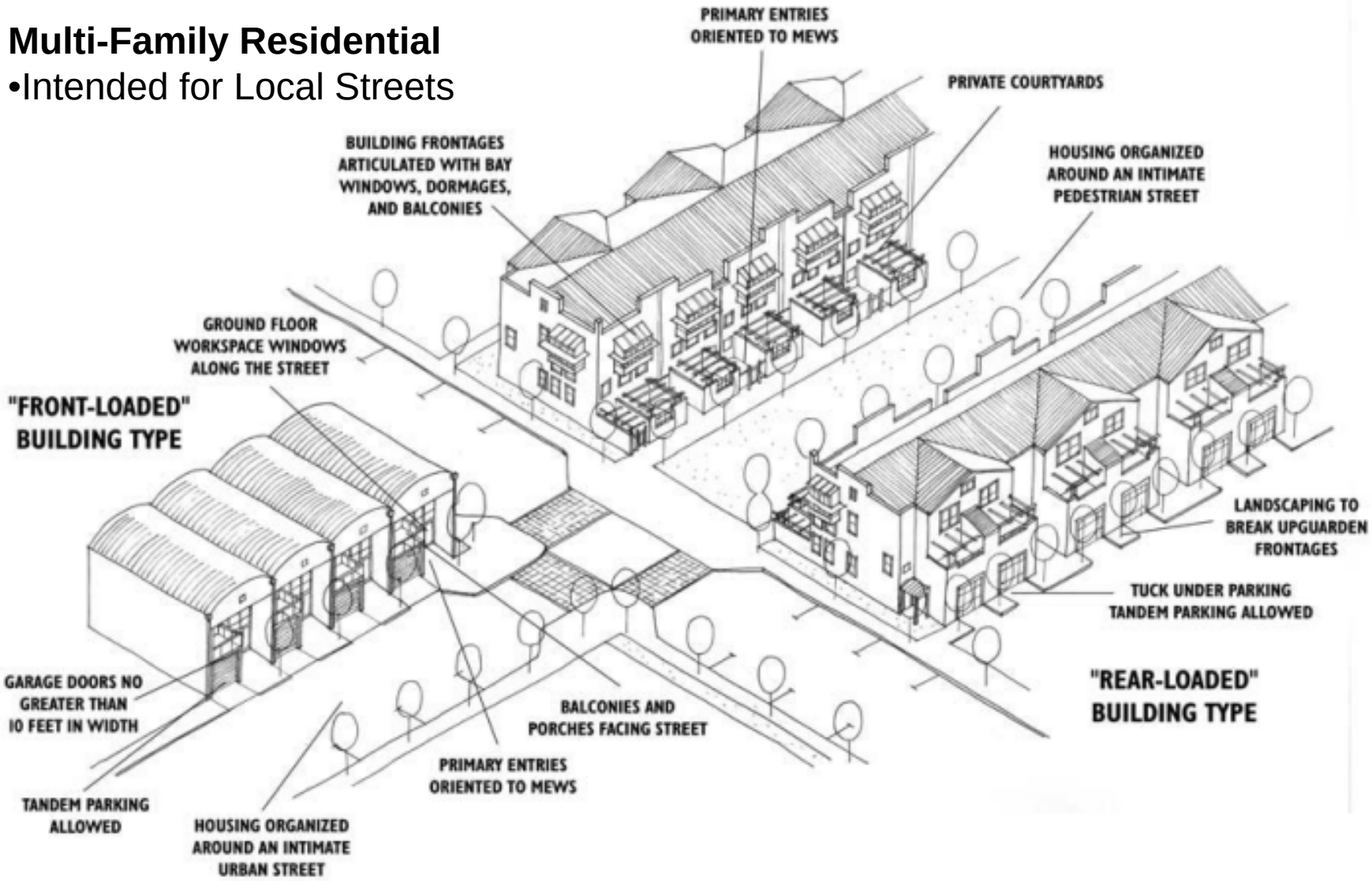


Mixed-use building.

Design Guidelines

Multi-Family Residential

•Intended for Local Streets

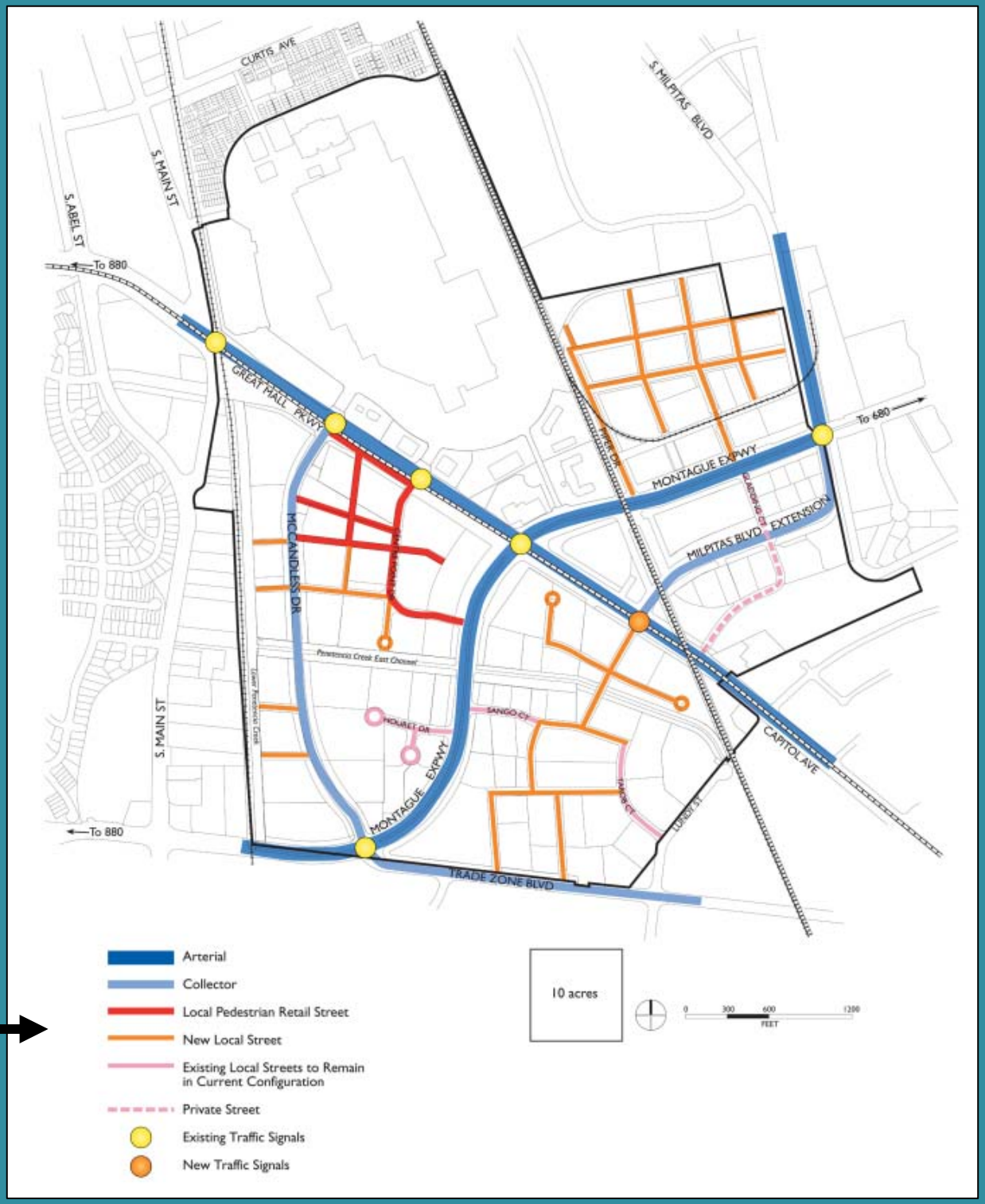


Street Types

They key is to start with the Streets.

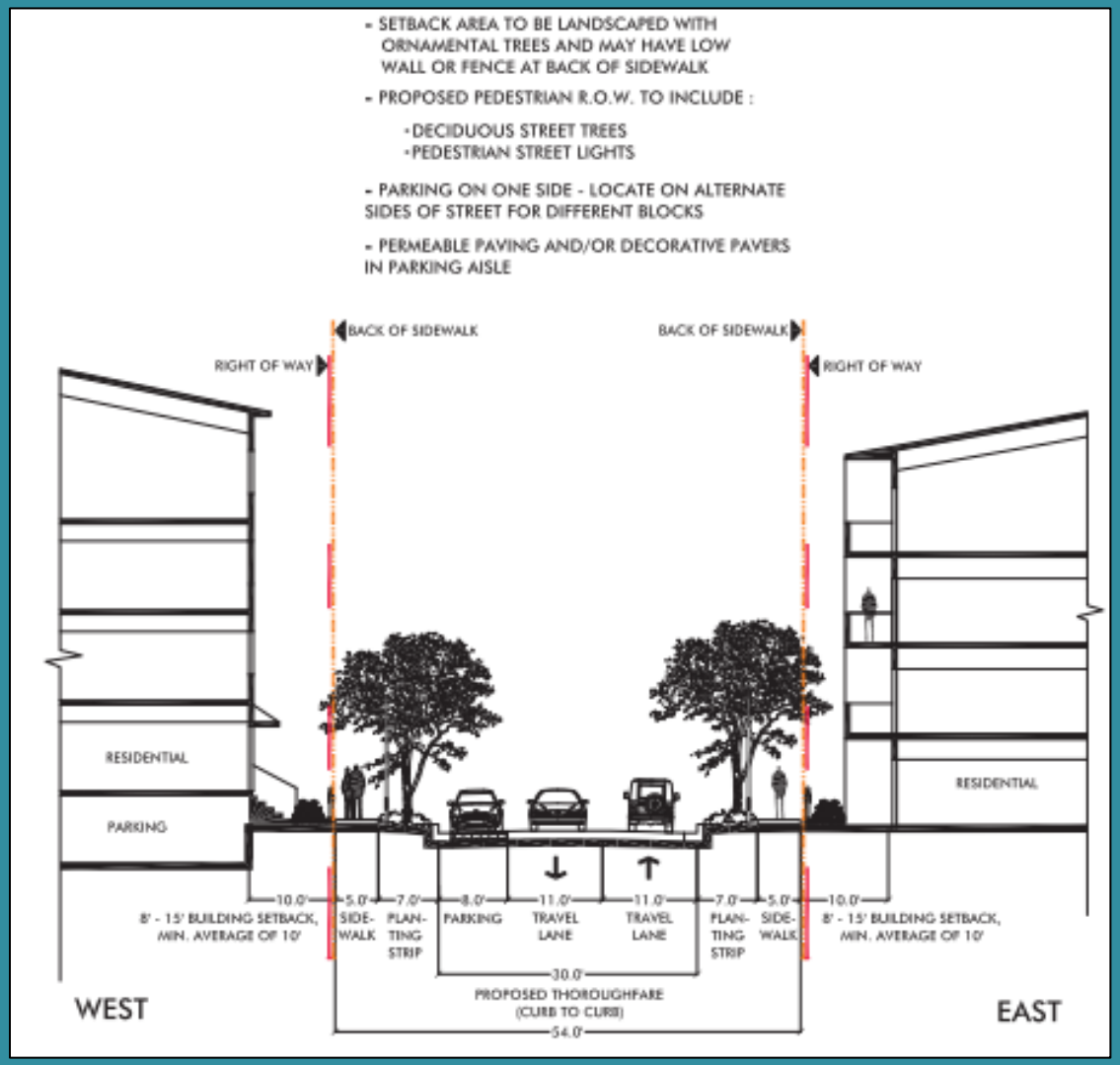
<u>Policy 5.3</u>:
All streets (public & private) shall be consistent with the street sections.

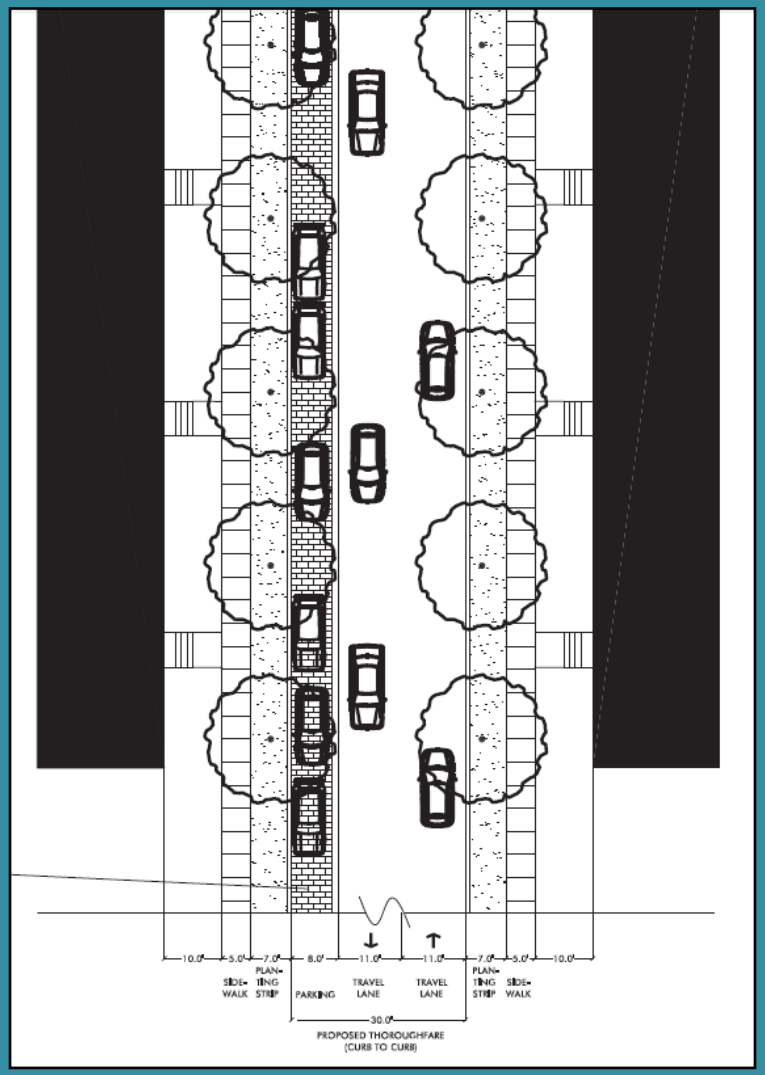
Local Street Design



Local Pedestrian Street

<u>Policy 5.15</u>: 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.

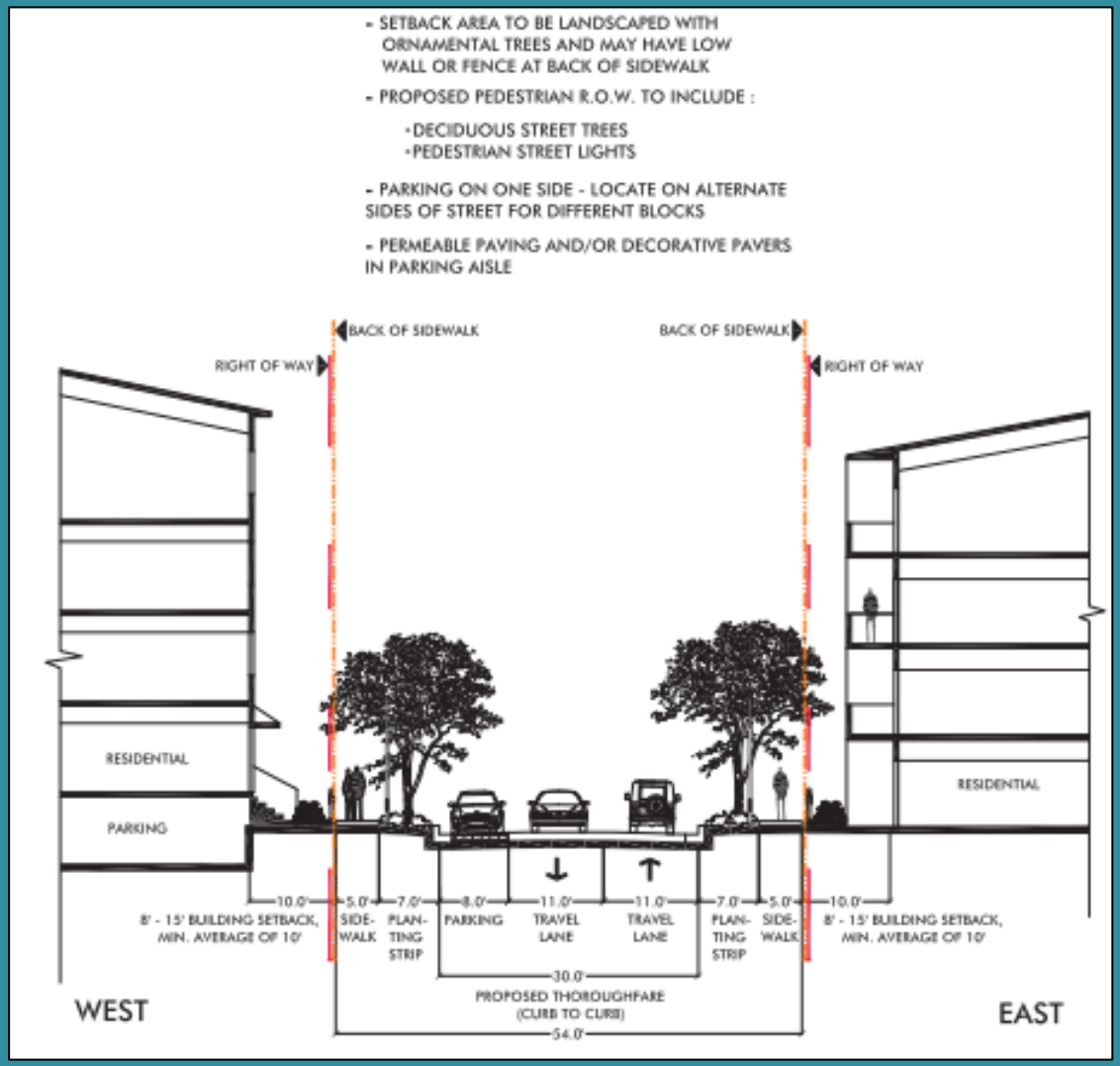




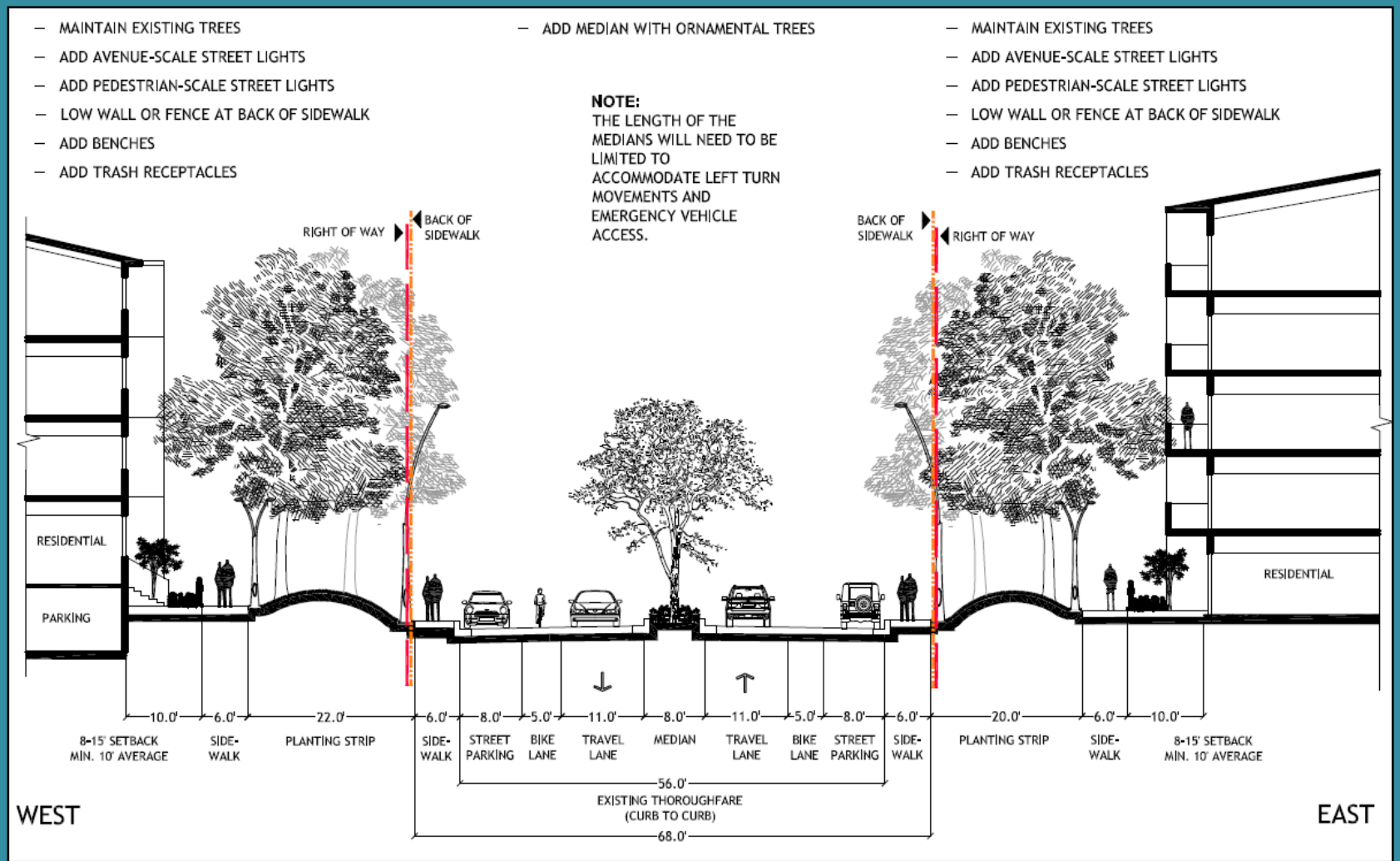
Field Observations

(1) Misinterpreted Street Design

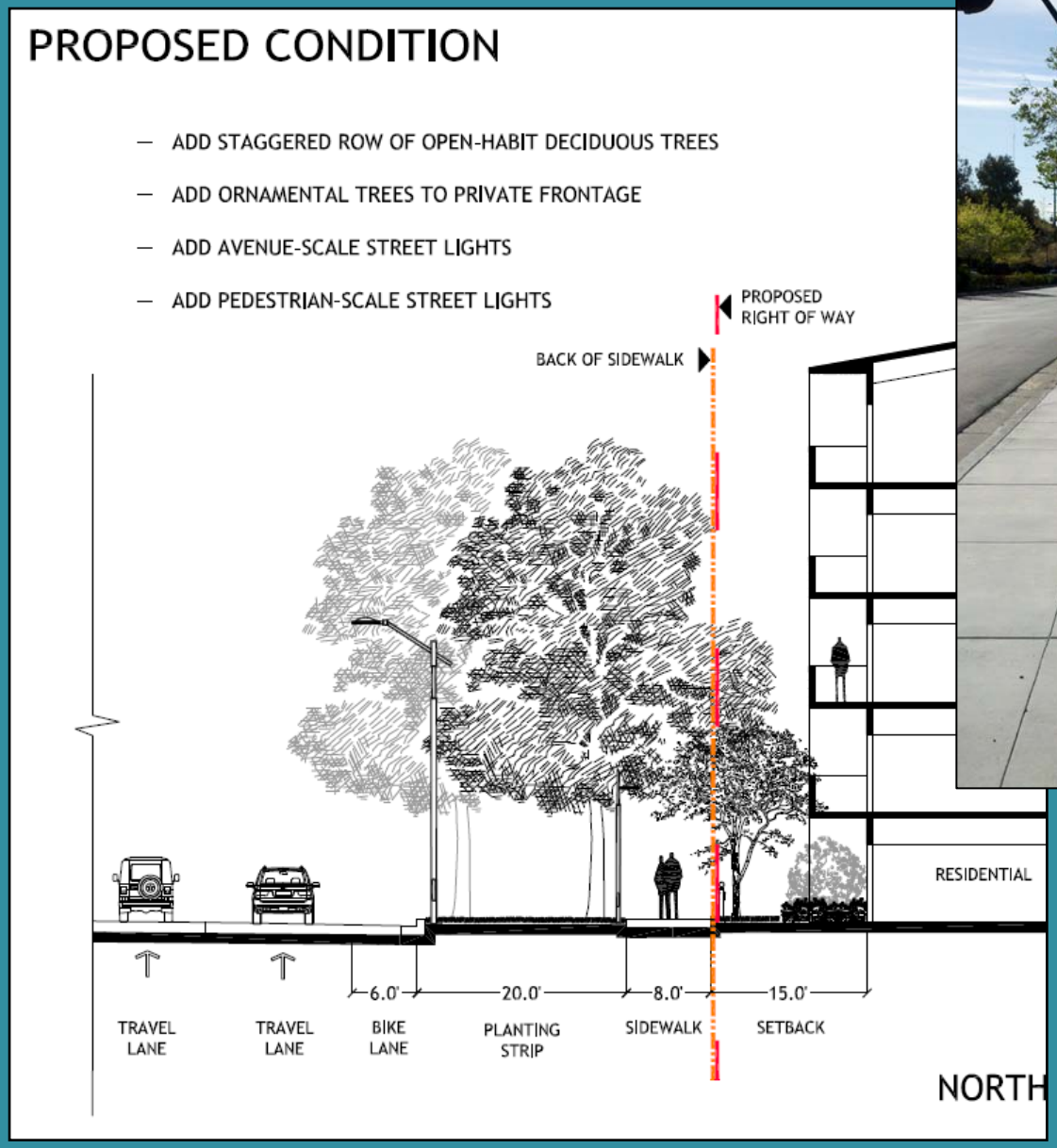
(2) Adapting for new C.3 Stormwater Regulations

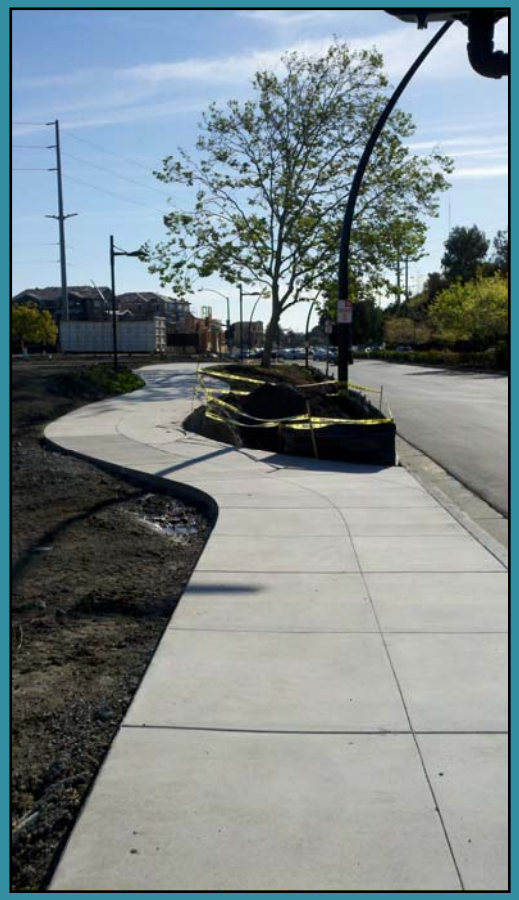


Field Observations - Change in Plans

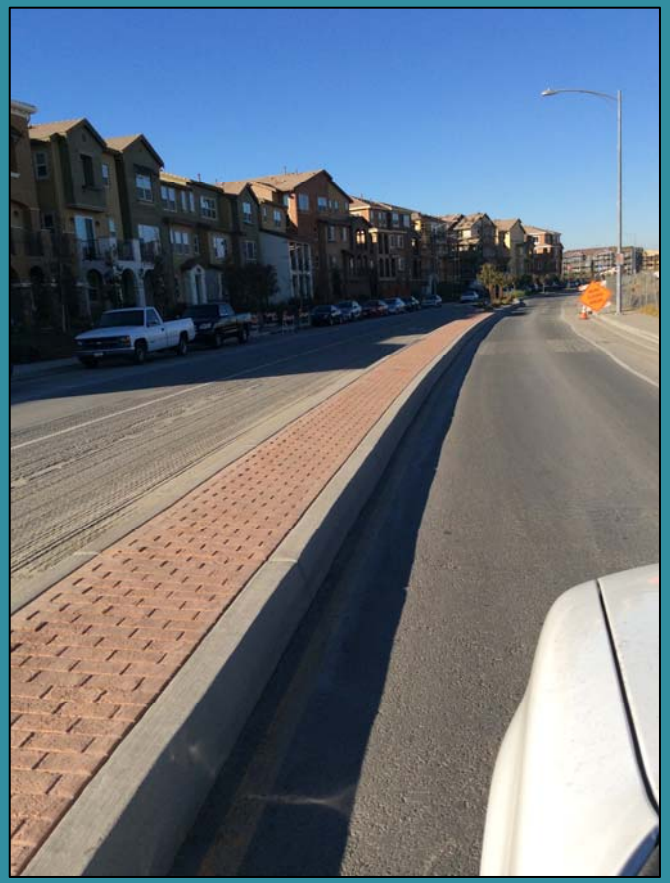


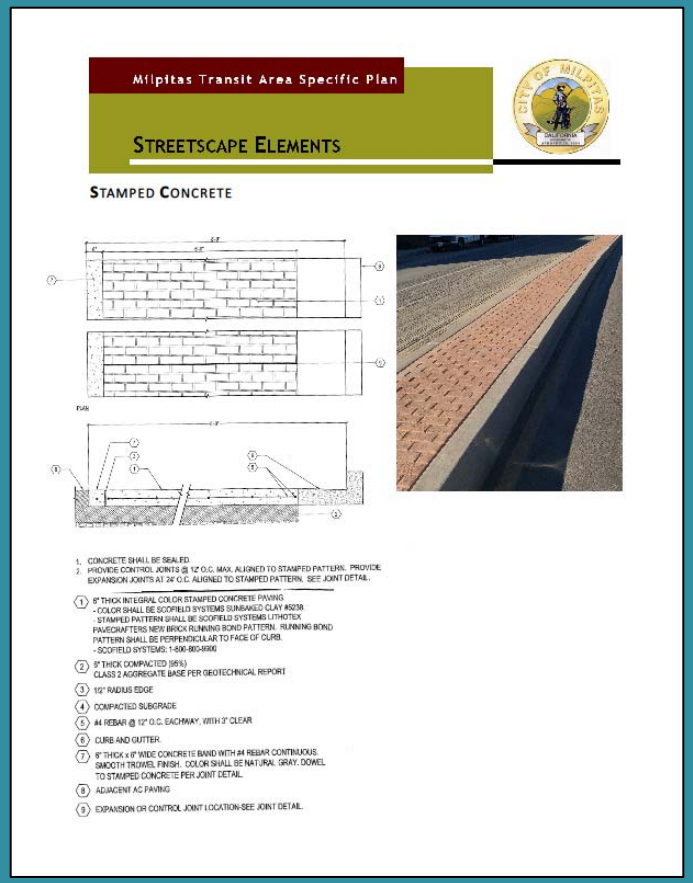
Field Observations - Misinterpreted Setback





Field Observations
- Paving Coordination





Milpitas Transit Area Specific Plan

STREETSCAPE ELEMENTS

STAMPED CONCRETE

1. CONCRETE SHALL BE SEALED.
2. PROVIDE CONTROL JOINTS @ 12' O.C. MAX. ALIGNED TO STAMPED PATTERN. PROVIDE EXPANSION JOINTS AT 24' O.C. ALIGNED TO STAMPED PATTERN. SEE JOINT DETAIL.

(1) 6" THICK INTEGRAL COLOR STAMPED CONCRETE PAVING.
- COLOR SHALL BE SCOFIELD SYSTEMS SUNBAKED CLAY #5238
- STAMPED PATTERN SHALL BE SCOFIELD SYSTEMS LITHOTEX PAVECRAFTERS NEW BRICK RUNNING BOND PATTERN. RUNNING BOND PATTERN SHALL BE PERPENDICULAR TO FACE OF CURB.
- SCOFIELD SYSTEMS: 1-800-860-4900

(2) 6" THICK COMPACTED (95%) CLASS 2 AGGREGATE BASE PER GEOTECHNICAL REPORT

(3) 1/2" RADIUS EDGE

(4) COMPACTED SUBGRADE

(5) #4 REBAR @ 12" O.C. EACHWAY, WITH 3" CLEAR

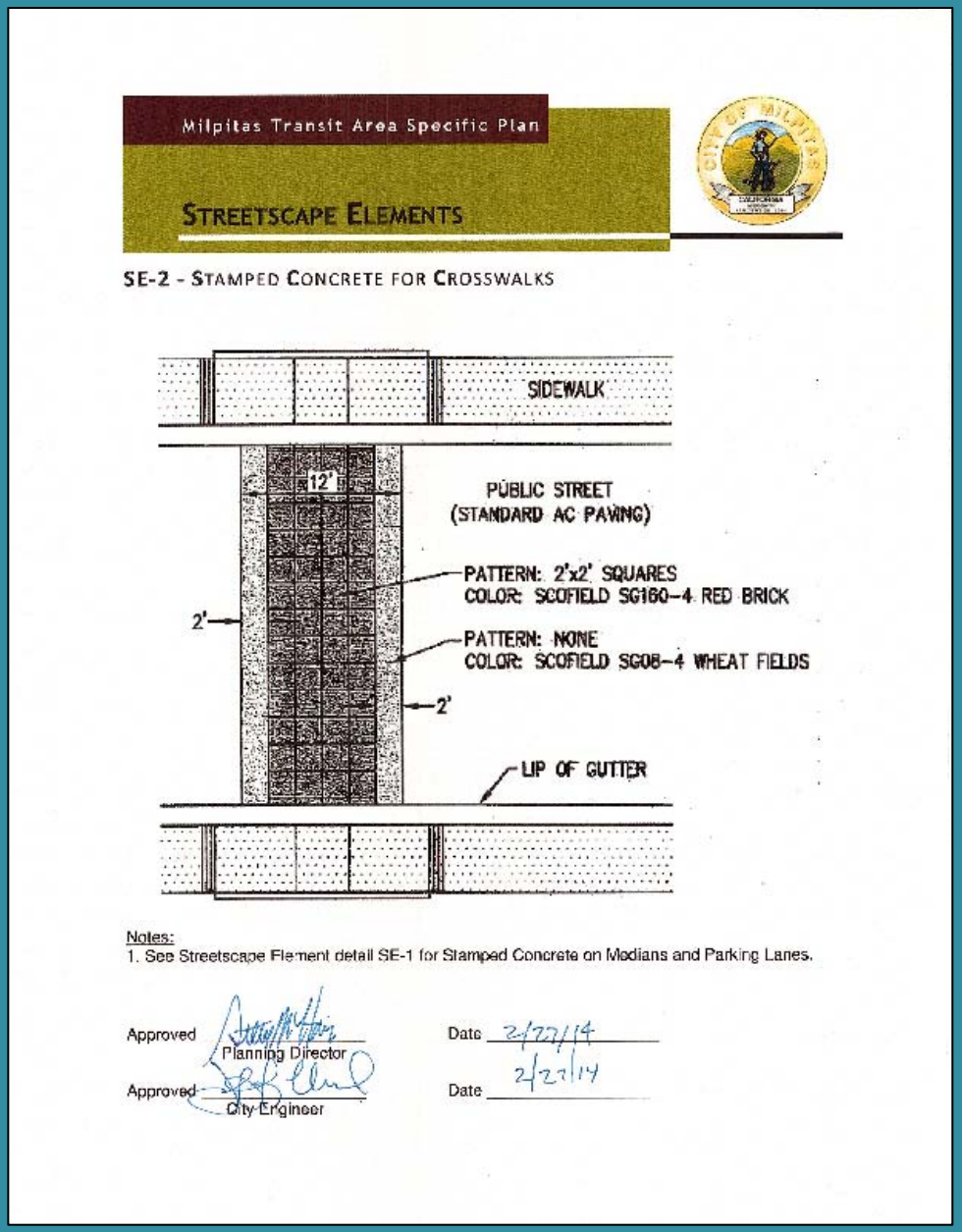
(6) CURB AND GUTTER.

(7) 6" THICK x 6" WIDE CONCRETE BAND WITH #4 REBAR CONTINUOUS. SMOOTH TROWEL FINISH. COLOR SHALL BE NATURAL GRAY. DOWEL TO STAMPED CONCRETE PER JOINT DETAIL.

(8) ADJACENT AC PAVING

(9) EXPANSION OR CONTROL JOINT LOCATION-SEE JOINT DETAIL.

Field Observations - Smooth Distinctive Crosswalks



Milpitas Transit Area Specific Plan

STREETSCAPE ELEMENTS

SE-2 - STAMPED CONCRETE FOR CROSSWALKS

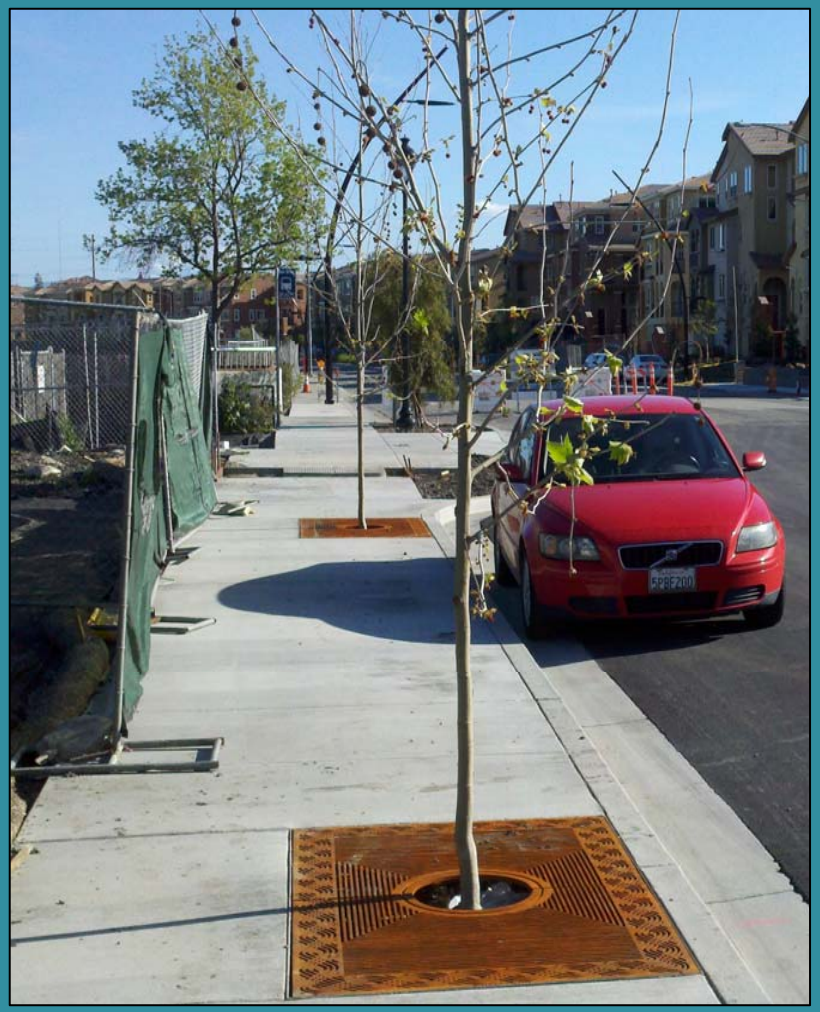
Notes:
1. See Streetscape Element detail SE-1 for Stamped Concrete on Medians and Parking Lanes.

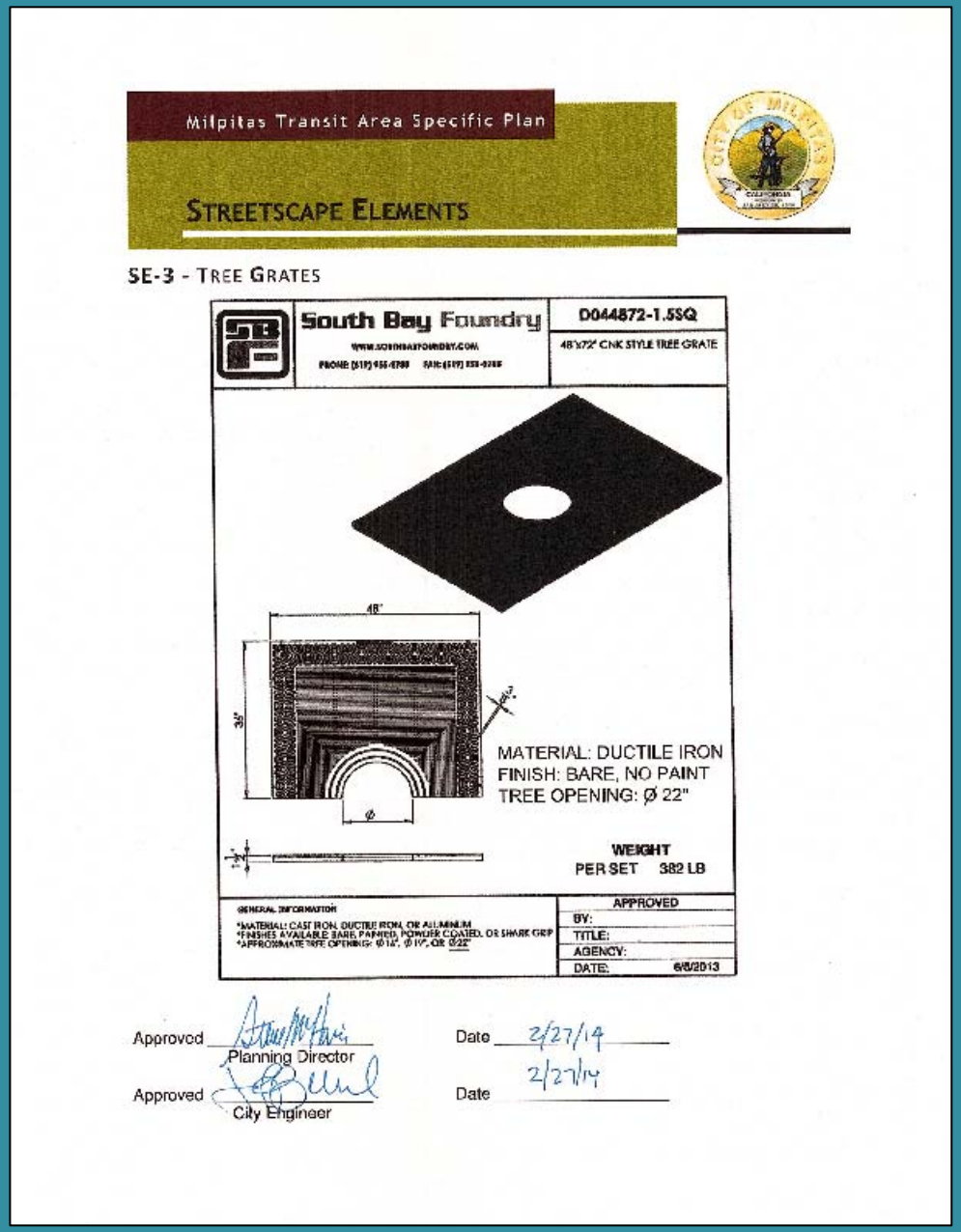
Approved _____ Planning Director — Date 2/27/14

Approved _____ City Engineer — Date 2/27/14

Field Observations

-Detail down to the Tree Grates





Milpitas Transit Area Specific Plan

STREETSCAPE ELEMENTS

SE-3 - TREE GRATES

South Bay Foundry

D044872-1.5SQ

48"x72" CNK STYLE TREE GRATE

48"

36"

Ø

MATERIAL: DUCTILE IRON
FINISH: BARE, NO PAINT
TREE OPENING: Ø 22"

WEIGHT
PER SET 382 LB

GENERAL INFORMATION
*MATERIAL: CAST IRON, DUCTILE IRON, OR ALUMINUM
*FINISHES AVAILABLE: BARE, PAINTED, POWDER COATED, OR SHARK GRIP
*APPROXIMATE TREE OPENING: Ø 14", Ø 19", OR Ø 22"

APPROVED
BY:
TITLE:
AGENCY:
DATE: 6/8/2013

Approved _____ Planning Director Date 2/27/14

Approved _____ City Engineer Date 2/27/14

Questions?